Board of Directors Agenda

October 15, 2026

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Raise Hand	▶	Use the **raise hand** feature every time you wish to make a public comment.
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	▶	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).
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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
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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

October 15, 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.
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	▶	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos “pertinentes a la reunión”, ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el **Comentario público verbal** en vivo para obtener instrucciones sobre cómo hacer un comentario público.

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).

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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.**

Metropolitan Transit System

Board of Directors

Agenda

October 15, 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.	
	CONSENT ITEMS	
3.	**Approval of Minutes** Action would approve the September 17, 2026 Board of Directors meeting minutes.	Approve
4.	**CEO Report**	Informational
5.	**PRONTO Fare Collection System – Contract Amendment** Action would the Chief Executive Officer (CEO) to execute Amendment No. 24 to MTS Doc. No. G2091.0-18 with Innovations in Transportation, Inc. (INIT) to purchase 600,000 Extended Use (EU) Cards and 500,000 Limited Use (LU) Cards, in the amount of $1,634,702.50 (inclusive of shipping and CA 7.75% sales tax).	Approve
6.	**Bus Brake Subcomponent Part Supplies - Contract Amendment** Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. B0798.0-26, with The Aftermarket Parts Company (NFI), for the addition of Part #70200770 Air Spring, Bellow, NF-60 - All Axles, Original Equipment Manufacturer (OEM) part to the agreement in the amount of $249,135.56 (inclusive of CA sales tax).	Approve
7.	**Banking Services – Contract Award** Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc No. G3171.0-26, with JPMorgan Chase Bank, N.A. dba J.P. Morgan (J.P.	Approve

Morgan) to provide banking services in the amount of $675,903.60 for five (5) base years and five (5) 1-year options, for a total of up to 10 years ($337,951.80 for the 5-year base period and $337,951.80 for five 1-year options); and 2) Exercise the option years at the CEO's discretion.

8. **Purchase Light Rail Vehicle (LRV) S700 Tooling Kit – Sole Source Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order agreement with Siemens Mobility, Inc. (Siemens), for the purchase of a S700 center truck axle bearing tooling kit, in the amount of $215,500.00 (including CA 7.75% sales tax).

9. **Weed Abatement Services – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL476.0-27, with Quality Sprayers, Inc. (Quality Sprayers), for a five-year (5) period for weed abatement services of all MTS rail Right-Of-Way (ROW) in the amount of $415,140.00.

10. **Fiscal Year (FY) 2026 Low Carbon Transit Operations Program (LCTOP) Funding** — Approve

Action would adopt Resolution No. 26-22 to: 1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; 2) Authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation (Caltrans); 3) Authorize the allocation of $9,124,742 in FY 2026 LCTOP Cycle A and B funding for the Youth Opportunity Pass (YOP) Program; 4) Approve the reprogramming of previously allocated LCTOP funding in the amount of $14,316,687 to the Imperial Avenue Division (IAD) Charging Infrastructure project as approved in the FY 2024 Capital Improvement Program (CIP); and 5) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit Disadvantaged Communities (DACs) identified in Section 39711 of the Health and Safety Code.

11. **Declaration of Surplus Property (Portion of Property Near Grantville Transit Center)** — Approve

Action would declare Assessor Parcel Number (APN) 461-320-34 and the northwestern portion of APN 461-320-31 as "surplus land" for purposes of Government Code sections 54220, et seq.

DISCUSSION ITEMS

12. **Fiscal Year (FY) 2027 Operating Budget Amendment (Mike Thompson)** — Approve

Action would enact Resolution No. 26-18 amending the FY 2027 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.

13. **Administrative Penalty Program under Public Utilities Code section 99580 for Fare Evasion and Passenger Conduct Violations** — Approve

Action would 1. Waive the requirements of Board Policy No. 22 (Rules of Procedure for MTS Board of Directors), section 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (unanimous vote of the Board members present is required to waive further reading); 2. Adopt proposed Ordinance No. 15 (Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580); 3. Instruct the Chief Executive Officer (CEO) to begin the process of completing solicitations consistent with Board Policy No. 52 (Procurement of Goods and Services) for an Administrative Penalty Program vendor and associated electronic citation software and hardware necessary to implement Ordinance No. 15; 4. Authorize the CEO to delay implementation of Ordinance No. 15 until contracts for an Administrative Penalty Program vendor and associated electronic citation software and hardware have been solicited, approved as required by Board Policy 41 (Signature Authority), and implemented; and 5. Discontinue the MTS Diversion Program upon implementation of Ordinance No. 15.

14. **PRONTO LIFE Update (Mark Olson and Israel Maldonado)** — Informational

15. **Fiscal Year (FY) 2026 Annual Performance Monitoring Report (Brent Boyd)** — Informational

OTHER ITEMS

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

17. **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.

18. **Next Meeting Date**

The next Board of Director's meeting is scheduled for November 19, 2026 at 9:00am.

CLOSED SESSION

19. **Public Comment for Closed Session**

20. **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)

21. Closed Session - Public Employee Performance Evaluation/ Conference with Labor Negotiators – Chief Executive Officer Pursuant to California Government Code Sections 54957 and 54957.6 — Possible Action

Agency-Designated Representative: Stephen Whitburn, Chair
Employee: Sharon Cooney, CEO

ADJOURNMENT

22. Adjournment

From: Edgar Treavers
To: MTS Clerk of the Board
Subject: MTS
Date: Friday, October 2, 2026 4:58:31 PM

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

I am writing to formally express my opposition to the MTS fare increase that took effect on October 1, 2026, raising the standard one-way fare to $3.00.

I understand that MTS has cited projected budget shortages and increasing operating costs as reasons for the increase. However, increasing the cost of transportation directly affects people who rely on public transit to get to work, school, medical appointments, and other essential activities.

A $0.50 increase may seem small, but for someone who rides frequently, it adds up quickly. A rider paying for two one-way trips every workday is now paying approximately $20 more per month compared with the previous $2.50 fare, before considering any other transit expenses.

I believe MTS should provide greater transparency regarding how much additional revenue this fare increase is expected to generate, exactly where that money will be allocated, and what specific measures were considered before placing the additional cost on riders.

I respectfully ask MTS to reconsider the fare increase and to continue examining alternatives that do not place the burden primarily on transit riders.

Please record this as my formal public comment regarding the 2026 MTS fare increase and provide a response explaining how rider concerns

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MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS

September 17, 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 9:07 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

[Clerk's note: Some Closed Session Public Comments were taken at the start of the meeting].

Chair Whitburn outlined the meeting agenda, announced the start of non-agenda public comment, and allowed comments on the closed session item for individuals unable to remain for the full meeting. He noted that later comments on the closed session item would be limited to those who had not already spoken, and reviewed the order of business before the Board entered closed session.

Student 513 – provided a written statement to the Board prior to the meeting. The written comment is provided in the September 17, 2026 Final Meeting Packet.

Dennis Garrett – provided 2 separate written statements to the Board prior to the meeting. The written comments are provided in the September 17, 2026 Final Meeting Packet.

Miguel Ramirez, Bus Operator and shop steward with Teamster Local 542 – provided a verbal statement to the Board during the meeting. Miguel expressed concerns regarding ongoing radio communication, RTMS, and tablet system issues and urged the Board to seek accountability, establish clear timelines, and improve safety and equipment reliability for drivers.

Adrian Salas a resident of Normal Heights – provided a verbal statement to the Board during the meeting. Adrian requested that Route 215 continue serving December Nights at Balboa Park and encouraged MTS to promote transit access to the event. Adrian also suggested providing a demonstration at public events to help riders become more comfortable loading bicycles onto buses.

Peter Kennedy, Director of the Railroad Mechanical Department for SMART International – provided a verbal statement to the Board during the meeting. Peter requested that employee perspectives be formally incorporated into future CEO performance evaluations. He emphasized the importance of addressing frontline worker concerns, strengthening collaboration between labor and the Board, and ensuring workers' needs were adequately considered as the agency moved forward.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the July 30, 2026 Board of Directors meeting minutes.

4. CEO Report

DRAFT

5. Purchase of Class B Paratransit Vehicles – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. B0804.0-27, with Model 1 Commercial Vehicles, Inc., for the purchase of twenty-two (22) propane-powered Class B Paratransit Vehicles in the amount of $4,885,015.52.

6. Ultrasonic Rail Testing Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL469.0-26, with Smith-Emery Laboratories (Smith-Emery), for Ultrasonic Rail Testing Services for a five (5) year period, in the amount of $379,265.00.

7. Application for Volkswagen (VW) Environmental Mitigation Trust Fund Bus Replacement Program

Action would approve Resolution No. 26-14, authorizing the application for rebates of up to $813,500 in VW Trust funds for the current and future purchase of battery electric buses.

8. Purchase of Bus Operator Uniforms – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. B0795.0-26, with Ace Uniforms LLC (Ace Uniforms), for the purchase of bus operator uniforms for a three (3) year base period with two (2) 1-year options, for a total of five (5) years in the amount of $913,162.11; and 2) Exercise the option years at the CEO's discretion.

9. California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2025 Federal Transit Administration (FTA) Section 5311 Formula Funding

Action would 1) Accept the allocation of $273,099 in FFY 2025 Section 5311 funds for operating assistance in rural areas; and 2) Ratify Resolution No. 25-05 adopted by the Board of Directors on June 26, 2025 (Agenda Item No. 8).

10. Strategic Growth Council (SGC) – Transformative Climate Communities (TCC) Program Round 5- Award and Project Acceptance

Action would 1) Approve Resolution No. 26-17 authorizing the Chief Executive Officer (CEO) to accept the Round 5 SGC –TCC Program Grant via the San Diego Foundation in an amount of $1,807,400 for the 12th & Imperial Transit Center Project and Installation of a Mural; and 2) Authorize the CEO to take all actions necessary to fulfill MTS's obligations under the resolution, including, but not limited to, executing a Subaward Agreement for the grant funded portion of the project.

11. America Plaza Pedestrian Enhancements Project – Work Order Amendment

Action would 1) Ratify Work Order Amendment No. WOA2497-CM04.02, under MTS Doc No. G2497.0-21, with Jacobs Project Management Co. (Jacobs), in the amount of $148,868.00 for additional funding and revisions to Jacobs' personnel and classifications for construction management services; and 2) Authorize the Chief Executive Officers (CEO) to execute Work Order Amendment No. WOA2497-CM04.03, under MTS Doc No. G2497.0-21, with Jacobs, in the amount of $49,470.72 for additional funding to provide construction management services.

12. Assessment Repair of Light Rail Vehicle (LRV) Couplers – Sole Source Award

Action would authorize the Chief Executive Officer (CEO) to execute Purchase Order 4500073989, with Dellner, Inc. (Dellner), for the assessment and repair of five (5) LRV

Couplers, in the amount of $193,055.65.

13. Bogie Carset Repairs – Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. L1704.0-25, with Siemens Mobility, Inc. (Siemens), for the repair of power trucks that were involved in the Light Rail Vehicles (LRV) 5027 accident, in the amount of $876,392.10.

14. Bus Parts Supplies - Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. B0791.0-26, with Cummins, Inc. (Cummins), for an additional sixteen (16) parts, in the amount of $1,950,048.24, for a new contract total of $8,335,315.28 (inclusive of CA sales tax).

15. Investment Report – Quarter Ending June 30, 2026

16. Fiscal Year (FY) 2025-26 and FY 2026-27 California Senate Bill (SB) 1 State of Good Repair (SGR) Funding

Action would approve Resolution No. 26-15 in order to: 1) Approve the revised FY 2025-26 SB1 SGR funding to bring the total allocation to $5,754,706 to be used for the FY 2026 Bus Procurement Project as approved in the FY 2027 Capital Improvement Program (CIP); and 2) Authorize the use of, and application for, $6,005,661 in FY 2026-27 SB1 SGR funding to be used for the Orange Line Improvement Project - Phase 2.

17. Fiscal Year (FY) 2025-26 and FY 2026-27 State Transit Assistance (STA) Claim and STA Interest Claim

Action would approve Resolution No. 26-16 in order to: 1) Approve the revised FY 2025-26 STA funding to bring the total allocation to $31,548,749; and; 2) Authorize the use of, and application for $ 41,569,127 in FY 2026-27 STA funding to be used for the FY 2027 operating and capital projects.

18. Board Policy No. 44 (MTS Travel Expense Policy) – Policy Revision

Action would approve the proposed revisions to MTS Board Policy No. 44 (MTS Travel Expense Policy).

19. Board Policy No. 30 (Investment Policy) – Policy Revision

Action would approve and adopt the updated Board Policy No. 30 (Investment Policy).

20. On-Call Job Order Contracting (JOC) Railroad General Electrical, Communication, and Traffic Signal Construction Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL461.0-26, with HMS Construction, Inc. (HMS), for on-call railroad general electrical, communication, and traffic signal construction services, to not exceed the statutory JOC limits under Public Contract Code Section 20128.5, calculated to be in the amount of $6,642,000.00, for one (1) year beginning October 1, 2026.

21. On-Call Job Order Contracting (JOC) Railroad Signals, Overhead Catenary Systems, and Trackwork Construction – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL462.0-26, with HMS Construction, Inc. (HMS), for on-call railroad signals, overhead catenary systems and, trackwork construction, to not exceed the statutory JOC limits under Public Contract Code Section 20128.5, calculated to be in the amount of $6,642,000.00, for one (1) year beginning October 1, 2026.

22. Otay Mesa Transit Planning Study – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3201.0-26, with HDR Engineering, Inc. (HDR), for the Otay Mesa Transit Planning Study for a total amount of $390,484.98.

23. Beyer Blvd Pathway Beautification Construction – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute the base bid contract to MTS Doc No. PWL471.0-26, with Weir Contracting Corporation (Weir), for the construction of the Beyer Blvd Pathway Beautification project in the amount of $2,245,019.00; 2) Authorize the CEO to execute contract alternate No.1 to provide and install the shade structure shown in the contract documents, in the amount of $240,000.00, bringing total expenditure authority to $2,485,019.00; and 3) Authorize the CEO to execute change orders totaling up to 10% of the base bid and alternate, in the amount of $248,502, bringing the total expenditure authority to $2,733,521.00.

24. Security Services – Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 9 to MTS Doc No. G2359.0-20, with Inter-Con Security Systems, Inc. (dba Inter-Con Security), to add contract capacity of $16,597,880.00 and extend the contract for one (1) year effective January 1, 2027 to December 31, 2027.

25. 43rd St. Traction Power Substation (TPSS) Replacement Alternating Current (AC) Switchgear Equipment Procurement – Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1716.0-27, a sole source award to RESA Power (RESA), in the amount of $292,492.35 for the purchase of AC switchgear equipment and testing.

26. Revisions to Board Policy No. 26 (Disadvantaged Business Enterprise Program)

Action would approve revisions to Board Policy No. 26 (Disadvantaged Business Enterprise Program).

27. Mills Building Fire Sprinkler Repairs – Job Order Contract (JOC) Change Order

Action would 1) Ratify Work Order MTSJOC441-05 under MTS Doc. No. PWG441.0-25, with ABC General Contractor, Inc. (ABCGC), in the amount of $96,834.67 for repair of the damaged fire sprinkler line at the Mills Building; and 2) Authorize the Chief Executive Officer (CEO) to execute Change Order MTSJOC44-05.01 under MTS Doc. No. PWG441.0-25, with ABCGC, in the amount of $67,590.83, for the additional repairs to the ceiling and existing bird netting system.

28. Kearny Mesa Transit Center (KMTC) Redevelopment – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA353-AE-68 under MTS Doc No. PWL353.0-22, with Dokken Engineering, Inc. (Dokken), in the amount of $426,965.71 to provide preliminary design services for the KMTC.

29. License Agreement for a Copley Park Division Digital Information Board Project; California Environmental Quality Act (CEQA) Exemption; and Approval of Project
Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. G3205.0-26 with Clear Channel Outdoor, LLC, for a license agreement to construct and operate a digital information board at the Copley Park Division ("Project'") for a base period of 20 years and two (2) five (5)-year option periods; 2) Determine that the Project is statutorily and categorically exempt from environmental review under the California Environmental Quality Act pursuant to Public Resources Code sections 21080.25 and 21080(b)(10), (11) and Title 14 of the California Code Regulations, sections 15275, 15303, 15311, and 15332; and 3) Certify that the Project will be completed by a skilled and trained workforce consistent with the criteria in Public Resources Code section 21080.25.

30. Fiscal Year (FY) 2027 Transportation Development Act (TDA) Claim
Action would adopt Resolution Nos. 26-19, 26-20, and 26-21 approving FY 2027 TDA Article 4.0, 4.5, and 8.0 claims allocating $137,273,612 in TDA revenues for MTS.

31. Sale of Twelve (12) Motor Coach Industries, Inc. (MCI) 45-foot D4500 Compressed Natural Gas (CNG) Commuter Coaches
Action would authorize the Chief Executive Officer (CEO) to: 1) Negotiate the sale of twelve (12) MCI CNG buses (8500 Series); and 2) Take all actions necessary to fulfill the sale and transfer of vehicles, including executing Memorandum of Understanding (MOU) agreements for the sale of the vehicles.

32. IAD & KMD Fluid Distribution System Replacement – Job Order Contract (JOC) Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC441-13 under MTS Doc. PWG441.0-25, with ABC General Contractor, Inc. (ABCGC), in the amount of $744,381.99 for the removal and replacement of the service fluid distribution systems currently in place in the service shops at both the Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD) locations.

33. Tenant Relocation Payment Approval – Clean Transit Advancement Campus
Action would approve a payment to Sanwood Fine Carpentry & Construction Inc. (Sanwood) of $33,200.00 for business reestablishment expenses and $104,215.00 for Furniture, Fixtures and Equipment payments related to the relocation of the Sanwood business from the MTS-owned Clean Transit Advancement Campus (CTAC) property.

Public Comment for item No. 22:

Brandon Plascencia, resident of Otay Mesa – provided a verbal statement to the Board during the meeting. Brandon expressed support to improve transit in the area. Brandon noted that many residents, students, and families faced transportation challenges due to limited bus access and growing car dependency. Brandon emphasized the need for transit oriented

solutions as the community continued to grow and urged timely implementation of planned service improvements.

Public Comment for item No.10:

Amy Castañeda representing the Environmental Health Coalition – provided a verbal statement to the Board during the meeting. Amy expressed support for item 10 and highlighted the benefits of the Transformative Climate Communities grant. She noted that the funding would support bus shelters, bike facilities, benches, and safety improvements for transit riders throughout the region. Amy thanked Kena, Larry, and Julia along with all of MTS staff and project partners for their collaboration and urged approval of the item.

Maritza Garcia, Logan Heights resident – provided a verbal statement to the Board during the meeting. Maritza expressed support for item 10 and stated that the proposed improvements and amenities would enhance the riders experience, beautify the community, and encourage greater transit use. Mariza thanked staff and partners for their efforts and urged approval of the funding.

Board Comment for item No. 20, No. 21 and No. 23

Board Member Leyba-Gonzalez stated that he is recusing himself for consent items 20, 21 and 23.

Action Taken

Board Member Downey moved to approve Consent Agenda Item Nos. 3 to 33. Board Member Hall seconded the motion, and the vote was 12 to 0 in favor with Board Member Bush, Board Member Vaus and Board Member Moreno absent and Board Member Leyba-Gonzalez abstaining from items 20, 21 and 23.

DISCUSSION ITEMS:

34. Comprehensive Operational Analysis (COA) Update (Brent Boyd)

Brent Boyd, MTS Director of Planning and Scheduling, Melissa Sather and Russ Chisholm, with TMD, presented on the Comprehensive Operational Analysis (COA) update. They presented on: COA overview, work so far, why this project is so important, the revenue question, budget assumptions behind two scenarios, reduction scenario overview, potential reduction scenario impacts, growth scenario overview, next steps, and community outreach update.

Sharon Cooney, MTS Chief Executive Officer (CEO), started the discussion explaining that the COA authorized by the Board in early 2025, evaluated scenarios both with and without a new funding source. She stated that extensive community outreach was underway to gather input and informed the Board about the concepts being discussed with the public. Ms. Cooney emphasized that no action was being requested at this time, noting that the COA would serve as a roadmap to guide future service change proposals that would return to the Board for consideration through a public hearing process. She also noted that the document would be updated as planning efforts and community needs evolved.

Public Comment

There were no Public Comments.

Board Comment

Board Member Montgomery Steppe thanked staff for the presentation and asked for clarification regarding slide 10. She inquired how staff defined “nearby service” when describing the 21% of bus riders who would lose their current service but would still have service available nearby. Ms. Sather responded that “nearby service” was defined as service available within a quarter mile of a rider’s current location.

Vice Chair Goble thanked staff for the presentation and asked whether federal requirements related to serving low income communities, including Title 42 considerations, were incorporated into the analysis. He also inquired whether the proposed service changes took into account the transportation needs of economically disadvantaged populations. Mr. Boyd clarified that any major service change, defined as a change of 25% or more would require a Title VI analysis to ensure that low income minority populations were not disproportionately impacted. He noted that such analyses would be conducted if service changes were proposed for implementation and would be presented during a future public hearing prior to Board approval. Mr. Boyd also noted that MTS Board Policy 42 guides the evaluation of transit services, which is different from Title VI.

Board Member Foster asked whether additional data or an appendix was available to accompany the maps and service scenarios. He inquired if there was a way to identify the specific data and analyses that staff and consultants used in developing the proposed concepts. Mr. Boyd responded that additional details, supporting data, and more detailed maps were not yet available but would be presented to the Board in November or December. He stated that future presentations would include more comprehensive backup information and greater detail regarding the proposed service scenarios. Ms. Cooney added that staff had prepared a route by route analysis that included performance metrics such as ridership and cost per passenger. She stated that a copy of the analysis could be provided to the Board and distributed in advance of the more detailed presentation expected in November.

Board Member Hall stated that he would like future maps and data to be presented by geographic areas, such as East County, South County, and North County, to improve visibility and understanding of the proposed service changes. He recalled that information had been presented in that format previously and suggested that such an approach could help identify opportunities to combine routes, while noting the he would leave those determinations to staff. Mr. Boyd responded that when the item returned to the Board in November or December, staff will provide more detailed information organized by neighborhood and subregional areas. He explained that the current presentation was intended to illustrate the overall scope of the analysis, and that future materials would include more detailed maps and information to support decision making.

Action Taken

No action taken. Informational item only.

OTHER ITEMS:

35. Chair, Board Member and Chief Executive Officer’s (CEO’s) Communications

Ms. Cooney announced that MTS had been selected to receive the American Public Transportation Association (APTA) Outstanding Transit Agency of the Year Award. She

recognized the contributions of Board leadership and staff to the achievement, emphasizing that the recognition reflected a collective team effort, and introduced a video highlighting the award.

Ms. Cooney announced that the Spring Street Development groundbreaking was scheduled for September 25th and invited Board Members to attend. She noted that construction activities had already begun and described the project as an exciting development.

Ms. Cooney thanked Board Members for supporting the formation of the MTS Youth Council and announced that the inaugural meeting would take place the following week. She reported that 15 young transit riders, ranging in age 16 to 24 and representing a balance of high school and college students, had been selected from approximately 150 applications and would provide valuable input on future transit initiatives.

Vice Chair Goble highlighted that MTS achieved a record of more than four million riders in July and stated that the accomplishment reflected the efforts of employees across the organization, including operators, mechanics, planners, marketing staff, and safety personnel. He thanked all employees for their contributions and commended the agency for delivering strong customer service, improved safety and continued growth in ridership.

Chair Whitburn stated that the APTA Outstanding Public Transit Agency Award was a significant achievement for MTS. He congratulated and thanked frontline employees, staff, and his fellow Board Members for their contributions to the agency's success and recognitions.

36. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

37. Next Meeting Date

The next regularly scheduled Board meeting is October 15, 2026 at 9:00 a.m.

CLOSED SESSION:

38. Public Comment for Closed Session
[Clerk's note: Some Closed Session Public Comments were taken at the start of the meeting].

Ansermio Estrada – provided a verbal statement to the Board during the meeting. Ansermio expressed concerns about working conditions, fare increases, and service investment, and encouraged the Board to support leadership that prioritizes frontline workers, regional mobility, and a strong vision for public transportation.

Closed Session Convened

The Board convened to Closed Session at 10:02 a.m.

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

Closed Session Reconvening

The Board reconvened to Open Session at 12:39 p.m.

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session:

The Board of Directors conducted a public employee performance evaluation and conference with labor negotiators regarding the CEO and gave instructions to the Chair.

ADJOURNMENT

40. Adjournment

The meeting was adjourned at 12:39 p.m.

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):	September 17, 2026	CALL TO ORDER (TIME):	9:07 a.m.
RECESS:		RECONVENE:	
CLOSED SESSION:	10:02 a.m.	RECONVENE:	12:39 p.m.
ORDINANCES ADOPTED:		ADJOURN:	12:39 p.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Cesar Fernandez	☒	Jose Preciado	☐	9:17 a.m.	12:39 p.m.
City of Chula Vista	John McCann	☒	Jose Preciado	☐	9:07 a.m.	12:39 p.m.
City of Coronado	Carrie Downey	☒	Mark Fleming	☐	9:07 a.m.	12:39 p.m.
County of San Diego	Monica Montgomery Steppe	☒	Paloma Aguirre	☐	9:07 a.m.	12:39 p.m.
City of El Cajon	Steve Goble (Vice-Chair)	☒	Phil Ortiz	☐	9:07 a.m.	12:39 p.m.
City of Imperial Beach	Matthew Leyba-Gonzalez	☒	Mariko Nakawatase	☐	9:07 a.m.	12:39 p.m.
City of La Mesa	Patricia Dillard	☒	Mark Arapostathis	☐	9:07 a.m.	12:39 p.m.
City of Lemon Grove	Jennifer Mendoza	☒	Seth Smith	☐	9:15 a.m.	12:39 p.m.
City of National City	Marcus Bush	☒	Jose Rodriguez	☐	10:02 a.m.	12:39 p.m.
City of Poway	Steve Vaus	☐	Peter De Hoff	☐	ABSENT	ABSENT
City of San Diego	Vivian Moreno	☒	Jennifer Campbell	☐	9:25 a.m.	12:39 p.m.
City of San Diego	Sean Elo-Rivera	☒	Joe LaCava	☐	9:07 a.m.	12:39 p.m.
City of San Diego	Todd Gloria	☐	Henry Foster	☒	9:10 a.m.	12:39 p.m.
City of San Diego	Stephen Whitburn (Chair)	☒	Kent Lee	☐	9:07 a.m.	12:39 p.m.
City of Santee	Ronn Hall	☒	Laura Koval John Minto	☐ ☐	9:07 a.m.	12:39 p.m.

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

Metropolitan Transit System

Agenda Item No. 04

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Chief Executive Officer's (CEO) Report

INFORMATIONAL

CONTRACTS AND OTHER AGREEMENTS

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of purchase orders, contracts, work orders, permits, and other agreements that have been approved within the CEO's authority (up to and including $150,000) for the period September 10, 2026 – October 7, 2026. See Attachments A and B.

An emergency procurement was also approved. A report under Public Utilities Code section 120224.1(b) is in Attachment C.

CEO TRAVEL REPORT (since last Board meeting)

October 3-6, 2026 - American Public Transportation Association (APTA) Conference and Expo (Chicago, IL)

BOARD MEMBER TRAVEL REPORT (since last Board meeting)

Stephen Whitburn - October 4-6, 2026 - American Public Transportation Association (APTA) Conference and Expo (Chicago, IL)

Sean Elo-Rivera - October 3-7, 2026 - American Public Transportation Association (APTA) Conference and Expo (Chicago, IL)

LEGISLATIVE AND ADVOCACY SUMMARY UPDATES

Attached are the recent legislative and advocacy updates since the last Board of Directors meeting. See Attachment D.

NOTABLE ACHIEVEMENTS (since last Board meeting)

Train Operator Safety Awards

On September 10, 2026, MTS held its annual Train Operator Safety Awards to honor train operator safety achievements. Employees were celebrated at a luncheon in the Trolley Yard featuring carne asada & chicken tacos, rice and beans, churros, and beverages.

Spring Street Transit Center Transit-Oriented Development Groundbreaking

On September 25, 2026, MTS and its development partner, Affirmed Housing, celebrated a groundbreaking for a new 147-unit residential project at the Spring Street Transit Center. The project, named Spring View, will include 145 affordable apartment homes and 2 manager apartments. The development will also provide 160 parking spaces for transit patrons and 63 resident parking spaces, as well as a transit patron restroom and MTS employee restroom and break area. Construction is now underway and is expected to take 18 to 24 months.

https://www.sdmts.com/inside-mts/media-center/news-releases/san-diego-mts-and-affirmed-housing-strengthen-partnership

APTA Outstanding Public Transportation Agency of the Year Award

On October 5, 2026, at the American Public Transportation Association (APTA) Conference and Expo in Chicago, IL, MTS was presented with the organization's Outstanding Public Transportation Agency Award. The award recognizes transit systems that demonstrate exceptional leadership, serve as outstanding models of excellence, and advance the future of public transportation through innovation and achievement. CEO Sharon Cooney and Board Chair Stephen Whitburn accepted the award on MTS's behalf.



2026 Bus Safety & Service Awards

On October 13 and 15, 2026, MTS will hold its annual Safety and Service Awards honoring our exceptional bus operators, maintenance and support service employees at our Kearny Mesa Division and our Imperial Avenue Division facilities. Employees will be celebrated at a luncheon at each division catered by Super Tacos.

Mid-City Community Action Network (CAN), "Standing with Mid City CAN Award"

On October 21, 2026, Mid-City CAN will honor MTS as a community partner at its 2026 Impact Luncheon. In its announcement, Mid-City CAN stated "It has been a pleasure working with MTS and we are grateful for their willingness to listen to and incorporate feedback from our community members. We also appreciate MTS for providing valuable information and opportunities for community input as part of their Comprehensive Operational Analysis (COA)."

https://onecau.se/impactluncheon2026

Circulate Momentum Award, "Walk the Walk Award"

At its annual Momentum Awards ceremony on October 23, 2026, Circulate Planning & Policy will recognize MTS CEO Sharon Cooney, City of San Diego Councilmember Stephen Whitburn, and California HCD Director Gustavo Velasquez for their leadership.

https://www.circulatesd.org/awards2026

Attachments: A. Purchase Orders
B. Expense and Revenue Contracts
C. Emergency Procurement Report
D. Legislative Updates

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400004030	9/10/2026	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$ 84.79	$ -	$ -
4400004031	9/11/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 33.35	$ -	$ -
4400004032	9/11/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 181.22	$ -	$ -
4400004033	9/11/2026	ODP Business Solutions, LLC		I110-INFORMATION TECH	$ 74.45	$ -	$ -
4400004034	9/11/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 383.62	$ -	$ -
4400004035	9/14/2026	W.W. Grainger Inc		G150-FASTENERS	$ 237.27	$ -	$ -
4400004036	9/14/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,686.48	$ -	$ -
4400004037	9/15/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 146.35	$ -	$ -
4400004038	9/15/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 7.38	$ -	$ -
4400004039	9/15/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 23.25	$ -	$ -
4400004040	9/15/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 93.75	$ -	$ -
4400004041	9/15/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 228.43	$ -	$ -
4400004042	9/15/2026	Mcmaster-Carr Supply Co		F230-METALS/FERROUS	$ 130.10	$ -	$ -
4400004043	9/16/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 287.34	$ -	$ -
4400004044	9/16/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 57.84	$ -	$ -
4400004045	9/16/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 625.64	$ -	$ -
4400004046	9/17/2026	W.W. Grainger Inc		T110-TRACK, RAIL	$ 313.91	$ -	$ -
4400004047	9/17/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 17.63	$ -	$ -
4400004048	9/18/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 636.27	$ -	$ -
4400004049	9/18/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 302.13	$ -	$ -
4400004050	9/22/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 69.65	$ -	$ -
4400004051	9/23/2026	W.W. Grainger Inc		M110-SUB STATION	$ 128.74	$ -	$ -
4400004052	9/23/2026	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$ 59.68	$ -	$ -
4400004053	9/24/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 252.38	$ -	$ -
4400004054	9/25/2026	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	$ 110.82	$ -	$ -
4400004055	9/28/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,810.20	$ -	$ -
4400004056	9/28/2026	W.W. Grainger Inc		T110-TRACK, RAIL	$ 840.51	$ -	$ -
4400004057	9/28/2026	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	$ 913.98	$ -	$ -
4400004058	9/29/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 369.19	$ -	$ -
4400004059	9/30/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 89.48	$ -	$ -
4400004060	9/30/2026	Mcmaster-Carr Supply Co		F230-METALS/FERROUS	$ 70.48	$ -	$ -
4400004061	10/1/2026	Mcmaster-Carr Supply Co		G150-FASTENERS	$ 72.62	$ -	$ -
4400004062	10/5/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 610.68	$ -	$ -
4400004063	10/6/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 211.08	$ -	$ -
4400004064	10/6/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 78.67	$ -	$ -
4400004065	10/6/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 67.06	$ -	$ -
4400004066	10/7/2026	Mcmaster-Carr Supply Co		G150-FASTENERS	$ 349.25	$ -	$ -
4500077623	9/10/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 22,693.59	$ -	$ -
4500077624	9/10/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,140.33	$ -	$ -
4500077625	9/10/2026	Freeby Signs		B250-BUS REPAIR PARTS	$ 169.71	$ -	$ -
4500077626	9/10/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 29,222.10	$ -	$ -
4500077627	9/10/2026	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$ 1,083.62	$ -	$ -
4500077628	9/10/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,096.47	$ -	$ -
4500077629	9/10/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 2,201.71	$ -	$ -
4500077630	9/10/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 4,312.95	$ -	$ -
4500077632	9/10/2026	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 992.48	$ -	$ -
4500077633	9/10/2026	Snap-on Incorporated		G130-SHOP TOOLS	$ 1,500.00	$ -	$ -
4500077634	9/10/2026	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 38.87	$ -	$ -
4500077635	9/10/2026	National Safety Council		G250-NOVELTIES & AWARDS	$ 645.51	$ -	$ -
4500077636	9/10/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 1,540.26	$ -	$ -
4500077637	9/10/2026	Roger Brav		F110-SHOP/BLDG MACHINERY	$ 278.84	$ -	$ -
4500077638	9/10/2026	USSC Acquisition Corp		B250-BUS REPAIR PARTS	$ 291.87	$ -	$ -
4500077639	9/10/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 178.42	$ -	$ -
4500077640	9/10/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 305.06	$ -	$ -
4500077641	9/10/2026	TK Services Inc		B250-BUS REPAIR PARTS	$ 713.82	$ -	$ -
4500077642	9/10/2026	Home Depot USA Inc		B250-BUS REPAIR PARTS	$ 127.10	$ -	$ -
4500077643	9/10/2026	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	$ 2,436.45	$ -	$ -
4500077644	9/10/2026	Big Belly Solar LLC		G140-SHOP SUPPLIES	$ 3,307.77	$ -	$ -
4500077645	9/10/2026	Radwell International LLC		M110-SUB STATION	$ 4,806.17	$ -	$ -
4500077646	9/10/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 141.67	$ -	$ -
4500077647	9/10/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 1,488.65	$ -	$ -
4500077648	9/10/2026	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	$ 10.64	$ -	$ -
4500077649	9/10/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 23,252.92	$ -	$ -
4500077650	9/10/2026	Garrison Systems LLC		M200-YARD FACILITIES	$ 3,832.54	$ -	$ -
4500077651	9/10/2026	Fastenal Company		R230-RAIL/LRV MECHANICAL	$ 2,353.26	$ -	$ -
4500077652	9/10/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 2,826.61	$ -	$ -
4500077653	9/10/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 3,867.10	$ -	$ -
4500077654	9/10/2026	Professional Contractors Supplies		G140-SHOP SUPPLIES	$ 922.32	$ -	$ -
4500077655	9/10/2026	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$ 336.86	$ -	$ -
4500077656	9/10/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 3,289.62	$ -	$ -
4500077657	9/10/2026	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$ 349.11	$ -	$ -
4500077658	9/11/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 1,528.41	$ -	$ -
4500077659	9/11/2026	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$ 243.60	$ -	$ -
4500077660	9/11/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 6,716.60	$ -	$ -
4500077661	9/11/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 66.81	$ -	$ -
4500077662	9/11/2026	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	$ 186.27	$ -	$ -
4500077663	9/11/2026	Transit Holdings Inc		B130-BUS BODY	$ 17.81	$ -	$ -
4500077664	9/11/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 401.04	$ -	$ -
4500077665	9/11/2026	Canada Ticket Inc.		G280-FARE MATERIALS	$ 12,553.72	$ -	$ -
4500077666	9/11/2026	MJ Service Industries LLC	Disabled Veteran Business	G200-OFFICE SUPPLIES	$ 3,795.08	$ -	$ -
4500077667	9/11/2026	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 182.25	$ -	$ -
4500077668	9/11/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 145.47	$ -	$ -
4500077669	9/11/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 474.30	$ -	$ -
4500077670	9/11/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 31.55	$ -	$ -
4500077671	9/11/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 429.52	$ -	$ -
4500077672	9/11/2026	D's Kustom Sales & Services, LLC		M150-PWR SWITCHES/LOCKS	$ 1,185.25	$ -	$ -
4500077673	9/11/2026	Gillig LLC		B130-BUS BODY	$ 4,609.32	$ -	$ -
4500077674	9/11/2026	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	$ 39,001.20	$ -	$ -
4500077675	9/11/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 603.40	$ -	$ -

4500077676	9/11/2026	Inland Lighting Supplies Inc	Small Business	M180-STATION ELECTRICAL	$ 1,090.97	$ -	$ -
4500077677	9/11/2026	ISC Applied Systems Corp		R150-RAIL/LRV COMM EQUIP	$ 6,083.58	$ -	$ -
4500077678	9/11/2026	Genfare, LLC		B120-BUS MECHANICAL PARTS	$ 101.85	$ -	$ -
4500077679	9/11/2026	Kurt Morgan		G200-OFFICE SUPPLIES	$ 1,448.78	$ -	$ -
4500077680	9/11/2026	D's Kustom Sales & Services, LLC		T110-TRACK, RAIL	$ 3,388.75	$ -	$ -
4500077681	9/11/2026	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	$ 3,787.19	$ -	$ -
4500077682	9/14/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 31.14	$ -	$ -
4500077683	9/14/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 6,346.33	$ -	$ -
4500077684	9/14/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 90.51	$ -	$ -
4500077685	9/14/2026	Transit Holdings Inc		B130-BUS BODY	$ 203.78	$ -	$ -
4500077686	9/14/2026	San Diego Hydraulics, Inc.		P210-NON-REV VEH REPAIRS	$ 934.35	$ -	$ -
4500077687	9/14/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 3,997.09	$ -	$ -
4500077688	9/14/2026	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	$ 473.24	$ -	$ -
4500077689	9/14/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,006.27	$ -	$ -
4500077690	9/14/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 49.78	$ -	$ -
4500077691	9/14/2026	Graybar Electric Co Inc		M140-WAYSIDE SIGNALS	$ 803.74	$ -	$ -
4500077692	9/14/2026	Railroad Tools & Solutions LLC		T140-TRACK, TURNOUTS	$ 193.37	$ -	$ -
4500077693	9/14/2026	Compressed Air Systems		F110-SHOP/BLDG MACHINERY	$ 719.69	$ -	$ -
4500077694	9/14/2026	Fastenal Company		R230-RAIL/LRV MECHANICAL	$ 2,353.26	$ -	$ -
4500077695	9/14/2026	San Diego Seal, Inc.	Small Business	R140-RAIL/LRV DOORS/RAMP	$ 1,191.10	$ -	$ -
4500077696	9/14/2026	Otay Mesa Sales, Inc		P160-EQUIPMENT RENTALS	$ 4,594.11	$ -	$ -
4500077697	9/14/2026	Southland Printing Company, Inc		G280-FARE MATERIALS	$ 3,448.00	$ -	$ -
4500077698	9/14/2026	Romaine Electric Corporation		B160-BUS ELECTRICAL	$ 7,645.20	$ -	$ -
4500077699	9/14/2026	MCI Carrillo Inc	Small Business	P210-NON-REV VEH REPAIRS	$ 1,000.00	$ -	$ -
4500077700	9/14/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 484.88	$ -	$ -
4500077701	9/14/2026	Trolley Support LLC		B250-BUS REPAIR PARTS	$ 9,438.90	$ -	$ -
4500077702	9/14/2026	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	$ 693.04	$ -	$ -
4500077703	9/14/2026	W.W. Grainger Inc		G220-OFFICE EQUIPMENT	$ 399.80	$ -	$ -
4500077704	9/14/2026	Merrimac Petroleum Inc	Woman Owned Business	A120-AUTO/TRUCK GASOLINE	$ 3,495.56	$ -	$ -
4500077705	9/14/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 4,582.07	$ -	$ -
4500077706	9/14/2026	2BFueled LLC		A120-AUTO/TRUCK GASOLINE	$ 18,205.83	$ -	$ -
4500077707	9/14/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 196.44	$ -	$ -
4500077708	9/14/2026	Forvis Mazars LLP		P400-FINANCIAL & AUDIT	$ 5,731.00	$ -	$ -
4500077709	9/14/2026	Reg-A-Car Inc		B250-BUS REPAIR PARTS	$ 1,057.50	$ -	$ -
4500077710	9/14/2026	Transit Holdings Inc		B130-BUS BODY	$ 1,547.33	$ -	$ -
4500077711	9/14/2026	Gillig LLC		B130-BUS BODY	$ 699.82	$ -	$ -
4500077712	9/14/2026	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$ 1,955.67	$ -	$ -
4500077713	9/14/2026	W.W. Grainger Inc		G150-FASTENERS	$ 771.85	$ -	$ -
4500077714	9/14/2026	Magaldi & Magaldi Inc		B200-BUS PWR TRAIN EQUIP	$ 1,815.35	$ -	$ -
4500077715	9/14/2026	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$ 247.60	$ -	$ -
4500077716	9/14/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,679.15	$ -	$ -
4500077717	9/15/2026	Transit Holdings Inc		B130-BUS BODY	$ 71.46	$ -	$ -
4500077718	9/15/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 958.89	$ -	$ -
4500077719	9/15/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 1,070.43	$ -	$ -
4500077720	9/15/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 268.56	$ -	$ -
4500077721	9/15/2026	DGB Counseling and Consulting Inc		P490-MANAGEMENT TRAINING	$ 360.00	$ -	$ -
4500077722	9/15/2026	E W Truck & Equipment Co Inc		B140-BUS CHASSIS	$ 5,361.11	$ -	$ -
4500077723	9/15/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 937.03	$ -	$ -
4500077724	9/15/2026	GMT International Corporation		R230-RAIL/LRV MECHANICAL	$ 72,731.25	$ -	$ -
4500077725	9/15/2026	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	$ 3,697.98	$ -	$ -
4500077726	9/15/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,285.22	$ -	$ -
4500077727	9/15/2026	Louis Sardo Upholstery Inc		R200-RAIL/LRV SEATING	$ 3,685.05	$ -	$ -
4500077728	9/15/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 3,381.20	$ -	$ -
4500077729	9/15/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 10,332.63	$ -	$ -
4500077730	9/15/2026	Southern Counties Lubricants LLC		G170-LUBRICANTS	$ 2,493.07	$ -	$ -
4500077731	9/15/2026	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 3,389.82	$ -	$ -
4500077732	9/15/2026	San Diego Seal, Inc.	Small Business	R220-RAIL/LRV TRUCKS	$ 1,745.17	$ -	$ -
4500077733	9/15/2026	TK Services Inc		B250-BUS REPAIR PARTS	$ 1,801.54	$ -	$ -
4500077734	9/15/2026	Maintex Inc		G170-LUBRICANTS	$ 1,063.38	$ -	$ -
4500077735	9/15/2026	Vehicle Maintenance Program, Inc.	Woman Owned Business	B250-BUS REPAIR PARTS	$ 969.65	$ -	$ -
4500077736	9/15/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 1,228.35	$ -	$ -
4500077737	9/15/2026	RS Americas, Inc.		R160-RAIL/LRV ELECTRICAL	$ 963.02	$ -	$ -
4500077738	9/15/2026	Professional Contractors Supplies		G140-SHOP SUPPLIES	$ 560.44	$ -	$ -
4500077739	9/15/2026	Shilpark Paint Corporation		F180-BUILDING MATERIALS	$ 544.30	$ -	$ -
4500077740	9/15/2026	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	$ 484.51	$ -	$ -
4500077741	9/15/2026	Northwest Pump & Equipment Co		F110-SHOP/BLDG MACHINERY	$ 377.67	$ -	$ -
4500077742	9/15/2026	Sportworks Global LLC		B130-BUS BODY	$ 288.86	$ -	$ -
4500077743	9/15/2026	OneSource Distributors, LLC		M120-OVRHEAD CATENARY SYS	$ 558.15	$ -	$ -
4500077744	9/15/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 340.06	$ -	$ -
4500077745	9/15/2026	EAO Switch Corporation		R160-RAIL/LRV ELECTRICAL	$ 228.89	$ -	$ -
4500077746	9/15/2026	Southern Counties Lubricants LLC		G170-LUBRICANTS	$ 3,398.70	$ -	$ -
4500077747	9/16/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 837.86	$ -	$ -
4500077748	9/16/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 393.07	$ -	$ -
4500077749	9/16/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 578.45	$ -	$ -
4500077750	9/16/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 2,404.52	$ -	$ -
4500077751	9/16/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 2,714.50	$ -	$ -
4500077752	9/16/2026	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	$ 10,964.64	$ -	$ -
4500077753	9/16/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 741.45	$ -	$ -
4500077754	9/16/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 3,951.21	$ -	$ -
4500077755	9/16/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 7,811.98	$ -	$ -
4500077756	9/16/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 681.52	$ -	$ -
4500077757	9/16/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 251.90	$ -	$ -
4500077758	9/16/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 1,533.79	$ -	$ -
4500077759	9/16/2026	Day Management Corp		G200-OFFICE SUPPLIES	$ 1,742.45	$ -	$ -
4500077760	9/16/2026	Costco Wholesale Corporation		G250-NOVELTIES & AWARDS	$ 572.38	$ -	$ -
4500077761	9/16/2026	Home Depot USA Inc		G130-SHOP TOOLS	$ 546.50	$ -	$ -
4500077762	9/16/2026	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	$ 220.65	$ -	$ -
4500077763	9/16/2026	Railroad Tools & Solutions LLC		T110-TRACK, RAIL	$ 2,464.31	$ -	$ -
4500077764	9/16/2026	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$ 80.34	$ -	$ -
4500077765	9/16/2026	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	$ 574.32	$ -	$ -
4500077766	9/16/2026	San Diego Hydraulics, Inc.		T140-TRACK, TURNOUTS	$ 653.94	$ -	$ -
4500077767	9/16/2026	Sid Tool Co., Inc.		G130-SHOP TOOLS	$ 293.18	$ -	$ -
4500077768	9/16/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 638.74	$ -	$ -

4500077769	9/16/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 3,526.98	$ -	$ -
4500077770	9/16/2026	Clarran Inc.	DBE	G140-SHOP SUPPLIES	$ 1,323.10	$ -	$ -
4500077771	9/16/2026	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	$ 1,528.96	$ -	$ -
4500077772	9/16/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,047.35	$ -	$ -
4500077773	9/16/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 4,027.73	$ -	$ -
4500077774	9/17/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 164.32	$ -	$ -
4500077775	9/17/2026	Louis Sardo Upholstery Inc		B130-BUS BODY	$ 673.44	$ -	$ -
4500077776	9/17/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 11,884.00	$ -	$ -
4500077777	9/17/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,111.01	$ -	$ -
4500077778	9/17/2026	Maxwell Industries R&D, Inc.		R130-RAIL/LRV COUPLER	$ 33,307.68	$ -	$ -
4500077779	9/17/2026	Transit Holdings Inc		B130-BUS BODY	$ 1,730.94	$ -	$ -
4500077780	9/17/2026	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	$ 315.99	$ -	$ -
4500077781	9/17/2026	Motion Industries, Inc.		G140-SHOP SUPPLIES	$ 197.86	$ -	$ -
4500077782	9/17/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 736.03	$ -	$ -
4500077783	9/17/2026	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	$ 1,209.77	$ -	$ -
4500077784	9/17/2026	Norman Industrial Materials Inc.		G140-SHOP SUPPLIES	$ 334.98	$ -	$ -
4500077785	9/17/2026	SMC Electrical Products Inc		M110-SUB STATION	$ 4,848.75	$ -	$ -
4500077786	9/17/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 85.21	$ -	$ -
4500077787	9/17/2026	TK Services Inc		B250-BUS REPAIR PARTS	$ 1,608.95	$ -	$ -
4500077788	9/17/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 3,614.19	$ -	$ -
4500077789	9/17/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,564.50	$ -	$ -
4500077790	9/17/2026	Quality Logo Products, Inc.		G250-NOVELTIES & AWARDS	$ 1,778.46	$ -	$ -
4500077791	9/17/2026	Genfare, LLC		G290-FARE REVENUE EQUIP	$ 788.99	$ -	$ -
4500077793	9/17/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 3,378.73	$ -	$ -
4500077794	9/17/2026	Clarran Inc.	DBE	G140-SHOP SUPPLIES	$ 182.11	$ -	$ -
4500077795	9/17/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 306.01	$ -	$ -
4500077796	9/17/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 368.12	$ -	$ -
4500077797	9/17/2026	E W Truck & Equipment Co Inc		B200-BUS PWR TRAIN EQUIP	$ 32.38	$ -	$ -
4500077798	9/17/2026	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$ 3,415.68	$ -	$ -
4500077799	9/18/2026	Hanning & Kahl LP		M140-WAYSIDE SIGNALS	$ 4,509.34	$ -	$ -
4500077800	9/18/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 168.84	$ -	$ -
4500077801	9/18/2026	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	$ 3,880.94	$ -	$ -
4500077802	9/18/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 645.96	$ -	$ -
4500077803	9/18/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,928.83	$ -	$ -
4500077804	9/18/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 90.51	$ -	$ -
4500077805	9/18/2026	Transit Holdings Inc		B130-BUS BODY	$ 3,536.41	$ -	$ -
4500077806	9/18/2026	Blue Angel International LLC	Small Business	G170-LUBRICANTS	$ 113.27	$ -	$ -
4500077807	9/18/2026	Canada Ticket Inc.		G280-FARE MATERIALS	$ 3,491.10	$ -	$ -
4500077808	9/18/2026	Southland Printing Company, Inc		G280-FARE MATERIALS	$ 3,448.00	$ -	$ -
4500077809	9/18/2026	Deprofundis, Inc.		C130-CONSTRUCTION SVCS	$ 2,282.00	$ -	$ -
4500077810	9/18/2026	Model 1 Commercial Vehicles Inc		G190-SAFETY/MED SUPPLIES	$ 1,015.01	$ -	$ -
4500077811	9/21/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 67.56	$ -	$ -
4500077812	9/21/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 437.47	$ -	$ -
4500077813	9/21/2026	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	$ 22.63	$ -	$ -
4500077814	9/21/2026	Transit Holdings Inc		B130-BUS BODY	$ 554.48	$ -	$ -
4500077815	9/21/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 89.65	$ -	$ -
4500077816	9/21/2026	Home Depot USA Inc		G220-OFFICE EQUIPMENT	$ 43.08	$ -	$ -
4500077817	9/21/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 26.50	$ -	$ -
4500077818	9/21/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 4,229.49	$ -	$ -
4500077819	9/21/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 3,266.99	$ -	$ -
4500077820	9/21/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,744.00	$ -	$ -
4500077821	9/21/2026	Audiosears Corporation	Small Business	B250-BUS REPAIR PARTS	$ 352.35	$ -	$ -
4500077822	9/21/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 442.46	$ -	$ -
4500077823	9/21/2026	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$ 91.81	$ -	$ -
4500077824	9/21/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 82.43	$ -	$ -
4500077825	9/21/2026	Transit Holdings Inc		B130-BUS BODY	$ 3,687.83	$ -	$ -
4500077826	9/21/2026	Parts Authority, LLC		B160-BUS ELECTRICAL	$ 7,121.36	$ -	$ -
4500077827	9/21/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 395.01	$ -	$ -
4500077828	9/21/2026	Willy's Electronic Supply Co Inc		B250-BUS REPAIR PARTS	$ 147.02	$ -	$ -
4500077829	9/21/2026	All Industrial Tool Supply		B250-BUS REPAIR PARTS	$ 3,461.63	$ -	$ -
4500077830	9/21/2026	Home Depot USA Inc		F180-BUILDING MATERIALS	$ 895.70	$ -	$ -
4500077831	9/21/2026	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	$ 573.48	$ -	$ -
4500077832	9/21/2026	Network Industries, Inc.		P130-EQUIP MAINT REPR SVC	$ 278.32	$ -	$ -
4500077833	9/21/2026	Linde Gas & Equipment Inc.		G140-SHOP SUPPLIES	$ 1,037.20	$ -	$ -
4500077834	9/21/2026	Network Industries, Inc.		P130-EQUIP MAINT REPR SVC	$ 350.36	$ -	$ -
4500077835	9/21/2026	Arts Lawnmower and Repairs LLC		G140-SHOP SUPPLIES	$ 118.53	$ -	$ -
4500077836	9/21/2026	L&W Industries LLC		G130-SHOP TOOLS	$ 2,165.78	$ -	$ -
4500077837	9/21/2026	Applied Industrial		G160-PAINTS & CHEMICALS	$ 87.67	$ -	$ -
4500077838	9/21/2026	Bear Communicatons, Inc.		R150-RAIL/LRV COMM EQUIP	$ 3,222.67	$ -	$ -
4500077839	9/21/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 675.13	$ -	$ -
4500077840	9/21/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 3,137.47	$ -	$ -
4500077841	9/21/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 311.23	$ -	$ -
4500077842	9/21/2026	Dimensional Silk Screen Inc		R120-RAIL/LRV CAR BODY	$ 932.04	$ -	$ -
4500077843	9/21/2026	Gemini Forest Products Inc	Small Business	T110-TRACK, RAIL	$ 114,544.20	$ -	$ -
4500077844	9/21/2026	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	$ 362.04	$ -	$ -
4500077845	9/21/2026	Facility Solutions Group, Inc.		F110-SHOP/BLDG MACHINERY	$ 3,326.78	$ -	$ -
4500077846	9/21/2026	Fastenal Company		G150-FASTENERS	$ 161.60	$ -	$ -
4500077847	9/21/2026	Genuine Parts Company Inc		R180-RAIL/LRV LIGHTING	$ 4,536.53	$ -	$ -
4500077848	9/21/2026	Gillig LLC		B160-BUS ELECTRICAL	$ 3,185.47	$ -	$ -
4500077849	9/21/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,274.29	$ -	$ -
4500077850	9/21/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,939.01	$ -	$ -
4500077851	9/21/2026	Hi-Tec Enterprises		R160-RAIL/LRV ELECTRICAL	$ 4,741.00	$ -	$ -
4500077852	9/21/2026	Home Depot USA Inc		G160-PAINTS & CHEMICALS	$ 648.33	$ -	$ -
4500077853	9/21/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,116.52	$ -	$ -
4500077854	9/21/2026	2BFueled LLC		A120-AUTO/TRUCK GASOLINE	$ 18,761.13	$ -	$ -
4500077855	9/21/2026	Merrimac Petroleum Inc	Woman Owned Business	A120-AUTO/TRUCK GASOLINE	$ 3,774.68	$ -	$ -
4500077856	9/21/2026	Newswell		P310-ADVERTISING SERVICES	$ 950.00	$ -	$ -
4500077857	9/21/2026	Schuko LLC		G260-MEDIA	$ 822.49	$ -	$ -
4500077858	9/21/2026	Data Controls Printworks, Inc.	Small Business	G230-PRINTED MATERIALS	$ 263.77	$ -	$ -
4500077859	9/21/2026	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$ 858.22	$ -	$ -
4500077860	9/21/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 3,784.05	$ -	$ -
4500077861	9/21/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,450.28	$ -	$ -
4500077862	9/21/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,349.05	$ -	$ -

4500077863	9/21/2026	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	$ 1,028.19	$ -	$ -
4500077864	9/21/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 387.88	$ -	$ -
4500077865	9/21/2026	Kurt Morgan		G200-OFFICE SUPPLIES	$ 2,504.17	$ -	$ -
4500077866	9/21/2026	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$ 977.83	$ -	$ -
4500077867	9/22/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,470.95	$ -	$ -
4500077868	9/22/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,404.89	$ -	$ -
4500077869	9/22/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 5,613.78	$ -	$ -
4500077870	9/22/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 871.15	$ -	$ -
4500077871	9/22/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 1,666.24	$ -	$ -
4500077872	9/22/2026	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	$ 969.02	$ -	$ -
4500077873	9/22/2026	Transit Holdings Inc		B130-BUS BODY	$ 1,745.78	$ -	$ -
4500077874	9/22/2026	Blue Angel International LLC	Small Business	G170-LUBRICANTS	$ 154.99	$ -	$ -
4500077875	9/22/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 799.53	$ -	$ -
4500077876	9/22/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 799.53	$ -	$ -
4500077877	9/22/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 198.30	$ -	$ -
4500077878	9/22/2026	American Battery Corporation	Small Business	M110-SUB STATION	$ 12,946.58	$ -	$ -
4500077879	9/22/2026	Home Depot USA Inc		G160-PAINTS & CHEMICALS	$ 443.59	$ -	$ -
4500077880	9/22/2026	Sid Tool Co., Inc.		G140-SHOP SUPPLIES	$ 45,433.45	$ -	$ -
4500077881	9/23/2026	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	$ 185.12	$ -	$ -
4500077882	9/23/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 47.58	$ -	$ -
4500077883	9/23/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 3,388.83	$ -	$ -
4500077884	9/23/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,235.38	$ -	$ -
4500077885	9/23/2026	Transit Holdings Inc		B130-BUS BODY	$ 1,212.62	$ -	$ -
4500077886	9/23/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 695.27	$ -	$ -
4500077887	9/23/2026	TK Services Inc		INSURANCE-Insurance Stock	$ 43,740.72	$ -	$ -
4500077888	9/23/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 82.22	$ -	$ -
4500077889	9/23/2026	SANDAG		C120-SPECIALTY CONTRACTOR	$ 5,000.00	$ -	$ -
4500077890	9/23/2026	TK Services Inc		B110-BUS HVAC SYSTEMS	$ 7,320.55	$ -	$ -
4500077891	9/23/2026	Mohawk Mfg & Supply Co		B250-BUS REPAIR PARTS	$ 898.99	$ -	$ -
4500077892	9/23/2026	Muncie Reclamation and Supply Co		B130-BUS BODY	$ 252.64	$ -	$ -
4500077893	9/23/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,920.64	$ -	$ -
4500077894	9/23/2026	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	$ 364.86	$ -	$ -
4500077895	9/23/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 958.89	$ -	$ -
4500077896	9/23/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 811.71	$ -	$ -
4500077897	9/23/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 10,229.00	$ -	$ -
4500077898	9/23/2026	Flood Control International, Inc.		G140-SHOP SUPPLIES	$ 7,071.70	$ -	$ -
4500077899	9/23/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 464.66	$ -	$ -
4500077900	9/23/2026	Reid and Clark Screen Arts Co		P210-NON-REV VEH REPAIRS	$ 202.01	$ -	$ -
4500077901	9/23/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 273.19	$ -	$ -
4500077902	9/23/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 196.30	$ -	$ -
4500077903	9/23/2026	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	$ 764.34	$ -	$ -
4500077904	9/24/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 873.29	$ -	$ -
4500077905	9/24/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 360.08	$ -	$ -
4500077906	9/24/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 685.29	$ -	$ -
4500077907	9/24/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,539.68	$ -	$ -
4500077908	9/24/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 693.70	$ -	$ -
4500077909	9/24/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 90.94	$ -	$ -
4500077910	9/24/2026	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$ 2,003.89	$ -	$ -
4500077911	9/24/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 1,551.60	$ -	$ -
4500077912	9/24/2026	The Infurmary Veterinary		G120-SECURITY	$ 712.58	$ -	$ -
4500077913	9/24/2026	Ace Uniforms LLC	Small Business	C120-SPECIALTY CONTRACTOR	$ 72.20	$ -	$ -
4500077914	9/24/2026	VCA Animal Hospitals, Inc.		G120-SECURITY	$ 177.75	$ -	$ -
4500077915	9/24/2026	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	$ 278.99	$ -	$ -
4500077916	9/24/2026	Clarran Inc.	DBE	G140-SHOP SUPPLIES	$ 381.75	$ -	$ -
4500077917	9/24/2026	Fastenal Company		G140-SHOP SUPPLIES	$ 346.90	$ -	$ -
4500077918	9/24/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 3,412.09	$ -	$ -
4500077919	9/24/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,915.83	$ -	$ -
4500077920	9/24/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 896.50	$ -	$ -
4500077921	9/24/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 3,364.03	$ -	$ -
4500077922	9/24/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,383.55	$ -	$ -
4500077923	9/24/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 5,775.50	$ -	$ -
4500077924	9/24/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 33,044.40	$ -	$ -
4500077926	9/24/2026	ISC Applied Systems Corp		R150-RAIL/LRV COMM EQUIP	$ 2,101.13	$ -	$ -
4500077927	9/24/2026	Jamison Professional Services, LLC	DBE	G160-PAINTS & CHEMICALS	$ 116.37	$ -	$ -
4500077928	9/24/2026	Mcmaster-Carr Supply Co		R210-RAIL/LRV TIRES	$ 364.84	$ -	$ -
4500077929	9/24/2026	Midwest Bus Corporation		B130-BUS BODY	$ 44.80	$ -	$ -
4500077930	9/24/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 3,074.00	$ -	$ -
4500077931	9/24/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 428.46	$ -	$ -
4500077932	9/24/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 595.48	$ -	$ -
4500077933	9/24/2026	Luminator Technology Group Global		R120-RAIL/LRV CAR BODY	$ 6,018.64	$ -	$ -
4500077934	9/24/2026	Visual Lease LLC		P400-FINANCIAL & AUDIT	$ 47,140.65	$ -	$ -
4500077935	9/25/2026	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$ 610.68	$ -	$ -
4500077936	9/25/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,465.93	$ -	$ -
4500077937	9/25/2026	E W Truck & Equipment Co Inc		B140-BUS CHASSIS	$ 6,429.44	$ -	$ -
4500077938	9/25/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 968.60	$ -	$ -
4500077939	9/25/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 451.25	$ -	$ -
4500077940	9/25/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,459.63	$ -	$ -
4500077941	9/25/2026	Blue Angel International LLC	Small Business	G140-SHOP SUPPLIES	$ 65.85	$ -	$ -
4500077942	9/25/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 5,096.58	$ -	$ -
4500077943	9/25/2026	Hi-Tec Enterprises		R160-RAIL/LRV ELECTRICAL	$ 431.00	$ -	$ -
4500077944	9/25/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 1,533.79	$ -	$ -
4500077945	9/25/2026	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$ 1,144.31	$ -	$ -
4500077946	9/25/2026	General Signals Inc		M130-CROSSING MECHANISM	$ 7,059.62	$ -	$ -
4500077947	9/25/2026	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	$ 462.25	$ -	$ -
4500077948	9/25/2026	S&A Systems Inc		B250-BUS REPAIR PARTS	$ 1,713.23	$ -	$ -
4500077949	9/25/2026	Willy's Electronic Supply Co Inc		R150-RAIL/LRV COMM EQUIP	$ 782.01	$ -	$ -
4500077950	9/25/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 3,051.30	$ -	$ -
4500077951	9/25/2026	Daniels Tire Service, Inc		A110-AUTO/TRUCK TIRES	$ 1,962.74	$ -	$ -
4500077952	9/25/2026	Simmons-Boardman Books, Inc.		P540-MAINTENANCE TRAINING	$ 783.35	$ -	$ -
4500077953	9/25/2026	Costco Wholesale Corporation		G200-OFFICE SUPPLIES	$ 1,376.87	$ -	$ -
4500077954	9/25/2026	Amazon.com Sales, Inc.		G200-OFFICE SUPPLIES	$ 448.90	$ -	$ -
4500077955	9/25/2026	Drake Integrations LLC	Small Business	P280-GENERAL SVC AGRMNTS	$ 4,708.57	$ -	$ -
4500077956	9/25/2026	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	$ 4,686.14	$ -	$ -

4500077957	9/25/2026	Romaine Electric Corporation		M130-CROSSING MECHANISM	$ 1,248.76	$ -	$ -
4500077958	9/25/2026	Kurt Morgan		G200-OFFICE SUPPLIES	$ 736.02	$ -	$ -
4500077959	9/25/2026	ERI Economic Research Institute		P410-CONSULTING	$ 5,139.00	$ -	$ -
4500077960	9/25/2026	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$ 2,682.98	$ -	$ -
4500077961	9/25/2026	Constant Contact, Inc.		G260-MEDIA	$ 3,516.30	$ -	$ -
4500077962	9/25/2026	Home Depot USA Inc		G130-SHOP TOOLS	$ 3,652.73	$ -	$ -
4500077963	9/25/2026	San Diego Power LLC		P130-EQUIP MAINT REPR SVC	$ 3,700.00	$ -	$ -
4500077964	9/25/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,285.22	$ -	$ -
4500077965	9/25/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 1,650.87	$ -	$ -
4500077966	9/28/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 307.56	$ -	$ -
4500077967	9/28/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,210.19	$ -	$ -
4500077968	9/28/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 105.90	$ -	$ -
4500077969	9/28/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 1,203.28	$ -	$ -
4500077970	9/28/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,413.40	$ -	$ -
4500077971	9/28/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 978.26	$ -	$ -
4500077972	9/28/2026	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	$ 4,654.80	$ -	$ -
4500077973	9/28/2026	Gillig LLC		B120-BUS MECHANICAL PARTS	$ 1,056.10	$ -	$ -
4500077974	9/28/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,285.22	$ -	$ -
4500077975	9/28/2026	Clarran Inc.	DBE	G130-SHOP TOOLS	$ 105.02	$ -	$ -
4500077976	9/28/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 819.37	$ -	$ -
4500077977	9/28/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 1,335.42	$ -	$ -
4500077978	9/28/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,068.80	$ -	$ -
4500077979	9/28/2026	Home Depot USA Inc		G140-SHOP SUPPLIES	$ 726.82	$ -	$ -
4500077980	9/28/2026	Home Depot USA Inc		G130-SHOP TOOLS	$ 1,934.13	$ -	$ -
4500077981	9/28/2026	Alpine Fence Inc.		F190-LANDSCAPING MAT'LS	$ 2,421.97	$ -	$ -
4500077982	9/28/2026	Robcar Corporation	Woman Owned Business	G110-BUS/TROLLEY SIGNAGE	$ 161.63	$ -	$ -
4500077983	9/28/2026	Aztec Global Solutions, Inc.		P210-NON-REV VEH REPAIRS	$ 745.82	$ -	$ -
4500077984	9/28/2026	Merrimac Petroleum Inc	Woman Owned Business	A120-AUTO/TRUCK GASOLINE	$ 3,992.32	$ -	$ -
4500077985	9/28/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 1,533.79	$ -	$ -
4500077986	9/28/2026	2BFueled LLC		A120-AUTO/TRUCK GASOLINE	$ 19,108.51	$ -	$ -
4500077987	9/28/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 1,533.79	$ -	$ -
4500077988	9/28/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 48.49	$ -	$ -
4500077989	9/28/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 572.53	$ -	$ -
4500077990	9/28/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 1,010.30	$ -	$ -
4500077991	9/29/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 548.23	$ -	$ -
4500077992	9/29/2026	Transit Holdings Inc		G140-SHOP SUPPLIES	$ 140.93	$ -	$ -
4500077993	9/29/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 200.59	$ -	$ -
4500077994	9/29/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,766.46	$ -	$ -
4500077995	9/29/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 1,188.25	$ -	$ -
4500077996	9/29/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 71.07	$ -	$ -
4500077997	9/29/2026	Blue Angel International LLC	Small Business	G170-LUBRICANTS	$ 84.95	$ -	$ -
4500077998	9/29/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 981.78	$ -	$ -
4500078000	9/29/2026	D's Kustom Sales & Services, LLC		G130-SHOP TOOLS	$ 25,455.77	$ -	$ -
4500078001	9/29/2026	Clarran Inc.	DBE	G130-SHOP TOOLS	$ 358.94	$ -	$ -
4500078002	9/29/2026	Trolley Support LLC		B130-BUS BODY	$ 3,146.30	$ -	$ -
4500078003	9/29/2026	Motion Industries, Inc.		B250-BUS REPAIR PARTS	$ 281.56	$ -	$ -
4500078004	9/29/2026	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$ 3,681.83	$ -	$ -
4500078005	9/29/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 374.02	$ -	$ -
4500078006	9/29/2026	Staples Contract & Commercial LLC		P280-GENERAL SVC AGRMNTS	$ 232.64	$ -	$ -
4500078007	9/29/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 194.25	$ -	$ -
4500078008	9/29/2026	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	$ 2,197.32	$ -	$ -
4500078009	9/30/2026	Blue Angel International LLC	Small Business	G170-LUBRICANTS	$ 108.09	$ -	$ -
4500078010	9/30/2026	Clear Channel Outdoor LLC		B250-BUS REPAIR PARTS	$ 1,762.79	$ -	$ -
4500078011	9/30/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 322.82	$ -	$ -
4500078012	9/30/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 66.81	$ -	$ -
4500078013	9/30/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 9,847.76	$ -	$ -
4500078014	9/30/2026	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	$ 9,789.79	$ -	$ -
4500078015	9/30/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,042.68	$ -	$ -
4500078016	9/30/2026	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	$ 236.62	$ -	$ -
4500078017	9/30/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 393.07	$ -	$ -
4500078018	9/30/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 830.89	$ -	$ -
4500078019	9/30/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 1,798.83	$ -	$ -
4500078020	9/30/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 545.30	$ -	$ -
4500078021	9/30/2026	Gillig LLC		R120-RAIL/LRV CAR BODY	$ 19,068.87	$ -	$ -
4500078022	9/30/2026	Allied Refrigeration Inc		G140-SHOP SUPPLIES	$ 161.63	$ -	$ -
4500078023	9/30/2026	Mike Farrar		B130-BUS BODY	$ 8,189.00	$ -	$ -
4500078024	9/30/2026	Airgas Inc		R160-RAIL/LRV ELECTRICAL	$ 3,101.65	$ -	$ -
4500078025	9/30/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 1,374.48	$ -	$ -
4500078026	9/30/2026	Brady Industries of California, LLC		G140-SHOP SUPPLIES	$ 716.86	$ -	$ -
4500078027	9/30/2026	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	$ 75.43	$ -	$ -
4500078028	9/30/2026	Clarran Inc.	DBE	G130-SHOP TOOLS	$ 524.84	$ -	$ -
4500078029	9/30/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 3,903.81	$ -	$ -
4500078031	9/30/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 29,868.44	$ -	$ -
4500078032	9/30/2026	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	$ 2,121.60	$ -	$ -
4500078033	9/30/2026	Clarran Inc.	DBE	B250-BUS REPAIR PARTS	$ 90.94	$ -	$ -
4500078034	9/30/2026	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	$ 4,773.59	$ -	$ -
4500078035	9/30/2026	Freeby Signs		B130-BUS BODY	$ 392.22	$ -	$ -
4500078036	9/30/2026	EDCO Disposal Corporation		S130-DISPOSAL, OTHER	$ 420.00	$ -	$ -
4500078037	9/30/2026	Gaslamp Media Inc		I120-INFO TECH, SVCS	$ 4,966.71	$ -	$ -
4500078038	10/1/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 6,716.60	$ -	$ -
4500078039	10/1/2026	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	$ 205.47	$ -	$ -
4500078040	10/1/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 307.56	$ -	$ -
4500078041	10/1/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 67.56	$ -	$ -
4500078042	10/1/2026	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$ 413.37	$ -	$ -
4500078043	10/1/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,829.32	$ -	$ -
4500078044	10/1/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 157.44	$ -	$ -
4500078045	10/1/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 2,806.96	$ -	$ -
4500078046	10/1/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,891.11	$ -	$ -
4500078047	10/1/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 24,825.60	$ -	$ -
4500078048	10/1/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 5,046.37	$ -	$ -
4500078049	10/1/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 260.33	$ -	$ -
4500078050	10/1/2026	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$ 485.68	$ -	$ -
4500078051	10/1/2026	Network Industries, Inc.		P130-EQUIP MAINT REPR SVC	$ 2,219.92	$ -	$ -

4500078052	10/1/2026	RJ International LLC	DBE	G140-SHOP SUPPLIES	$ 232.74	$ -	$ -
4500078053	10/1/2026	ACCO Brands USA LLC		P280-GENERAL SVC AGRMNTS	$ 583.10	$ -	$ -
4500078054	10/1/2026	Patrick J Moreno		G250-NOVELTIES & AWARDS	$ 1,175.00	$ -	$ -
4500078055	10/1/2026	W.W. Grainger Inc		B140-BUS CHASSIS	$ 109.15	$ -	$ -
4500078056	10/1/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 937.09	$ -	$ -
4500078057	10/1/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 4,394.17	$ -	$ -
4500078058	10/1/2026	Transit Holdings Inc		B130-BUS BODY	$ 3,425.04	$ -	$ -
4500078059	10/1/2026	Gillig LLC		B120-BUS MECHANICAL PARTS	$ 801.09	$ -	$ -
4500078060	10/1/2026	Clean Diesel Specialists So Cal Inc		B250-BUS REPAIR PARTS	$ 1,533.79	$ -	$ -
4500078061	10/1/2026	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	$ 503.84	$ -	$ -
4500078062	10/1/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 152.74	$ -	$ -
4500078063	10/1/2026	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$ 977.83	$ -	$ -
4500078064	10/1/2026	The Sherwin-Williams Company		B130-BUS BODY	$ 519.34	$ -	$ -
4500078065	10/1/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 52.04	$ -	$ -
4500078066	10/1/2026	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	$ 3,595.13	$ -	$ -
4500078069	10/2/2026	Pape Group, Inc.		F110-SHOP/BLDG MACHINERY	$ 2,593.17	$ -	$ -
4500078070	10/2/2026	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	$ 123.35	$ -	$ -
4500078071	10/2/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 1,115.22	$ -	$ -
4500078072	10/2/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 353.76	$ -	$ -
4500078073	10/2/2026	RJ International LLC	DBE	G140-SHOP SUPPLIES	$ 802.74	$ -	$ -
4500078074	10/2/2026	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	$ 4,672.66	$ -	$ -
4500078075	10/2/2026	San Diego Seal, Inc.	Small Business	R140-RAIL/LRV DOORS/RAMP	$ 1,978.79	$ -	$ -
4500078076	10/2/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 121.02	$ -	$ -
4500078077	10/2/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 2,032.24	$ -	$ -
4500078078	10/2/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 19,578.18	$ -	$ -
4500078079	10/2/2026	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	$ 3,453.39	$ -	$ -
4500078080	10/2/2026	Southern Counties Lubricants LLC		G170-LUBRICANTS	$ 3,318.70	$ -	$ -
4500078081	10/2/2026	Sportworks Global LLC		B130-BUS BODY	$ 120.36	$ -	$ -
4500078082	10/2/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 580.78	$ -	$ -
4500078083	10/2/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 2,032.70	$ -	$ -
4500078084	10/2/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 56.89	$ -	$ -
4500078085	10/2/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 935.27	$ -	$ -
4500078086	10/2/2026	Trolley Support LLC		B250-BUS REPAIR PARTS	$ 16,415.72	$ -	$ -
4500078087	10/2/2026	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	$ 10,964.64	$ -	$ -
4500078088	10/2/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 4,750.80	$ -	$ -
4500078089	10/2/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 12,615.92	$ -	$ -
4500078090	10/2/2026	Genfare, LLC		B250-BUS REPAIR PARTS	$ 2,365.53	$ -	$ -
4500078091	10/2/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 348.94	$ -	$ -
4500078092	10/2/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 125.00	$ -	$ -
4500078093	10/2/2026	Transit Holdings Inc		B130-BUS BODY	$ 310.68	$ -	$ -
4500078094	10/2/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 125.00	$ -	$ -
4500078095	10/2/2026	Transit Holdings Inc		B130-BUS BODY	$ 145.78	$ -	$ -
4500078096	10/2/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 134.47	$ -	$ -
4500078097	10/2/2026	Access Professional Inc.	Small Business	F110-SHOP/BLDG MACHINERY	$ 795.00	$ -	$ -
4500078098	10/2/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 448.86	$ -	$ -
4500078099	10/5/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 793.90	$ -	$ -
4500078100	10/5/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 105.90	$ -	$ -
4500078101	10/5/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,787.58	$ -	$ -
4500078102	10/5/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,725.02	$ -	$ -
4500078103	10/5/2026	MJ Service Industries LLC	Disabled Veteran Business	G200-OFFICE SUPPLIES	$ 3,795.08	$ -	$ -
4500078104	10/5/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 23,352.96	$ -	$ -
4500078105	10/5/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,689.86	$ -	$ -
4500078106	10/5/2026	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 353.52	$ -	$ -
4500078107	10/5/2026	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	$ 14,276.88	$ -	$ -
4500078108	10/5/2026	Freeby Signs		B250-BUS REPAIR PARTS	$ 1,357.66	$ -	$ -
4500078109	10/5/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 109.11	$ -	$ -
4500078110	10/5/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 52.63	$ -	$ -
4500078111	10/5/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 4,394.17	$ -	$ -
4500078112	10/5/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 43.51	$ -	$ -
4500078113	10/5/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 145.30	$ -	$ -
4500078114	10/5/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,939.01	$ -	$ -
4500078115	10/5/2026	Airgas Inc		G140-SHOP SUPPLIES	$ 116.98	$ -	$ -
4500078116	10/5/2026	Allied Refrigeration Inc		B250-BUS REPAIR PARTS	$ 149.78	$ -	$ -
4500078117	10/5/2026	Applied Industrial		G140-SHOP SUPPLIES	$ 985.92	$ -	$ -
4500078118	10/5/2026	B Hepworth & Co LTD of CT		R120-RAIL/LRV CAR BODY	$ 3,165.27	$ -	$ -
4500078119	10/5/2026	Compressed Air Systems		G140-SHOP SUPPLIES	$ 161.63	$ -	$ -
4500078120	10/5/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 4,461.94	$ -	$ -
4500078121	10/5/2026	Fastenal Company		G140-SHOP SUPPLIES	$ 1,206.98	$ -	$ -
4500078122	10/5/2026	Freeby Signs		B130-BUS BODY	$ 290.39	$ -	$ -
4500078123	10/5/2026	Merrimac Petroleum Inc	Woman Owned Business	A120-AUTO/TRUCK GASOLINE	$ 3,753.18	$ -	$ -
4500078124	10/5/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,672.11	$ -	$ -
4500078125	10/5/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 728.92	$ -	$ -
4500078126	10/5/2026	2BFueled LLC		A120-AUTO/TRUCK GASOLINE	$ 21,384.87	$ -	$ -
4500078127	10/5/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 4,582.07	$ -	$ -
4500078128	10/5/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 3,020.85	$ -	$ -
4500078129	10/5/2026	Genuine Parts Company Inc		G170-LUBRICANTS	$ 452.51	$ -	$ -
4500078130	10/5/2026	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	$ 12,092.35	$ -	$ -
4500078131	10/5/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 2,319.38	$ -	$ -
4500078132	10/5/2026	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	$ 2,618.33	$ -	$ -
4500078133	10/5/2026	Mcmaster-Carr Supply Co		R220-RAIL/LRV TRUCKS	$ 714.49	$ -	$ -
4500078134	10/5/2026	Powerstride Battery Co. Inc.		F170-MATL HANDLING EQUIP	$ 238.41	$ -	$ -
4500078135	10/5/2026	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 88.77	$ -	$ -
4500078136	10/5/2026	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	$ 3,107.59	$ -	$ -
4500078137	10/6/2026	San Diego Hydraulics, Inc.		T140-TRACK, TURNOUTS	$ 1,459.13	$ -	$ -
4500078138	10/6/2026	FTS Tools, LLC		G130-SHOP TOOLS	$ 4,066.30	$ -	$ -
4500078139	10/6/2026	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$ 91.81	$ -	$ -
4500078140	10/6/2026	ODP Business Solutions, LLC		P280-GENERAL SVC AGRMNTS	$ 190.72	$ -	$ -
4500078141	10/6/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 554.80	$ -	$ -
4500078142	10/6/2026	Jeffery Kraus	Small Business	P280-GENERAL SVC AGRMNTS	$ 511.82	$ -	$ -
4500078143	10/6/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 476.98	$ -	$ -
4500078144	10/6/2026	The Sherwin-Williams Company		B130-BUS BODY	$ 1,146.02	$ -	$ -
4500078145	10/6/2026	TK Services Inc		B250-BUS REPAIR PARTS	$ 5,430.09	$ -	$ -
4500078146	10/6/2026	The Janek Corporation		B190-BUS FARE EQUIP	$ 2,208.88	$ -	$ -

4500078147	10/6/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 968.24	$ -	$ -
4500078148	10/6/2026	Molina Manufacturing, Inc.		R200-RAIL/LRV SEATING	$ 303.60	$ -	$ -
4500078149	10/6/2026	Network Industries, Inc.		P130-EQUIP MAINT REPR SVC	$ 1,112.86	$ -	$ -
4500078150	10/6/2026	Graffiti Shield, Inc.		F150-DOORS, OVERHEAD	$ 996.65	$ -	$ -
4500078151	10/6/2026	Network Industries, Inc.		P130-EQUIP MAINT REPR SVC	$ 404.23	$ -	$ -
4500078152	10/6/2026	Arts Lawnmower and Repairs LLC		P130-EQUIP MAINT REPR SVC	$ 1,258.65	$ -	$ -
4500078153	10/6/2026	Continental Locks		F150-DOORS, OVERHEAD	$ 85.00	$ -	$ -
4500078154	10/6/2026	Global Power Group, Inc	Small Business	P130-EQUIP MAINT REPR SVC	$ 1,380.32	$ -	$ -
4500078155	10/6/2026	Vinyard Doors, Inc.	Woman Owned Business	F110-SHOP/BLDG MACHINERY	$ 2,032.00	$ -	$ -
4500078156	10/6/2026	Home Depot USA Inc		G200-OFFICE SUPPLIES	$ 48.59	$ -	$ -
4500078157	10/6/2026	PayScale, Inc.		P410-CONSULTING	$ 10,500.00	$ -	$ -
4500078158	10/6/2026	San Diego Community		P490-MANAGEMENT TRAINING	$ 281.84	$ -	$ -
4500078159	10/6/2026	Southwestern Community College Dist		P490-MANAGEMENT TRAINING	$ 466.12	$ -	$ -
4500078160	10/6/2026	Carey L. Brooks		P490-MANAGEMENT TRAINING	$ 972.00	$ -	$ -
4500078161	10/6/2026	Dave C. Yu		P490-MANAGEMENT TRAINING	$ 864.00	$ -	$ -
4500078162	10/6/2026	Gaslamp Media Inc		I120-INFO TECH, SVCS	$ 4,134.98	$ -	$ -
4500078163	10/7/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,575.69	$ -	$ -
4500078164	10/7/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 7,553.38	$ -	$ -
4500078165	10/7/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,939.01	$ -	$ -
4500078166	10/7/2026	Midwest Motor Supply Co. Inc		G140-SHOP SUPPLIES	$ 649.95	$ -	$ -
4500078167	10/7/2026	Motion Industries, Inc.		G140-SHOP SUPPLIES	$ 209.62	$ -	$ -
4500078169	10/7/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 17,514.71	$ -	$ -
4500078170	10/7/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 417.32	$ -	$ -
4500078171	10/7/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 792.40	$ -	$ -
4500078172	10/7/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 872.23	$ -	$ -
4500078173	10/7/2026	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$ 1,524.48	$ -	$ -
4500078174	10/7/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,939.01	$ -	$ -
4500078175	10/7/2026	W.W. Grainger Inc		B110-BUS HVAC SYSTEMS	$ 1,512.17	$ -	$ -
4500078176	10/7/2026	Airgas Inc		G140-SHOP SUPPLIES	$ 159.60	$ -	$ -
4500078177	10/7/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 8,623.19	$ -	$ -
4500078178	10/7/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 14,086.76	$ -	$ -
4500078179	10/7/2026	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	$ 128.02	$ -	$ -
4500078180	10/7/2026	Mohawk Mfg & Supply Co		G170-LUBRICANTS	$ 863.66	$ -	$ -
4500078181	10/7/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 582.06	$ -	$ -
4500078182	10/7/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 356.71	$ -	$ -
4500078183	10/7/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 70.47	$ -	$ -
4500078184	10/7/2026	Gillig LLC		B120-BUS MECHANICAL PARTS	$ 3,135.08	$ -	$ -
4500078185	10/7/2026	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	$ 3,760.12	$ -	$ -
4500078186	10/7/2026	County of San Diego		I120-INFO TECH, SVCS	$ 24,171.00	$ -	$ -
4500078187	10/7/2026	Uline Inc		G200-OFFICE SUPPLIES	$ 111.72	$ -	$ -
4500078188	10/7/2026	Amazon.com Sales, Inc.		G220-OFFICE EQUIPMENT	$ 39.33	$ -	$ -
4500078189	10/7/2026	Vehicle Maintenance Program, Inc.	Woman Owned Business	B250-BUS REPAIR PARTS	$ 2,785.99	$ -	$ -
4500078190	10/7/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 13,153.27	$ -	$ -
4500078191	10/7/2026	Daniels Tire Service, Inc		P130-EQUIP MAINT REPR SVC	$ 127.16	$ -	$ -
4500078192	10/7/2026	Cembre Inc		G130-SHOP TOOLS	$ 523.67	$ -	$ -
4500078193	10/7/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 84.98	$ -	$ -
4500078194	10/7/2026	Powerstride Battery Co. Inc.		F110-SHOP/BLDG MACHINERY	$ 256.14	$ -	$ -
4500078195	10/7/2026	STEPHEN HIRANO		P450-PERSONNEL SVCS	$ 410.00	$ -	$ -
4500078196	10/7/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 20.62	$ -	$ -
4500078197	10/7/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 335.14	$ -	$ -
4500078198	10/7/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 1,941.09	$ -	$ -

EXPENSE CONTRACTS				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
G2419.4-21	PRUDENTIAL OVERALL SUPPLY	TIME EXTENSION	$90,000.00	9/16/2026
PWG441.0-25JOC04.01	ABCGC	BLDG A AND C HVAC REPLACEMENT	$10,375.53	9/21/2026
B0748.8-22	NEW FLYER	PRICE ADJUSTMENT	$94,506.15	9/30/2026
PWL448.1-26	ALL SOURCE	CCO 1-4	$31,438.10	10/1/2026

REVENUE CONTRACTS AND MOUs				
Doc #	**Organization**	**Subject**	**Amount**	**Day**

** No reported revenue items during the 9/10/2026 – 10/07/2026 period.

Memorandum

DATE: September 24, 2026

TO: MTS Procurement

FROM: Noah Cappadocia

SUBJECT: Sole Source Justification for CPD Emergency Relay Replacement.

Background

In September 2026, the Copley Park Division experienced a relay failure in one of the relays that serves one of the fueling pumps in the facility. The contractor The Doctor Of Electricity, who recently completed the CPD Emergency Electrical Panel Replacement, (See MTS PO 4500077518, $5,500.00, issued 9/3/26), was called to replace the relays. Initially only one relay had failed, but after replacing one relay, a second failed and so it was decided that all three relays should be replaced. These relays serve all the fueling pumps in the facility and so it was immediately important that the relays be replaced in order to restore the facility's ability to fuels buses and MTS vehicles.

Sole Source Justification

MTS's Independent Cost Estimate for the work was $3,315.90. It was not known the extent of repairs needed to be completed, and thus, it was anticipated this would be construction work. For construction work, any estimated work costing more than $1,000, but less than $50,000, requires a Request For Quote competitive procurement (i.e. request at least 3 quotes). Due to the potential of losing power to fuel pumps, which is necessary to fuel the buses in order to operate revenue service, it was determined there would not be sufficient amount of time to conduct a competitive Request For Quote procurement. Thus, staff deemed that it necessary to contract with the Doctor Of Electricity for the urgent relay repairs for the following reasons:

- This contractor recently completed the emergency electrical panel replacement, as well as a significant portion of the existing shop lights and outlets and so has an intimate knowledge of the existing systems. Further competition would not be in the public interest due to The Doctor of Electricity's unique expertise with this specific piece of equipment.

- Since this work involves replacing multiple relays that feed directly out of/through the new electrical panel, a different electrician would not just be able to come in and do the work. Instead, a different electrician would likely want to conduct circuit tracing and identify everything that comes into, or passes through, the panel being replaced. Because The Doctor of Electricity already did this as part of this initial installation and subsequent follow up, if we went with The Doctor of Electricity, we would not need to spend additional time and money carrying out that identification. Using The Doctor of Electricity avoids duplication of costs.

- There would not be sufficient time to conduct a competitive Request For Quote procurement to complete these repairs because the repairs need to be completed as soon as possible. There is an immediate need for the repairs and replacement to be completed quickly so that the facility may be returned to a state of good repair and to help mitigate any service interruptions due to the inability to fuel MTS vehicles on the property.

- The Doctor Of Electricity is able to mobilize very quickly with rapid response times to return our facility to a state of safe and full operational levels.

FTA Guidance:

In accordance with FTA Circular 4220.1F, Chapter VI, 3, i., (1),(b), “Sole Source” full and open competition is not required “when the recipient requires supplies or services available from only one responsible source, and no other supplies or services will satisfy its requirements, the recipient may make a sole source award.”

Fair and Reasonable Price

The previously mentioned Doctor Of Electricity has an extensive history working with MTS and has always been found to present prices that are fair and reasonable. MTS’s Independent Cost Estimate was $3,315.90. MTS staff feels that the current pricing presented by the Doctor Of Electricity of $2,122.17 for the full relay replacement is likewise fair and reasonable.

Recommendation:

In summary, based on the above analysis, MTS has determined that that it is in its best interest to proceed with this procurement as a sole source to ensure the agency will not experience further service delays to the ability to fuel MTS vehicles on site, and to return the facility to a state of good repair as quickly as possible.

Metropolitan Transit System

MEMORANDUM

DATE: October 1, 2026

TO: MTS Board of Directors

FROM: Sharon Cooney, Chief Executive Officer

SUBJECT: Legislative Update

Below is a summary of the past month's legislative and policy developments affecting public transportation at both the state and federal levels. We are continuing to monitor these items and will provide updates as they evolve.

State Updates

State transit funding

Status: The 2025-2026 Legislative session has come to a close, and the Governor has processed all bills pending his consideration. Most notably for MTS, our sponsored bill, AB 2484 (Alvarez) was signed by the Governor. As a reminder, AB 2484, authored by Assemblymember Alvarez, confirms the imposition of a voter-approved sales tax of up to 0.5% for MTS may also be imposed by a qualified citizens' initiative. The bill also excludes any MTS voter-approved tax rate from being considered for purposes of the combined rate limit under Section 7251.1 of the Revenue and Taxation Code (2% tax cap rate).

Also of note, AB 113 and SB 193 were both signed by the Governor. These bills include changes related to the Greenhouse Gas Reduction Fund (GGRF). Specifically, AB 113 maintains the state's commitment made in SB 125 of $230 million for FY 2027 for the Zero-Emission Transit Capital (ZETCP) Program. The bill assumes higher baseline GGRF funding relative to the FY 2027 budget for TIRCP of $95 million (up from the $76 million FY 2027 projection) and LCTOP of $48 million (up from $38 million FY 2027 projection). Although these baselines are higher than the initial FY 2027 estimates, they still fall well below the original target amounts per SB 840 (Limon), which included $400 million for TIRCP and $200 million for LCTOP. SB 193, among other clean-up provisions to govern GGRF expenditures, also directs interest earned on GGRF to the GGRF expenditure plan beginning in FY 2028, potentially creating an opportunity to help bolster funding for Tier 3 programs in future years.

Although the 2025-2026 Legislative session is complete, these critical funding conversations are still continuing. MTS, alongside the California Transit Association, peer transit agencies, and stakeholders, are bolstering discussions surrounding proposals for new, long-term, sustainable operations funding for transit. The majority of the last months of session were dedicated to preserving GGRF funding for transit. The GGRF funding conversation will continue into the new session while concurrently taking a more aggressive and focused look at transit operations

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.

funding opportunities as well. The next legislative session and the incoming Administration will bring new opportunities for exploring a funding solution that can help address the dire structural funding deficits of public transit in California.

Why it matters: MTS, the California Transit Association, and a broad stakeholder coalition have been advocating the Legislature to protect GGRF funding for transit-related programs (SB 125 ZETCP, TIRCP, LCTOP, etc.). MTS has received approximately $17 million in SB 125 ZETCP funding and is expected to receive $9.4 million in FY 2027 and $19.4 million in FY 2028 in ZETCP.

MTS has also received approximately $175 million over the last decade from TIRCP funding and more than $60 million in LCTOP funding to support transportation projects which have brought significant ridership and GHG reduction benefits to the region. Maintaining access to these funds is critical for MTS and all public transit agencies throughout California.

Securing a new, sustainable source of operations funding is critically important for the transit industry. MTS is projected to face a structural deficit of approximately $130 million by FY 2030, while many other transit agencies across the state are facing even larger deficits on a more accelerated timeline. MTS's current operating funding relies heavily on the Transportation Development Act (TDA), a decades-old funding mechanism that no longer adequately reflects the needs of today's transit operating environment. Establishing a new, long-term, sustainable source of operations funding for public transit throughout California will be the top priority heading into the new legislative session.

Next Steps: MTS will continue its advocacy efforts to urge the Legislature and new Administration to maintain the funding levels for transit in the GGRF as originally envisioned in SB 840 (Limon), and to implement a new operations funding source for public transit. As messaging needs arise, MTS staff will be requesting Board Members to assist in these advocacy efforts in the next session.

Key Legislation

AB 2484 (Alvarez)

Summary: MTS-sponsored legislation, authored by Assemblymember Alvarez, which would confirm the imposition of a voter-approved sales tax of up to 0.5% for MTS may also be imposed by a qualified citizens' initiative. The bill would also exclude any MTS voter-approved tax rate from being considered for purposes of the combined rate limit under Section 7251.1 of the Revenue and Taxation Code (2% tax cap rate).

Status: Signed by the Governor.

State advocacy activities

Meeting Date: September 24th
Member: Senator Weber Pierson
Purpose: MTS update and advocacy for state transit funding

Meeting Date: September 29th
Member: Senator Padilla
Purpose: MTS update and advocacy for state transit funding

Recent/upcoming State competitive grant opportunities

Program: **CalSTA Transit and Intercity Rail Capital Program (TIRCP)**
Application: Submitted May 2026 with anticipated award announcements coming October 2026. Seeking $70 million towards capital investments designed to address essential infrastructure, safety, state of good repair, and the rider experience across the Blue and Green Line corridors.
Status: Award announcements pending

Program: **Caltrans Section 5311(f) Intercity Bus Program**
Application: Submitted August 2026 – Seeking $300,000 in operating assistance for Intercity Route 894 for FY2027.
Status: Award announcements pending

Federal Updates

Federal transportation funding

Status: As mentioned in last month's memo, Congress passed a continuing resolution that would keep the government open through December 11th, sending the fiscal discussions past the November midterm elections. As part of the continuing resolution, Congress included an extension to the current federal surface transportation program (Infrastructure and Investment and Jobs Act (IIJA)), which would have expired on September 30th. Additionally, the continuing resolution delays the implementation of an Office of Management and Budget (OMB) Rule overhauling Uniform Guidance, which governs how federal grants can be administered.

Most recently, Senator Hagerty (R-TN) introduced the Safe Transit Act (S. 5492) that would tie federal public transit funding to strict security mandates, crime reduction targets, and anti-crime enforcement policies. Key provisions of the Safe Transit Act include:

- Allows the U.S. Department of Transportation (USDOT) to withhold 100 percent of federal funds to cities and local governments that fail to criminalize fare evasion, ban violent offenders from transit systems, or allow personal recognizance and cash-free release for transit crimes.
- Requires transit agencies in urban areas to invest at least 3 percent of federal formula funding into safety and crime prevention initiatives, including lighting improvements, security cameras, emergency call boxes, and protective barriers for bus drivers.
- Authorizes USDOT to withhold up to 50 percent of federal transit funding from cities with crime rates significantly higher than the national transit average.
- Establishes binding nationwide performance standards for physical turnstiles, gates, and fare collection infrastructure to stop fare jumpers.
- Requires all new federally funded buses and rail vehicles to be equipped with inward- and outward-facing security cameras and event recorders.

MTS's Federal lobbyist has noted that due to the Administration's support for the Safe Transit Act, the bill could elevate its standing as an issue for consideration when Congress turns its attention back to the surface transportation reauthorization. However, such action is unlikely before the end of this year and the bill's prospects for success will also be dependent on the outcome of the midterm elections.

Why it matters: The FY 2027 Appropriations bills and the Surface Transportation Reauthorization provide critical funding and policy direction for public transportation. MTS receives over $115 million in federal formula funding every year. Ensuring this funding is maintained and continues to grow year over year is crucial for the sustainability of transit services.

Next steps: MTS will continue its advocacy work urging Congress to make robust investments in public transportation. MTS and its lobbyist will be tracking these issues closely and monitoring the status of the Safe Transit Act proposal. If Board Members are interested in assisting with messaging to federal delegation members, please contact me or Julia Tuer for additional information and speaking points.

Federal advocacy activities

Meeting Date: September 4th
Member: Congresswoman Jacobs
Purpose: MTS update and advocacy for federal FY 27 Appropriations funding and Surface Transportation Reauthorization priorities.

Recent/upcoming Federal competitive grant opportunities

Program: **Operation Lifesaver, Inc. (OLI) Rail Transit Safety Education Grant**
Application: Submitted July 2026 – Seeking $20,000 to support rail safety education presentations and Trolley wrap that supports rail safety messaging.
Status: *Awarded*

Program: **Federal Emergency Management Agency (FEMA) Transit Security Grant Program (TSGP)**
Application: Submitted July 2026 – Seeking over $500,000 to support the Central Command Dispatch Center System Upgrade Project
Status: *Awarded* (plus awarded an additional $300,000 above original request to be used for an eligible approved project).

Program: **FTA Innovative Coordinated Access and Mobility (ICAM) Program**
Application: Submitted September 2026 – Seeking approximately $1 million for the purchase of up to five ADA-compliant paratransit vehicles for the MTS Access fleet.
Status: Award announcements pending

Program: **FTA Buses & Bus Facilities Program (5339c)**
Application: Submitted September 2026 – Seeking approximately $2.1 million to modernize our regional transit management and operations software systems, RTMS and HASTUS. These programs improve real-time dispatch and vehicle tracking, and

streamline incident detection and response, allowing us to better serve our communities.
Status: Award announcements pending

Program: FTA Low or No Emissions Program (5339c)
Application: Submitted September 2026 – Seeking approximately $20 million to assist in the maintenance and modernization of three bus divisions (Imperial Avenue Division, Kearny Mesa Division, Copley Park Division) to address aging infrastructure and strengthen the facilities to continue providing clean, safe, and reliable transit services.
Status: Award announcements pending

Program: USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program
Application: Due October 2026 – Seeking funding to conduct a planning study to evaluate various MTS facilities and assets for resiliency improvements related to flood risks.
Status: Application in process

Looking Ahead

Key dates over the next several weeks include:

- October 2026 – USDOT PROTECT Program application due
- October 2026 – meeting with Assemblymember Boerner to provide an MTS update and advocate for state transit funding.
- October 2026 – continued efforts with the region, peer transit agencies, and CTA to discuss development of new transit operations funding proposals.
- October 2026 – begin drafting project proposal documentation for State district budget requests (“earmarks”)

Metropolitan Transit System

Agenda Item No. 05

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

PRONTO Fare Collection System – Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 24 to MTS Doc. No. G2091.0-18 (in substantially the same format as Attachment A) with Innovations in Transportation, Inc. (INIT) to purchase 600,000 Extended Use (EU) Cards and 500,000 Limited Use (LU) Cards, in the amount of $1,634,702.50 (inclusive of shipping and CA 7.75% sales tax).

Budget Impact

The total cost of this amendment is estimated to be $1,634,702.50, and the total contract cost is estimated to be $50,745,006.77. The project will be funded by the Fare System Operating Budget account 535010 – 571250. The contract costs are summarized below:

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Date Issued	Board Approval Date	Document	Description	Amount
01/1/19	12/13/18	Original Agreement	Fare collection system (Capital only)	$23,155,348.02
12/12/19	12/13/18	AM 1	Commence work on options previously approved on 12/13/18	$1,416,531.01
12/18/19	12/12/19	AM 2	Commence work on new options	$1,093,731.49
05/26/20	09/17/20	AM 3	Change Order - Integrate Conduent's CAD/AVL solution	$57,681.00
09/17/20	09/17/20	AM 4	Change Order - Rail validator masts	$907,267.08
1/13/21	12/10/20	AM 5	Adds California (CA) sales tax; and Change Orders - revises TVM spare parts & cashless conversion kits, and adds gateway services	$2,478,990.86
03/18/21	03/11/21	AM 6	Change Orders - Adds customer and institution website scope updates, adds a new reduced fares program enrollment, adds driver control unit screen flow changes, adds SAGE operator separation, adds Customer Relationship Module (CRM) payment encryption changes and applies the fare media capital credit	$765,271.76
06/28/21	06/17/21	AM 7	Change Orders – Adds transfer and business rule changes to website and CRM; modified 2 phase bus validator and Driver Control Unit (DCU) installation; installation of modified ticket validator arm	$270,050.09
09/13/21	11/18/21	AM 8	Change Orders - Additional SAGE software; and Salesforce licenses	$37,816.95
11/18/21	11/18/21	AM 9	Change Order – PRONTO fare media card order	$166,624.60
05/10/22	06/16/22	AM 10	Amend gateway services to add security and fraud prevention features at no additional cost; add new/revised federal requirements; and credit back to MTS $902.11 from Amendment 9's incorrect tax amount	($902.11)
06/22/22	06/16/22	AM 11	Purchase 60 validators with polycarbonate; purchase 750K extended use cards & 150K limited use cards	$1,768,948.64
06/22/22	09/15/22	AM 12	Change Orders - Display prepayments on invoices and monthly capping report	$14,012.50
09/15/22	09/15/22	AM 13	Purchase twenty (20) permanent salesforce licenses, 36-month renewal period, from 8/24/2022 to 8/23/2025	$129,600.00
09/15/22	09/15/22	AM 14	Adds TVM fare validation	$91,941.44
01/26/23	01/26/23	AM 15	Adds PRONTO In-App Messaging and annual maintenance	$151,246.00
02/03/23	12/13/18	AM 16	Notice to Proceed the Operations and Maintenance phase per the original agreement; & approval of the start of the 10-year maintenance services that have been issued via various amendments	$11,004,315.94
09/19/23	09/14/23	AM 17	Open Payment and Inspection App Solution	$1,224,387.98
11/13/23	12/19/24	AM 18	Add supplemental Terms and Conditions	$0
01/07/25	12/19/24	AM 19	Purchase 625,000 EU and 375,000 LU cards	$1,439,125.00
01/24/25	07/17/25	AM 20	Complete the software escrow process	$0.00
04/18/25	07/17/25	AM 21	Payment Card Industry (PCI) audit support for one year	$113,337.50
07/22/25	07/17/25	AM 22	Salesforce License Renewal	$420,640.00
09/06/26	05/21/26	AM 23	Additional funding for Gateway Services	$2,404,338.52
			Subtotal (AM 1-23)	**$49,110,304.27**

Date Issued	Board Approval Date	Document	Description	Amount
-	*Today's Proposed Action*	*AM 24*	*Purchase 600,000 EU Cards and 500,000 LU Cards*	*$1,634,702.50*
			Grand Total Contract Authorized Amount	**$50,745,006.77**
N/A	12/13/18	N/A	Unexecuted Options Remaining from Original Contract Approval (to be executed at a later date)	$2,091,532.60
			Total Board Approval Amount	**$52,836,539.37**

DISCUSSION:

On December 13, 2018 (Agenda Item (AI) 31), the MTS Board approved MTS Doc. No. G2091.0-18 with INIT for the design and implementation of a new fare collection system, PRONTO. This includes the provision of services, equipment, software, parts, and support. PRONTO was launched in September 2021, with the conversion from the prior Compass Card system complete on October 1, 2021.

Amendments 1-23 have been Board-approved to provide additional functionality, integration, and scope modifications to the fare collection system. Today's proposed action involves approval to execute Amendment No. 24.

Amendment No. 24

MTS has identified additional inventory needs of EU smart cards and LU cards. EU cards allow customers to pay fares, while LU cards allow institutional customers the flexibility to distribute temporary fare media, typically for same day use.

Amendment No. 24 purchases 600,000 EU smart cards and 500,000 LU cards for the PRONTO fare system, ensuring uninterrupted fare payment and transactional data collection. This proactive amendment addresses potential supply chain risks, including long lead times and manufacturing backlogs, through the purchase of one million one hundred thousand cards. By buying in bulk, MTS secures cost savings and favorable pricing while safeguarding business continuity against unforeseen disruptions. This purchase provides a three-year supply for these cards, aligning with current usage rates to effectively mitigate risks to revenue operations.

INIT's fare media proposal was in the amount of $1,520,700.00, excluding tax, which is approximately 6.25% above Staff's Independent Cost Estimate (ICE) of $1,431,213.00. Staff considers the overall proposal fair and reasonable based on current market conditions, inflation and allowable contract cost increases.

Therefore, staff recommend that the MTS Board of Directors authorize the CEO to execute Amendment No. 24 to MTS Doc. No. G2091.0-18 (in substantially the same format as Attachment A) with INIT, to purchase 600,000 EU Cards and 500,000 LU Cards, in the amount of $1,634,702.50 (inclusive of shipping and CA 7.75% sales tax).

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Amendment 24, MTS Doc. No. G2091.24-18

Metropolitan Transit System

Amendment 24

October 15, 2026 MTS Doc No. G2091.24-18

ACCOUNT BASED FARE COLLECTION SYSTEM

INIT Innovations in Transportation, Inc.
Carl A. Commons
Chief Executive Officer
424 Network Station
Chesapeake VA, 23320

This shall serve as Amendment No.24 to the original agreement G2091.0-18 as further described below.

SCOPE

The service under this Amendment No. 24 is to purchase Pronto Card-Extended Use (EU) 600,000 and Card-Limited Use (LU) 500,000 as shown in Attachment A. These should be delivered F.O.B to SDTI, 1341 Commercial Street, San Diego, California 92113.

SCHEDULE

There are no changes to the overall schedule provision of the agreement. The contract termination date remains December 31, 2032.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $1,634,702.50. The total value of this contract, including this amendment, shall be in the amount of $50,745,006.77. This amount shall not be exceeded without prior written approval from MTS.

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CONTRACT SUMMARY

The contract summary is shown below:

Date	Doc	Description	Amount	Total Contract Authorized (also PO amount to-date)
02/01/19	AGMT	Fare collection	$23,155,348.02	$23,155,348.02
12/12/19	AM 1	Exercise some options	$1,416,531.01	$24,571,879.03
12/18/19	AM 2	Exercise some options	$1,093,731.49	$25,665,610.52
03/29/20	AM 3	Conduent's CAD/AVL solution	$57,681.00	$25,723,291.52
03/17/20	AM 4	Rail mast change order	$907,267.08	$26,630,558.60
04/28/21	AM 5	TVM spares; gateway services; sales tax	$2,478,990.86	$29,109,549.46
03/18/21	AM 6	Website; fares; DCU; SAGE; CRM; fare media capital credit	$765,271.76	$29,874,821.22
06/17/21	AM 7	Business rules; bus validator & DCU install; validator arm labor	$270,050.09	$30,144,871.31
08/25/21	AM 8	Additional SAGE software & salesforce licenses	$37,816.95	$30,182,688.26
10/25/21	AM 9	PRONTO fare media card order	$166,624.60	$30,349,312.86
05/10/22	AM 10	Amend gateway services to add security & fraud prevention features. Also credit back $902.11 from AM 9	-$902.11	$30,348,410.75
06/21/22	AM 11	60 validators w/polycarbonate; 750K EU cards & 150K LU cards	$1,768,948.64	$32,117,359.39
06/22/22	AM 12	Monthly capping report; and changes to display prepayments on invoices	$14,012.50	$32,131,371.89
09/21/22	AM 13	Purchase 20 sales force licenses for 3	$129,600.00	$32,260,971.89

		years (8/24/22-8/23/25)		
08/16/22	AM 14	Ability to validate smart cards on TVMs plus extended warranty/maintenance	$91,941.44	$32,352,913.33
01/26/23	AM 15	PRONTO in-app messaging	$151,246.00	$32,504,159.33
02/02/23	AM 16	NTP for the operations and maintenance phase	$11,004,315.94	$43,508,475.27
09/19/23	AM 17	Open payment validations	$1,224,387.98	$44,732,863.25
11/13/23	AM 18	Add supplemental Terms and Conditions	$0	$44,732,863.25
01/07/25	AM 19	Purchase 625,000 EU and 375,000 LU	$1,439,125.00	$46,171,988.25
01/24/25	AM 20	Software escrow documents	$0	$46,171,988.25
04/18/25	AM 21	PCI Audit Support	$113,337.50	$46,285,325.75
07/17/25	AM 22	Salesforce License Renewal	$420,640.00	$46,705,965.75
04/16/26	AM 23	Additional funding for Gateway Services	$2,404,338.52	$49,110,304.27
10/15/26	AM 24	Purchase 600,000 EU Cards and 500,000 LU Cards	$1,634,702.50	$50,745,006.77

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:

Carl A. Commons, Chief Executive Officer
INIT Innovations in Transportation, Inc.

Date: _____

Attachment:

A. INIT Proposal

INIT Innovations in Transportation, Inc.
424 Network Station
Chesapeake, VA, 23320

Phone: 757-413-9100
sales@initusa.com
www.initusa.com

MTS | PRONTO Fare Media

Customer: MTS - San Diego, CA
Requested by: Leanne Powell
Proposal #: 2026-272-03
Date: 9/24/2026
Validity: 90 days

Warranty: Not applicable
Delivery: See below
Invoicing Milestones: 100% Upon Delivery or Partial Delivery

Existing Contract G2091.0-18 Terms & Conditions apply

Description

The San Diego Metropolitan Transit System (MTS) requires the manufacturing and delivery of Extended Use (EU) and Limited Use (LU) smart card media for use with the Region's PRONTO Fare System. PRONTO Smart cards serve a key role, as these allow customers to pay for their fares. This request is for INIT to procure 1,100,000 smart cards total.

Scope of Work

The following details provide a summary of the full scope of work including card quantities and individual requirements.

1. Card Quantities:

   INIT will provide a total of 1,100,000 PRONTO cards in the quantities by type with manufacturing requirements as listed below:

   - PRONTO Card-Extended Use (EU): 600,000 total
     - PRONTO Card-Sticker 100,000
     - Pronto Card TVM 320,000
     - Special Artwork Pronto Cards: Up to 180,000
   - PRONTO Card-Limited Use (LU): 500,000 total
     - Pronto Card-Limited Use 440,000
     - PRONTO Card- Juror Regional 60,000

2. Manufacturing Requirements:

   2.1 Support up to 30 different artworks to be decided by the agency closer to card production

   2.2 Chip types for Extended Use Cards: MIFARE DESFire EV1 256b is preferred

   2.3 Chip types for Limited Use Cards: MIFARE Ultralight C chips (48 Byte usable memory)

   2.4 Plastic: Composite Polyethylene Terephthalate (PET)/Polyvinyl Chloride (PVC)

   2.5 Magstripe: Yes

   2.6 Plastic: Composite Polyethylene Terephthalate (PET)/Polyvinyl Chloride (PVC)

2.7 Magstripe: Yes

2.8 Encoding: Yes (same format as other INIT cards)

2.9 Return File: required (same format as prior INIT card orders)

2.10 Personalization: Card Number, 3-digit security code, barcode and inventory number on the bottom right

2.11 Engineering/PM Costs: Should be included as a separate line item if any

2.12 A large order of up to approximately 500,000 cards will be requested for the first order and has an **Expected delivery March 2027.** Additional requests for cards will be made based on usage and shall be requested by MTS project manager.

2.13 The agency requests to receive Return files by the breakdown below:

2.13.1 The return file record matches the manufactured card quantity

2.13.2 If a partial order is shipped, please ensure the return file record matches the partial card quantity shipment

2.13.3 Full order shipments are preferred over partials to avoid confusion with invoicing and receiving

2.14 Return file size:

2.14.1 TVM EU Card-Return file size: To match the card numbers delivered

2.14.2 Commemorative EU Cards: To match the card numbers delivered

2.15 LU Card: 1 return file per case received for the order

2.15.1 Case = 750 LU Cards x 10 Sleeves, return file should include 7,500 cards if case full

3. Packaging and Labeling Requirements:

3.1 Case Box's & Sleeve Box's Sealed and Labeled with label requirements

3.2 LU Cards to be packaged 750 Cards per sleeve

3.3 EU Cards to be packaged 500 Cards per sleeve

3.4 Sleeve Box's must be banded

4. Case Box Label Requirements:

4.1 Job or Workorder Number

4.2 MTS PO Number

4.3 MTS Stock Code & Card Description

4.4 Case Sequential Number Range included for the case

4.5 Card Number Range (First Card# - Last Card#)

4.6 Box ID Range included in case

4.7 Case Quantity Total of Cards

4.8 Case Number of Total Cases Shipped

5. Sleeve Box Label Requirements:
   - 5.1 Job or Workorder Number
   - 5.2 MTS Stock code and Description
   - 5.3 Case Sequential Number Range included for the box.
   - 5.4 Card Number Range (First Card# - Last Card#)
   - 5.5 Box ID Number
   - 5.6 Sleeve Quantity Total of Cards

This proposal also contains Project Management and Systems Engineering efforts for coordination, project management, subcontractor and delivery oversight, testing and closeout.

Project Delivery:

Following receipt of the order, the INIT Project Team will deliver the project work in four (4) primary phases with timelines as estimated below:

1. Mobilization
   - 1.1 Project framework and planning
   - 1.2 Resource allocation and mobilization
   - 1.3 Subcontractor management
   - 1.4 Project kickoff
   - 1.5 Communication management
   - 1.6 Duration = approximately 4-6 weeks

2 Procurement
   - 2.1 Technical details clarified
   - 2.2 Required inputs received
   - 2.3 Order initiated with card vendors
   - 2.4 Procurement monitoring and status tracking
   - 2.5 Card shipment and receipt validation
   - 2.6 Duration = first order March 2027*

3 Testing
   - 3.1 Pre-production testing
   - 3.2 Production testing, QA, or similar validation as required
   - 3.3 INIT validation testing
   - 3.4 MTS validation testing
   - 3.5 Duration = approximately 2-4 weeks

4 Project Acceptance and Closeout

4.1 Card issue resolution

4.2 Project Accepted and Closed

4.3 Duration = approximately 2-4 weeks

To facilitate the project communications and manage the timeline with MTS, the INIT Project Manager will coordinate a kickoff to mobilize the broader team and align the required inputs, timelines, and other relevant dependencies collaboratively with MTS. During the kickoff, the project teams will confirm communication needs and touch points based on the needs of the project and activities occurring across the different phases.

During the order procurement, INIT will coordinate periodic updates with the card vendors to continue to validate the timeline and quality assurance objectives are adhered to and the above associated requirements validated.

With the work outlined above, the estimated project duration from initiation to acceptance is approximately 14 months; the project schedule will be submitted to MTS following the project kickoff and further detail project activities and planning. Throughout the course of the project, the INIT Project Manager will provide periodic updates to the project schedule as actuals are realized and project information updated.

Pricing:

Item	Description	Qty	Price per unit USD	Price Total USD
1	**Extended Use (EU) Cards**	600,000	$1.94	$1,164,000.00
2	**EU Artwork**	30	$900.00	$27,000.00
3	**Limited Use (LU) Cards**	500,000	$0.56	$280,000.00
			Cards Subtotal	**$1,471,000.00**
4	**Services**			
	Project Management/Systems Engineering	1	$48,400.00	$48,400.00
	Shipping	1	$1,300.00	$1,300.00
			Services Subtotal	**$49,700.00**
			Proposal Subtotal	**$1,520,700.00**
			Sales Tax on Deliverables Only (Cards) 7.75%	**$114,002.50**
			GRAND TOTAL	**$1,634,702.50**

Invoicing and Milestones:

Milestone	Percentage	Total
Cards, Upon Delivery or Partial Delivery*	NA	$1,585,002.50
Services, Mobilization	25%	$12,425.00
Services, Project Acceptance	75%	$37,275.00
Total	**100%**	**$1,634,702.50**

*INIT and MTS will confirm the delivery and shipment schedule of the cards and mutually agree on invoicing based on partial deliveries if applicable with invoices not more than once per month. Note, tax is included in the card milestone, but will be applied as part of the invoice for all partial deliveries.

Delivery and Validity Notes:

The above prices are valid for 90 days from the date of this proposal. If an order is received from MTS after that time, this proposal will be updated with current pricing from manufacturers. The delivery for the first orders is by March 2027.

INIT Contact

Glenn Gonzalez, Account Manager
Email: ggonzalez@initusa.com
O: 757-832-9672| M: 757-685-3421

Signature:

Scott Walsh

Scott Walsh, Exec Dir Sales and Marketing

Andy Singh, President and COO

Metropolitan Transit System

Agenda Item No. 06

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Bus Brake Subcomponent Part Supplies - Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. B0798.0-26 (in substantially the same format as Attachment A), with The Aftermarket Parts Company (NFI), for the addition of Part #70200770 Air Spring, Bellow, NF-60 -All Axles, Original Equipment Manufacturer (OEM) part to the agreement in the amount of $249,135.56 (inclusive of CA sales tax).

Budget Impact

The total cost of this amendment is estimated to be $249,135.56, and the total cost of the contract is estimated to be $530,708.80 (Attachment B). These material costs will be funded by the San Diego Transit Corporation (SDTC) Maintenance Operating Budget account 311014-545100.

DISCUSSION:

MTS operates a fleet of buses to deliver public transit services within its operating area. The agency has an ongoing fleet inspection, maintenance, and repair program to ensure that buses are kept in a State of Good Repair (SGR) and are always in the safest operating condition. To support these efforts, MTS purchases a variety of bus brake subcomponents from various vendors to ensure ready supply of parts for its bus maintenance operations

On March 20, 2026, MTS released an Invitation for Bid (IFB) solicitation for the provision of Bus Brake Subcomponents for a five (5) year period. The solicitation was divided into six parts categories: Group A for brake kits; Group B for air brakes; Group C for brake pads; Group D for shocks; Group E for air suspensions; and Group F for various brake spares.

After the evaluation of all the bids, on July 30, 2026 (Agenda Item 9), the MTS Board approved individual contracts with five (5) vendors for as-needed bus brake subcomponent parts. The agreements included fixed annual pricing and established lead times to ensure continuity of supply that will support maintenance’s ability to adequately maintain MTS's buses.

1. MTS Doc No. B0797.0-26 with EW Truck & Equipment Co. In (EW Truck)
2. MTS Doc No. B0798.0-26 with NFI
3. MTS Doc No. B0799.0-26 with Vehicle Maintenance Program, Inc. (VMP)
4. MTS Doc No. B0800.0-26 with Mohawk Manufacturing & Supply Co. (Mohawk)
5. MTS Doc No. B0801.0-26 with Muncie Reclamation and Supply Co (Muncie)

An air suspension part (Group E) and various brake spares (Group F) were awarded to Mohawk. However, after Board approval but prior to fully executing the agreement, MTS staff discovered that the air suspension part to be supplied by Mohawk was a Non-Original Equipment Manufacturer (non-OEM) part, which had not been approved as an equivalent product through the solicitation's request for approved equal process. Because the use of non-OEM parts could jeopardize existing equipment warranties, the non-OEM item was rejected by MTS. Mohawk subsequently notified MTS that they were unable to provide the required OEM part at their bid price. MTS thus removed the non-OEM air suspension part (Group E) from Mohawk's contract.

Since Mohawk was deemed to not have been the lowest, responsive bidder for the required OEM part (Part #70200770 Air Spring, Bellow, NF-60 -All Axles) for Group E, MTS reviewed all Group E bids and found that the second lowest, responsive bidder for this OEM part was Muncie. However, it was also discovered that Muncie similarly provided a bid price for a non-OEM part.

The third lowest, responsive bidder for the required OEM part in Group E was found to be NFI, and NFI has agreed to honor their original bid pricing. Today's proposed action would approve a contract amendment to MTS Doc No. B0798.0-26 with NFI to add OEM, Part #70200770 Air Spring, Bellow, NF-60 -All Axles to NFI's agreement.

Below is a summary of the bus brake subcomponent parts contract award values for Mohawk and NFI, and the revised value of the agreements, as result of the proposed contract amendment:

Contract Values Approved July 30,2026 (AI 09)				**Revised Contract Values *(Today's Proposed Action)***			
Company Name	Exclusive of CA Sales Tax	CA Sales Tax	Total Cost	Exclusive of CA Sales Tax	CA Sales Tax	Total Cost	Contract Difference
NFI	$ 261,320.87	$ 20,252.37	$ 281,573.24	$ 492,537.17	$ 38,171.63	$ 530,708.80	$ 249,135.56
Mohawk	$ 255,637.72	$ 19,811.92	$ 275,449.64	$ 81,033.66	$ 6,280.11	$ 87,313.77	$ (188,135.87)
Totals:	**$ 516,958.59**	**$ 40,064.29**	**$ 557,022.88**	**$ 573,570.83**	$ 44,451.74	$ 618,022.57	**$ 60,999.69**
					Overall difference:	**$ 60,999.69**	

No amendment to the Mohawk contract is required because the non-OEM part was identified prior to the contract being executed and the contract was appropriately corrected by removing this non-OEM part from their bid. Therefore, the executed contract with Mohawk was in the amount of $87,313.77 (inclusive of CA sales tax).

The contract is firm-fixed pricing. The not-to-exceed values of the contract are based on staff estimates of the quantity of each part that may be ordered each year, multiplied by the unit cost for that year. MTS will only pay for the parts actually ordered. In the event that staff estimates of the quantities and funding needed are not sufficient to meet actual demand, a contract amendment increasing the funding authority will be processed according to Board Policy 41 (Signature Authority).

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 1 to MTS Doc. No. B0798.0-26 (in substantially the same format as Attachment A), with NFI, for the addition of Part # 70200770 Air Spring, Bellow, NF-60 -All Axles, OEM part to the agreement in the amount of $249,135.56 (inclusive of CA sales tax).

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Amendment, MTS Doc. No. B0798.1-26
B. Draft Revised bid form

Metropolitan Transit System

Amendment 1

September 15, 2026 MTS Doc No. B0798.1-26

BUS BRAKE SUBCOMPONENT PARTS

The Aftermarket Parts Company, LLC
Kerri Moloney
Vice President, Sales and Customer Service
3229 Sawmill Parkway
Delaware OH, 43015

This shall serve as Amendment No.1 to the original agreement B0798.0-26 as further described below.

SCOPE

This Amendment shall revise the agreement , as follows:

1. Add the following item to the Bid Form:
    - 70200770 Air Spring, Bellow, NF-60 -All Axles, OEM
2. The revised Bid Form replaces the original Bid Form in its entirety.

SCHEDULE

There are no changes to the overall schedule provision of the agreement. The contract termination date remains July 31, 2031.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $249,135.56. The total value of this contract including this amendment shall be in the amount of $530,708.80. This amount shall not be exceeded without prior written approval from MTS.

DRAFT

Please sign and return the copy to the Contract Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copies for your records.

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Kerri Moloney, Vice President, Sales and Customer Service
The Aftermarket Parts Company, LLC

Date: _____

Attachment: A. Revised Bid Form

ATTACHMENT A
REVISED BID FORM

Metropolitan Transit System

Purchase of Bus Subcomponent Parts IFB - Bid Form

MTS Doc No. B0787.0-26 Group A Brake Kits

Bidder Name

													8/1/2026-7/31/2027 YEAR 1		8/1/2027-7/31/2028 YEAR 2		8/1/2028-7/31/2029 YEAR 3		8/1/2029-7/31/2030 YEAR 4		8/1/2030-7/31/2031 YEAR 5		
Item#	Group	Material	Material Description	BUn	Manufacturer's Part No.	Alternate Part#	Est. Annual Usage	Vendor Part#	Lead Time (Delivery in calendar days from PO issued date)	Order Unit	Conversion to Each (if not Each/Bulk)	Minimum Order QTY (if applicable)	Order QTY Increment (if applicable)	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	5 YEAR Total
1	A	70058354	BRAKE HARDWARE KIT, FRONT/REAR NF-40	Each	6335367	BKFTRR0304050607 6335367NFA	28	6335367NFA	189	EA				$135.68	$3,799.04	$151.68	$4,247.04	$169.91	$4,757.48	$190.74	$5,340.72	$214.65	$6,010.20	$24,154.48
2	A	70062018	KIT #8 BRAKE,MAJOR REAR,AXLE MAN	Each	BKRR15161819		2	6507755NFA	154	EA				$893.35	$1,786.70	$1,000.70	$2,001.40	$1,123.40	$2,246.80	$1,264.22	$2,528.44	$1,426.50	$2,853.00	$11,416.34
3	A	70168310	GILLIG FRONT AXLE SEAL KIT #1	Each	BKSLFT02080910	BKSLFT10 43764 T-BK-SDSLFT10	245	6507756NFA	35	EA				$31.57	$7,734.65	$35.37	$8,665.65	$39.71	$9,728.95	$44.68	$10,946.60	$50.42	$12,352.90	$49,428.75
4	A	70168369	CTR/REAR AXLE BEARING KIT #4, GILLIG	Each	BKBRCTRR02080910		2	6507757	133	EA				$2,541.61	$5,083.22	$2,847.01	$5,694.02	$3,196.11	$6,392.22	$3,596.73	$7,193.46	$4,058.42	$8,116.84	$32,479.76
5	A	70168435	KIT #9,BRK,RR(13 TN AXLE)	Each	BKRR0304050607	T -BK-SDRR030405	4	6507758NFA	189	EA				$1,112.11	$4,448.44	$1,245.74	$4,982.96	$1,398.50	$5,594.00	$1,573.79	$6,295.16	$1,775.81	$7,103.24	$28,423.80
6	A	70203909	GILLIG FRONT AXLE BEARING KIT #2	Each	BKBRFT02080910	BKBRFT10	14	6507759	140	EA				$1,125.84	$15,761.76	$1,261.12	$17,655.68	$1,415.76	$19,820.64	$1,593.22	$22,305.08	$1,797.73	$25,168.22	$100,711.38
															$38,613.81		$43,246.75		$48,540.09		$54,609.46		$61,604.40	$246,614.51

Metropolitan Transit System

Purchase of Bus Subcomponent Parts IFB - Bid Form

MTS Doc No. B0787.0-26 Group F Various Brake Spares

Bidder Name

													8/1/2026-7/31/2027 YEAR 1		8/1/2027-7/31/2028 YEAR 2		8/1/2028-7/31/2029 YEAR 3		8/1/2029-7/31/2030 YEAR 4		8/1/2030-7/31/2031 YEAR 5		
Item#	Group	Material	Material Description	BUn	Manufacturer's Part No.	Alternate Part#	Est. Annual Usage	Vendor Part#	Lead Time (Delivery in calendar days from PO issued date)	Order Unit	Conversion to Each (if not Each/Bulk)	Minimum Order QTY (if applicable)	Order QTY Increment (if applicable)	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	5 YEAR Total
19	F	70203910	AIR PRESSURE TRANSDUCER, NF-60	Each	358855		12	358855	119	EA				$206.63	$2,479.56	$223.66	$2,683.92	$242.71	$2,912.52	$264.14	$3,169.68	$288.39	$3,460.68	$14,706.36
															$2,479.56		$2,683.92		$2,912.52		$3,169.68		$3,460.68	$14,706.36

Purchase of Bus Subcomponent Parts IFB - Bid Form

MTS Doc No. B0787.0-26 Group E Air Suspensions

Bidder Name

													8/1/2026-7/31/2027 YEAR 1		8/1/2027-7/31/2028 YEAR 2		8/1/2028-7/31/2029 YEAR 3		8/1/2029-7/31/2030 YEAR 4		8/1/2030-7/31/2031 YEAR 5		
Item#	Group	Material	Material Description	BUn	Manufacturer's Part No.	Alternate Part#	Est. Annual Usage	Vendor Part#	Lead Time (Delivery in calendar days from PO issued date)	Order Unit	Conversion to Each (if not Each/Bulk)	Minimum Order QTY (if applicable)	Order QTY Increment (if applicable)	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	Unit$	Extended$	5 YEAR Total
*2	E	70200770	Air Spring, Bellow, NF-60 -All Axles, OEM	Each	303734		321	1143525	63	EA				$123.15	$39,531.15	$132.53	$42,542.13	$142.90	$45,870.90	$154.43	$49,572.03	$167.29	$53,700.09	$231,216.30

*Added item

Total	**$492,537.17**
CA Sales Tax	**$38,171.63**
Grand Total	**$530,708.80**

DRAFT

Metropolitan Transit System

Agenda Item No. 07

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Banking Services – Contract Award

RECOMMENDATION:

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

1) Execute MTS Doc No. G3171.0-26 (in substantially the same format as Attachment A), with JPMorgan Chase Bank, N.A. dba J.P. Morgan (J.P. Morgan) to provide banking services in the amount of $675,903.60 for five (5) base years and five (5) 1-year options, for a total of up to 10 years ($337,951.80 for the 5-year base period and $337,951.80 for five 1-year options); and

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

Budget Impact

Since an Earning Credit Rate (ECR) is utilized on the account balance for MTS's sweep account, the costs (estimated at $337,951.80 for the 5-year base period and $337,951.80 for five 1-year options, for a total of $675,903.60) would be offset by the earnings allowance generated from the ECR being applied to the invested balance monthly. MTS expects these earnings credits to offset almost all costs owed under the contract. If any costs owed exceed the ECR credit allowance for the month, the contract will be funded by the MTS General Operating Budget account 902010 - 579900.

DISCUSSION:

MTS utilizes banking services for its daily disbursements and deposits. MTS maintains accounts such as zero balance accounts and interest-bearing sweep accounts. Vault services, depository services, check services, currency and coin orders, positive pay, automated clearing house transactions, online banking and a small purchasing card program are included within these banking services.

An ECR is also utilized, in which a banking rate is applied to MTS's account balance to help offset banking service costs. The earning credit allowance, the sum of the earnings generated through the ECR that month, is applied to the account each month and offsets all costs,

including transactional fees, maintenance fees or other account-related expenses. This helps to mitigate almost all overall costs for banking services. For instance, in the last three (3) fiscal years, MTS paid an average of $504.00 per year for banking services.

MTS's current banking agreement with J.P. Morgan, MTS Doc. No. G1982.0-17, expires on October 31, 2026 and a new agreement is needed.

On April 7, 2026, MTS issued a Request for Proposals (RFP) for Banking Services.

On June 2, 2026, a total of four (4) proposals were received from the following firms:

#	Proposer Name	Disadvantage Business Enterprise (DBE) or other certification status
1	Bank of America	None
2	J.P. Morgan	None
3	Mechanics Bank	None
4	U.S. Bank	None

Upon review of the cost proposal submitted by Bank of America, staff determined that the proposer provided pricing for only a five (5) contract term. As a result, the proposer did not meet the minimum requirement of ten (10) years as specified in the solicitation, and was deemed non-responsive to the requirements of the solicitation.

All remaining proposals were deemed responsive and responsible and were evaluated by a committee consisting of representatives from Finance, IT, and Procurement departments. The proposals were scored based on the following evaluation criteria:

Evaluation Criteria	Total Possible Points
Financial Stability of the Firm	20
Qualifications, Related Experience and References of Proposer	25
Customer Service, Staffing, Organization, and Management Plan	30
Cost and Price	25
Total	**100**

On June 30, 2026, the evaluation panel met to review the proposals. The following table illustrates the initial scores and ranking of each firm:

Proposer Name	Technical Score	Cost Score	Total Score (Maximum 100)	Ranking
J.P. Morgan	71.0	16.8	87.8	1
Mechanics Bank	39.7	9.5	49.2	3
U.S. Bank	62.0	25.0	87.0	2

On July 9, 2026, Requests for Clarifications were sent to the two highest-ranked proposers after the evaluation panel's review, with responses due by July 16, 2026.

The panel met again on July 20, 2026; after reviewing the responses to the Requests for Clarifications there were no changes to the evaluation committee's scoring. Scores for the two (2) highest ranked firms remained the same as summarized below:

Proposer Name	Technical Score	Cost Score	Total Score (Maximum 100)	Ranking
J.P. Morgan	71.0	16.8	87.8	1
U.S. Bank	62.0	25.0	87.0	2

On August 6, 2026, the evaluation committee asked for Request for Clarifications and Revised Proposal from U.S. Bank, and JPMorgan Chase Bank.

On August 13, 2026, both Proposers responded their clarifications and revised proposals.

On August 27, 2026, the committee reconvened to discuss the responses provided by each firm. JPMorgan reduced their cost proposal by 8.62% to $675,903.60 and US Bank by 2.08% to $485,677.20. The Independent Cost Estimate (ICE) for the services was $825,420.00.
US Bank also provided some clarifying information which raised additional questions concerning their proposal. Based on these responses the evaluation scores were revised as follows:

Proposer Name	Technical Score	Cost Score	Total Score (Maximum 100)	Ranking
J.P. Morgan	71.0	18.0	89.0	1
U.S. Bank	60.3	25.0	85.3	2

Based on the objectives of this procurement, the evaluation committee determined that J.P. Morgan presented the best overall value to MTS. Although the contract will be entered into with J.P. Morgan in the amount of $337,951.80 for the 5-years base period and $337,951.80 for five 1-year options, it is expected almost all costs will be offset by the earnings credit allowance generated each month from the balance maintained in the account.

Therefore, staff recommend that the Board of Directors authorize the CEO to:

1. Execute MTS Doc No. G3171.0-26 (in substantially the same format as Attachment A), with J.P. Morgan to provide banking services in the amount of $675,903.60 for five (5) base years and five (5) 1-year options, for a total of up to 10 years ($337,951.80 for the 5-years base period and $337,951.80 for five 1-year options); and

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

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc. No. G3171.0-26
B. Scope of Work
C. Cost Form

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. G3171.0-26

BANKING SERVICES

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: JPMorgan Chase Bank, N.A.

Address: 12860 El Camino Real

San Diego (City) CA (State) 92130 (Zip)

Form of Business: National Banking Association

(Corporation, Partnership, Sole Proprietor, etc.)

Email: veronica.villasenor@jpmorgan.com

Telephone: (858) 284-5810

Authorized person to sign contracts: Veronica Villasenor (Name) Authorized Officer (Title)

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Forms (Exhibit D), Contractor's Global Account Terms (and U.S. Addendum and Consolidated Services Terms (Exhibit E) and Commercial Card Classic Application & Agreement (Exhibit F).

The contract term is for five (5) base years and five (5) 1-year options, exercisable at MTS's sole discretion, for a total of up to 10 years. Base period shall be effective November 1, 2026 through October 31, 2031 and option years shall be effective November 1, 2031 through October 31, 2036, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $337,951.80 for the base years and $337,951.80 for the option years, for a contract total not to exceed $675,903.60 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	JPMORGAN CHASE BANK, N.A.
By: _____	
Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____	Title: _____

Karen Landers, General Counsel	

EXHIBIT A

(Scope of Work/Technical Specification)

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. GENERAL

San Diego Metropolitan Transit System (MTS) provides both bus and rail services to 81,000,000 passengers annually throughout San Diego County. MTS is responsible for the service planning, scheduling and performance monitoring of all MTS services. The current operating budget is $472 million, and the capital budget can range between $100 and $300 million. In addition to approximately $78 million in passenger revenue, MTS is funded by various federal, state and local subsidy sources.

1.2. MTS BANK ACCOUNT INFORMATION

1) One (1) Interest Bearing Sweep Account
    a. Must have the option for an Earnings Credit Rate (ECR) Peg Balance to be maintained to cover the monthly service fees.
2) One (1) Zero Balance (ZBA) General Checking Account
    a. Vendor checks – Average 500 per month
    b. Automated Clearing House (ACH) – Average 20 per month
    c. Wire Transfers – Average five (5) per month
    d. Vault Services discussed in detail under services
    e. Depository Services discussed in detail under services
    f. Currency coin orders discussed in detail under services
3) One (1) ZBA Payroll Account
    a. Used to fund ADP wires weekly for four (4) different pay groups
    b. Issue on average 10 manual replacement checks monthly.
4) One (1) ZBA Credit Card Activity Account currently
    a. Used to receive deposits from six (6) JP Morgan Paymentech MIDs
5) One (1) ZBA Workers Comp Account
    a. Used to fund payments issued by our Third Party Administrator for Workers Compensation claims

1.3. SERVICES PROVIDED

1) Vault Services
    a. Average around 170 coin and currency deposits each month.
        i. Trolley averages around 60 deposits each month
        ii. Bus averages around 82 deposits each month
        iii. Our Transit Store averages around 28 mixed bag deposits each month

b. Includes a combination of standard straps, nonstandard straps, standard coin bags and mixed coin bags.

c. Contractor shall provide deposit slips with Unique Location identifiers that are reflected on the daily bank statements. These identifiers are used to track which garage or service the deposits relate to.

d. Contractor shall provide plastic bags and straps as needed.

e. Shipments are currently taken to the vault 5 days per week by MTS' Contractor for Armored Transport Services - Sectran.

f. Upon request, contractor shall provide images of requested deposit slips, bags and currency/coin breakdown within 3 business days to research discrepancies.

2) Depository Services

a. MTS currently averages between 250 and 300 remotely deposited checks per month.

b. Funds should be available to MTS immediately.

c. Solution should be able to read business checks, personal checks and money orders

d. Ability to search and view checks from previous deposits.

e. Contractor shall provide equipment and software for remote deposit services. Scanner should be able to endorse the check with MTS and date.

3) Currency and Coin Orders

The bank must be able to provide up to $100,000 in dollar coin and up to $20,000 in quarters annually as requested and within 2 business days.

4) E-Bank Statements

a. Provide electronic bank statements for cleared checks daily.

b. Generate a direct transfer into SAP ECC that lists the checks that have cleared.

c. Must be a txt (tab delimited) output file.

d. Check numbers should be 10 digits, no preceding zeros.

5) Positive Pay

a. Contractor shall offer positive pay on the ZBA Accounts.

b. MTS will provide a flat file for all checks issued out of our ERP system, currently SAP ECC, through secure host-to-host transmission.

c. Contractor's website must offer a manual entry option in addition to an automated option.

d. Accounts must be configurable to have both payee or non-payee match.

e. The bank shall notify MTS daily of any exceptions and allow MTS to decision the checks for payment, with a default set to: Do Not Pay.

6) Online Banking Services

a. Contractor shall provide the ability to perform the following transactions through online banking services.

   i. Administration of Users – Add, Delete, and Set Permissions with dual approval.

   ii. Wire Transfers – domestic and international. Should allow for templates to be set up, approved by a second administrator and saved.

   iii. ACACH transfers are generated from an output file in SAP ECC and sent directly via secure host-to-host transmission.

   iv. Check Inquiry.

   v. Stop Payments.

   vi. Checks and deposits should be available electronically for MTS to access for seven (7) years.

b. Access must require a token or something similar for two-factor authentication.

c. Reporting:

   i. Monthly bank statements will be available for download and printing on the 6th business day following the close of the billing period . Must be available in both PDF or Excel/CSV.

   ii. Daily reports including all debits and credits must be available by 8:00 on the next business day in both PDF and Excel/CSV format. These reports must be configurable to include or exclude certain accounts. Also, should include the option to schedule and/or deliver to email.

   iii. Transaction level detail reports must be available on demand. Details should include date, amount, payee or payor and reference.

   iv. Online imaging must be provided for check deposits and check disbursements

   v. An analysis statement must be available for download and printing on the 6th business day following the close of the billing period . Must be available in both PDF or Excel/CSV. Statement must include the total cost as well as the required balance needed to cover the costs.

7) Returned Checks

   a. All returned checks should be presented twice before MTS is notified via email when the check is charged back to the account.

8) ACH Review

   a. Bank must provide for a method to establish an allow list for ACH debit transactions.

   b. Bank shall offer an ACH review process which allows MTS to decision an incoming ACH debit transaction not on the authorized list.

9) Purchasing Card Program

   a. MTS currently has a small P-Card program with five (5) users to support business travel and transactions that can only be purchased online, i.e. Google Maps. The annual spend of these cards averages $100,000.

b. Cards must be issued by Visa or MasterCard.

c. Contractor must have a robust system for users to enter the receipts, provide general ledger coding, and approvers to review. It also needs to allow for reporting and 1099 tracking.

d. Solution must allow for admins to request new card holders, add and remove users, reset passwords, set and change daily and monthly limits.

10) FDIC Insurance

a. The successful bank shall maintain the maximum amount of Federal Deposit Insurance Corporation (FDIC) insurance available for all MTS deposits to insure MTS for the maximum amount of insurance protection afforded at any time by the FDIC.

11) Collateralization

a. Contractor shall provide for at least 110% collateralization of all MTS deposits at all times and as provided for under Section 53652 of the California Government Code. Contractor shall only purchase those eligible securities as outlined in Section 53651 of the California Government Code. Under no circumstances shall the contractor include real estate, real estate mortgages or real estate-based investments as part of the collateralization for deposits. Contractor shall attach the most recent collateral report available. MTS will not be charged for collateral. There will be no waiver of the collateralization amount or type of security for the collateralization unless approved by Resolution by the MTS Board of Directors.

12) Excluded Services

a. MTS's merchant services are currently provided under a separate contract with Paymentech and are not part of this solicitation.

13) Additional Services

a. In addition to the required services, Contractors may submit descriptions of service to MTS for consideration. Areas to focus on would include efficiency, reduced cost, revenue generating or provide additional protection from fraud and misappropriation of funds.

1.4. TRANSITION

In the event there is a need to transition from the current Contractor to a new Contractor, the process will be as shown below:

a. This Contract terminates on October 31, 2031, unless Option Years are exercised.

b. On or around September 1, 2031, current Contractor shall start a transition of the services to new Contractor, without any interruption of or adverse impact on services (at a minimum, 60 days prior to termination of current agreement).

c. The current and new Contractor shall select a time that has the least impact to client services.

d. Under MTS direction and guidance, new Contractor and current Contractor shall be required to provide full cooperation and transition all the services on an expedited basis. The transition period shall be complete and detailed and allow for a smooth

transition with no interruption of services. The entire conversion shall be completed by on or about October 31, 2031.

1.5. DISENTANGLEMENT

1) Disentanglement Process:

   a. The Disentanglement process for the Agreement awarded from this RFP shall begin on any of the following dates:

      - the date designated by MTS not earlier than sixty (60) days prior to the end of current term, that MTS has elected not to exercise option year/s;

      - the date MTS notifies Contractor that no funds or insufficient funds have been appropriated so that the Agreement shall be terminated for convenience;

      - the date any Termination Notice is delivered, if MTS or Contractor elects to terminate any or all of the services pursuant to the Agreement.

   b. Contractor shall be required to perform its Disentanglement obligations on an expedited basis, as determined by MTS, if MTS terminates the Agreement for cause.

   c. Contractor shall be required to provide full cooperation. Information shall be complete and detailed to enable MTS or designee to fully assume and continue a smooth transition with no interruption of services.

2) General Obligations:

   a. All services related to Disentanglement shall be deemed a part of the base services and shall be performed by Contractor at no additional cost to MTS. Contractor's obligation to provide the services shall not cease until Disentanglement is satisfactory to MTS, and delivered in writing.

   b. Contractor shall provide all information regarding the services, including data conversion, files, interface specifications, training staff assuming responsibility, and related professional services (if applicable).

   c. Contractor shall provide for the prompt and orderly conclusion of all work including documentation of work in process to assure an orderly transition to MTS or designee.

3) Delivery of Documentation:

   Contractor shall deliver to MTS or designee all documentation and data related to the service, in format as requested by MTS, and Contractor shall destroy all copies not turned over to MTS, all at no cost to MTS.

1.6. INVOICES

Contractor shall submit monthly account analysis statements to MTS no more frequently than monthly for the services performed pursuant to this Agreement via the Contractor's online banking portal. Each account statement must itemize the Services rendered by task, if specific tasks are detailed in the Scope of Work, and the amount due in accordance with the Cost Proposal (Exhibit B) or any approved variance. Within 30 calendar days of receipt of each account statement, MTS will notify Contractor in writing of any disputed amounts included on the statement and request a revised statement.

Unless MTS selects another payment method acceptable to Contractor, MTS authorizes Contractor to: (a) apply MTS's earnings credit allowance against the fees and other amounts due as reflected in the account analysis statement made available to MTS for each billing period and (b) automatically debit from MTS's accounts on the fifteenth (15th) calendar day of each month (or the next banking day if the fifteenth (15th) calendar day falls on a weekend or a bank holiday) any fees and other amounts due that remain unpaid after Contractor applies the earnings credits allowance for such billing period.

1.7. [NOT APPLICABLE] PAYMENT PROCESSING SECURITY AND PCI DSS COMPLIANCE

1.8. [NOT APPLICABLE] HEWLETT PACKARD ENTERPRISE (HPE) MINIMUM REQUIREMENTS

1.9. [NOT APPLICABLE] CISCO MINIMUM REQUIREMENTS

1.10. [NOT APPLICABLE] CONTRACTOR’S INFORMATION SECURITY RESPONSIBILITIES

1.11. [NOT APPLICABLE] SAFETY DATA SHEETS (SDS)

1.12. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

1.13. [NOT APPLICABLE] REPLACEMENT PARTS

1.14. [NOT APPLICABLE] DELIVERY AND ACCEPTANCE

1.15. [NOT APPLICABLE] EXPEDITING

EXHIBIT B

(Contractor’s Bid/Pricing Form)

COST PROPOSAL FORM

MTS DOC. NO. G3171.0-26 BANKING SERVICES RFP

YEAR ONE TO YEAR TEN

Instructions: Please complete the form below by filling in the Unit Charge and Extended Cost for each item. Costs shall be total all-inclusive, including, but not limited to, transporting a vehicle to and from MTS, travel, insurance, etc. No additional costs are allowed.
*Estimated quantities are for proposal purposes only. The quantities do not reflect guaranteed usage by MTS and may be more or less than indicated.

SERVICE	DESCRIPTION	UNIT CHARGE	MONTHLY VOLUME	EXTENDED COST
GENERAL ACCOUNT SERVICES				
A	ACCOUNT MAINTENANCE PER DEMAND DEPOSIT ACCOUNT	$ 5.00	4	$ 20.00
B	ACCOUNT MAINTENANCE PER MASTER INTEREST BEARING ACCOUNT WITH FIXED PEG	$ 5.00	1	$ 5.00
C	ELECTRONIC DEBITS	$ 0.02	203	$ 4.06
D	ELECTRONIC CREDITS	$ 0.02	372	$ 7.44
E	STATEMENTS	$ 5.00	5	$ 25.00
F	MONTHLY CHARGE FOR PREVENTING CHECKS FROM POSTING TO A DDA	$ -	2	$ -
			SUBTOTAL:	$ 61.50
VAULT SERVICES				
A	VAULT DEPOSIT	$ 2.15	178	$ 382.70
B	VAULT DEPOSIT MIXED BAG	$ 4.00	339	$ 1,356.00
C	VAULT DEPOSIT STANDARD COIN	$ 1.15	113	$ 129.95
D	VAULT DEPOSIT PER $,1000	$ 1.33	1,526	$ 2,029.58
F	VAULT ORDER CURRENCY STANDARD STRAP	$ 0.55	36	$ 19.80
G	VAULT ORDER CURRENCY NON STANDARD STRAP	$ 0.045	624	$ 28.08
H	VAULT STANDARD ORDERS	$ 7.00	4	$ 28.00
I	VAULT ORDER COIN ROLLS (LESS THAN A FULL BOX OF 50 ROLLS)	$ 0.10	8	$ 0.80
J	VAULT DEPOSIT ADJUSTMENTS	$ 8.00	2	$ 16.00
			SUBTOTAL:	$ 3,990.91
DEPOSITORY SERVICES				
A	CHECKS DEPOSITED (REMOTELY)	$ 0.03	286	$ 8.58
B	CREDITS POSTED TO ACCOUNT	$ 0.35	185	$ 64.75
C	CHECK FOR DEPOSIT ON PROPOSER'S OWN BANK	$ 0.03	6	$ 0.18
D	CHECK FOR DEPOSIT ON OTHER BANK	$ 0.05	50	$ 2.50
E	RETURN ITEM FEE	$ 5.00	1	$ 5.00
F	RETURN ITEM REDEPOSIT	$ 0.50	1	$ 0.50
G	RETURN ITEM EMAIL NOTIFICATION	$ 0.50	1	$ 0.50
H	REMOTE DEPOSIT EQUIPMENT MAINTENANCE FEE	$ 20.00	1	$ 20.00
J	OTHER (LIST) RETURN MULTIPLE LOCATIONS	$ 0.50	0	$ -
			SUBTOTAL:	$ 102.01
PAPER DISBURSEMENT SERVICES				
A	CHECKS PAID/DEBIT POSTED	$ 0.06	503	$ 30.18
B	IMAGE STORAGE PER ITEM	$ 0.015	503	$ 7.55
C	STOP PAYMENT ELECTRONIC	$ 4.50	20	$ 90.00
D	STOP PAYMENT AUTOMATIC RENEWAL	$ 3.50	100	$ 350.00
E	CHECK INQUIRY MAINTENANCE	$ 15.00	3	$ 45.00
F	CHECK CASHING - NON ACCOUNT HOLDER	$ -	3	$ -
G	EXCEPTION NOTIFICATION EMAIL FEE FOR ACH & POSITIVE PAY	$ 5.00	3	$ 15.00
H	DATA DOWNLOAD MODULE PER ACCOUNT	$ 15.00	3	$ 45.00
			SUBTOTAL:	$ 582.73
POSITVE PAY RECONCILIATION SERVICES				
A	PAYEE NAME VERIFICATION	$ 0.025	495	$ 12.38
B	IMAGE PER ITEM	$ 0.02	500	$ 10.00
C	EXCEPTION ITEM	$ 2.50	3	$ 7.50
D	CHECK EXCEPTION RETURN	$ 5.00	1	$ 5.00
E	POSITIVE PAY NON RECON MAINTENANCE	$ 30.00	2	$ 60.00
F	ISSUE FILE TRANSMITTAL REPORT	$ 3.00	7	$ 21.00
G	ISSUE INPUT WITHOUT RECON	$ 10.00	7	$ 70.00
H	POSITIVE PAY WITHOUT RECON ITEMS	$ -	500	$ -
I	DATA ENTRY MANUAL	$ 2.50	1	$ 2.50
			SUBTOTAL:	$ 188.38
GENERAL ACH SERVICES				
A	ACH MAINTENANCE - COMPANY LEVEL	$ 5.00	1	$ 5.00
B	TRANSACTION BLOCK MAINTENANCE (EACH ACCOUNT)	$ 5.00	3	$ 15.00
C	TRANSACTION REVIEW MAINTENANCE (EACH ACCOUNT)	$ 5.00	2	$ 10.00

D	ADDENDA RECORD (DETAILS) ORIGINATED		$ 0.02	269	$	5.38
E	ACH DEBIT RECEIVED		$ 0.10	89	$	8.90
F	ACH CREDIT RECEIVED		$ 0.10	290	$	29.00
G	DEBIT ORIGINATED		$ 0.09	17	$	1.53
H	CREDIT ORIGINATED		$ 0.09	208	$	18.72
I	ACH RETURN ITEM		$ 3.00	1	$	3.00
J	ACH RETURN NOTIFICATION EMAIL		$ 1.00	1	$	1.00
K	NOTIFICATION OF CHANGE		$ 1.00	1	$	1.00
L	NOTIFICATION OF CHANGE EMAIL		$ 1.00	1	$	1.00
M	ONLINE PLATFORM ACH MAINTENANCE		$ 15.00	1	$	15.00
N	ACH BATCH/FILE PROCESSED VIA DIRECT TRANSMISSION		$ 4.50	17	$	76.50
O	ACH ORIGINATED SAME DAY CREDIT		$ 0.50	1	$	0.50
P	ACH TRANSACTION BLOCK AUTHRIZED ID		$ 0.40	12	$	4.80
Q	OTHER (LIST)	FED CLEARING ADDENDA	$ 0.003	0	$	-
R	OTHER (LIST)	FED CLEARING ORIGINATED EXCEPTION	$ 0.006	0	$	-
S	OTHER (LIST)	TRANS REVIEW FILTER EXCEPTION	$ 0.20	0	$	-
				SUBTOTAL:	$	196.33
WIRE & OTHER FUND TRANSFER SERVICES						
A	ELECTRONIC FED DEBIT STANDARD		$ 5.00	3	$	15.00
B	ELECTRONIC BOOK DEBIT STANDARD		$ 2.00	3	$	6.00
C	FED CREDIT STANDARD		$ 5.00	2	$	10.00
D	BOOK CREDIT		$ 2.00	1	$	2.00
E	DRAWDOWN FED DEBIT		$ 5.00	18	$	90.00
F	DRAWDOWN BOOK DEBIT		$ 5.00	9	$	45.00
G	ELECTRONIC CHIP DEBIT		$ 5.00	1	$	5.00
H	OTHER (LIST)	CHIPS CREDIT S/T	$ 5.00	0	$	-
				SUBTOTAL:	$	173.00
ONLINE SERVICES						
A	ACCOUNTS REPORTED		$ 10.00	5	$	50.00
B	MONTHLY SERVICE		$ 30.00	1	$	30.00
C	TRANSACTIONS REPORTED		$ 0.04	1,308	$	52.32
D	EXTENDED TRANSACTIONS DETAIL		$ -	4,279	$	-
				SUBTOTAL:	$	132.32
RECEIVABLE SERVICES						
A	RECEIVABLE MAINTENANCE ONLINE CHECK IMAGE VIEWING		$ 50.00	1	$	50.00
B	LONG TERM STORAGE - CHECKS		$ 0.02	350	$	7.00
				SUBTOTAL:	$	57.00
LIQUIDY SERVICES						
A	MASTER ACCOUNT MAINTENANCE CHARGE TO TRANSFER ACCOUNT BALANCES		$ 5.00	1	$	5.00
B	PARTICIPANT ACCOUNT MAINTENANCE CHARGE TO TRANSFER ACCOUNT BALANCES		$ 2.50	4	$	10.00
				SUBTOTAL:	$	15.00
BAI/SWIFT/ISO REPORTING						
A	H2H FILES TRANSMITTED (IF THERE IS A THRESHOLD, INCLUDE UNDER "OTHER")		$ -	80	$	-
B	H2H ACCOUNTS REPORTED		$ 50.00	1	$	50.00
C	H2H CHECK ITEMS REPORTED		$ 0.08	521	$	41.68
D	H2H TRANSACTION DETAIL REPORTED		$ 0.08	521	$	41.68
				SUBTOTAL:	$	133.36

	MONTHLY TOTAL (ALL SERVICES SUBTOTALS):	$ 5,632.53

FEE SUMMARY		
A	ONE-TIME FEE SUBTOTAL	$ -
B	ANNUAL TOTAL (MONTHLY TOTAL X 12 MONTHS)	$ 67,590.36
	ANNUAL TOTAL	$ 67,590.36

COST PROPOSAL FORM		
MTS DOC. NO. G3171.0-26 BANKING SERVICES RFP		
COST SUMMARY		
Base Years		
Year One	$	67,590.36
Year Two	$	67,590.36
Year Three	$	67,590.36
Year Four	$	67,590.36
Year Five	$	67,590.36
Subtotal Base Years:	$	337,951.80
Option Years*		
Year Six	$	67,590.36
Year Seven	$	67,590.36
Year Eight	$	67,590.36
Year Nine	$	67,590.36
Year Ten	$	67,590.36
Subtotal Option Years:	$	337,951.80
Grand Total (Base + Option Years):	$	675,903.60

Incentive Credit**	$85,000
Hybrid Account Earnings Credit Rate***	2.25%
Hybrid Account Interest Rate***	1.65%

*Incentive credit/fee waiver in the amount of $85,000, or for a period of 15 months, whichever comes first.

** Assumes all option periods are exercised and applicable balances and rates are maintained. Pricing is fixed for the initial five-year term. Any option periods would be subject to mutually agreeable pricing and rates at renewal.

*** Note that these remain bank-managed rates are variable and subject to adjust in accordance with market conditions.

EXHIBIT C

(Standard Agreement)

STANDARD CONDITIONS

2.1. COMPLETE AGREEMENT

This Agreement, including all applicable terms, conditions, specifications, and the below-described "Contract Documents" is the entire agreement of the parties and no attempted modification shall be binding unless in writing and signed by MTS and the Contractor. The following are the Contract Documents, which comprise the entire Agreement:

a. The executed Agreement;
b. Exhibit A, Scope of Work;
c. Exhibit B, Cost Proposal;
d. Exhibit C, Standard Conditions;
e. Exhibit D, Forms;
f. Exhibit E, Contractor's Global Account Terms (and US Addendum) and Consolidated Service Terms; and
g. Exhibit F, Commercial Card Classic Application & Agreement (with respect to Purchasing Card Services only).

2.2. COUNTERPARTS

This Agreement may be executed in any number of counterparts. All such counterparts shall be deemed to constitute one and the same instrument, and each of said counterparts shall be deemed an original thereof.

2.3. SURVIVAL

Notwithstanding MTS's acceptance of the services and payment therefore, Contractor shall remain obligated under all clauses of this Agreement which expressly, or by their nature, extend beyond and survive such acceptance and payment.

2.4. DUTY TO CLARIFY OBVIOUS AMBIGUITY

The Contractor is required to seek clarification of any obvious ambiguity contained in the contract documents. Failure to do so will result in an interpretation of the ambiguous provision favorable to MTS should a dispute later arise concerning that provision.

2.5. NOTICES

All notices or other communications to either party by the other shall be deemed given when made in writing and deposited in the United States Post Office, addressed as follows:

To MTS:

San Diego Metropolitan Transit System (MTS)
Attention: Chief Executive Officer
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

To Contractor:

As shown on front page.

2.6. CHANGES IN WORK

No payment for changed or additional work shall be made unless the changed or additional work has first been approved in writing by the MTS Project Manager and the parties have agreed upon the appropriate adjustment, if any, to the payment schedule and maximum payment amount for the changed or additional work. The written notice of potential change in work be given to MTS prior to the time Contractor shall have performed the work within fifteen (15) days after the happening of the event, thing, occurrence, or other cause, giving rise to the potential change in work.

The MTS Project Manager may order changes or additions to the scope of work. Whether a change or addition to the scope of work is proposed by the Contractor or ordered by the MTS Project Manager, the parties shall in good faith negotiate an appropriate adjustment, if any, to the payment schedule and maximum payment for the changed or additional work. An approved change or addition, along with the payment adjustment, if any, will be effective upon an amendment to this contract executed by both parties. The amendment shall not render ineffective or invalidate unaffected portions of this contract.

2.7. SEVERABILITY

If any term, provision, or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

2.8. TERMINATION OF AGREEMENT

A. TERMINATION FOR CONVENIENCE

Performance under this agreement may be terminated by MTS in accordance with this clause in whole or, from time-to-time, in part, whenever MTS shall elect. Any such termination shall be affected by delivery to Contractor of a Notice of Termination specifying the extent to which performance under this agreement is terminated, and the date upon which such termination becomes effective. Upon receipt of any such notice, Contractor shall, unless the notice requires otherwise:

i. immediately discontinue performance on the date and to the extent specified in the notice;

ii. place no further orders for materials other than as may be necessarily required for completion of such portion of the agreement that is not terminated;

iii. promptly make every reasonable effort to either obtain cancellation on terms satisfactory to MTS of all orders to Contractor's suppliers to the extent they relate to the performance of that portion terminated, or upon MTS concurrence assign to MTS those orders; and

iv. assist MTS, upon request, in the maintenance, protection and disposition of property acquired by MTS under this agreement.

Within thirty (30) calendar days following the effective date of any such termination, MTS will pay to Contractor all fees for services provided prior to such date that are acceptable to MTS, at the rates provided in Exhibit B.

B. TERMINATION FOR DEFAULT

In case of Contractor breach or failure to perform, MTS reserves the right to terminate the contract for default. MTS may award the contract to the next lowest responsive, responsible Proposer, solicit new bids or proposals, or pursue any other remedy authorized by law.

MTS may terminate the contract by serving a notice of termination on the Contractor. Notice shall set forth the manner in which the Contractor is in default, and provide the Contractor with ten (10) days' time to cure the default to the satisfaction of MTS. This cure period may be adjusted if the parties so agree in writing. If MTS determines after the cure period that the default is not cured, MTS will issue a "show cause" letter to the Contractor requesting from the Contractor reasons why this contract should not be terminated. If MTS does not find that the Contractor has demonstrated sufficient reason for its failure to cure, the contract shall be deemed terminated. The Contractor shall only be paid the contract price for supplies received and accepted, or services performed in accordance with the manner set forth in the contract. If MTS determines that the Contractor had an excusable reason for not performing such as a strike, fire, flood, or other events, which are not the fault of, or beyond the control of the Contractor, MTS may allow the Contractor to continue work or terminate the contract for convenience.

2.9. ASSIGNABILITY

A. By MTS:

Subject to Contractor's consent, which may be granted or withheld on a case by case basis, for each entity seeking to obtain services under this Agreement and conditioned upon terms and conditions agreed to between the Contractor and such entity, this Agreement may be considered a cooperative agreement under which other government agencies located within California will be entitled to obtain services from Contractor, to the extent that such services are also performed for MTS hereunder. Contractor shall be entitled to share the contents of this Agreement (inclusive of all incorporated Contract Documents) with any such governmental entity seeking services under this Agreement. The party wishing to exercise the assignment (also known as a "piggyback") shall perform an independent cost estimate to determine fair and reasonable pricing, and shall enter into its own contract with the vendor based upon the terms and conditions of this Request for Proposal. Any assignment or piggyback shall comply with Federal Transit Administration (FTA) requirements if applicable. MTS shall have no responsibility or liability for any such assignment or piggyback.

B. By Contractor:

Any attempt by Contractor to assign, subcontract, or transfer all or part of this Agreement shall be void and unenforceable without MTS' prior written consent; which consent shall not be unreasonably withheld. Notwithstanding the foregoing, Contractor may assign this Agreement without the prior written consent of the MTS to a successor in interest in connection with a merger, reorganization, consolidation, or a disposition of a particular business interest to which this Agreement relates, and may assign this Agreement to an affiliate or subsidiary. In the event of such an assignment, Contractor shall notify MTS and MTS shall have the right to immediately terminate this Agreement, if it objects to such assignment.

In the event of an authorized assignment by MTS or applicable law, all terms, conditions, and provisions hereof shall inure to and bind hereto their and each of their respective heirs, executors, administrators, successors, and assigns.

2.10. STANDARD OF PERFORMANCE

Contractor's services shall be performed in accordance with generally accepted professional practices and principles and in a manner consistent with the level of care and skill ordinarily exercised by members of Contractor's profession currently practicing under similar conditions. By delivery of completed work, Contractor certifies that the work conforms to the requirements of this contract and all applicable federal, state and local laws. If Contractor is retained to perform services requiring a license, certification, registration or other similar requirement under California law, Contractor shall maintain that license, certification, registration or other similar requirement throughout the term of this Contract.

2.11. TIME

The Contractor acknowledges that timely performance is an important element of this Agreement. Accordingly, the Contractor shall put forth its best professional effort to complete its services in accordance with the agreed-upon schedule.

2.12. EXCUSABLE DELAYS / FORCE MAJEURE

Timely performance and deliveries are essential to this Agreement. However, Contractor will not be liable for delays in performing its obligations to the extent the delay is caused by an unforeseeable condition, which is beyond Contractor's reasonable control, without Contractor's fault or negligence. Acts of God, such as storms or floods, as well as government priorities, acts of civil or military authorities, fires, strikes, epidemics, war or riot, are examples of events which will be excusable for being beyond Contractor's reasonable control only upon fulfillment of the following conditions: (a) within ten (10) calendar days of the commencement of any excusable delay, Contractor shall provide MTS with written notice of the cause and extent thereof, as well as request for a schedule extension for the estimated duration thereof; and (b) within ten (10) calendar days of the cessation of the event causing delay, Contractor shall provide MTS with written notice of the actual delay incurred, upon receipt of which the date of promised delivery shall be extended for the time actually lost by reason of an excusable delay.

2.13. *[Intentionally Omitted]*

2.14. *[Intentionally Omitted]*

2.15. INDEPENDENT CONTRACTOR

Contractor hereby declares that it is engaged in an independent business and agrees that in the performance of this Agreement it shall act as an independent contractor and not as an employee of MTS. Contractor has and hereby retains full control of all the employment, compensation, and discharge of all employees of Contractor assisting in its performance hereunder. Contractor shall be fully responsible for all matters relating to payment of its employees, including compliance with Social Security, withholding tax, and all other laws and regulations governing such matters. Contractor shall be responsible for its own acts and those of its agents and employees during the term of this Agreement. MTS shall be responsible for its own acts and those of its agents and employees during the term of this Agreement. Except as otherwise specifically provided, as an independent contractor, Contractor is solely responsible for determining the means and methods of performing the services described in the scope of work. Contractor shall perform the work contemplated with resources available within its own organization.

2.16. THIRD PARTY BENEFICIARIES

Subject to paragraph 2.9(a) of this Agreement relative to governmental entities participating hereunder, no provisions of the Contract shall in any way inure to the benefit of any third party, including the public at large, so as to constitute such person a third-party beneficiary of the Contract or of any one or more of the terms and conditions of the Contract or otherwise give rise to any cause of action in any person not a party to the Contract, except as expressly provided elsewhere in the Contract.

2.17. SUBCONTRACTORS

Contractor agrees to bind every subcontractor to the terms of the Agreement as far as such terms are applicable to subcontractor's portion of the Work. Contractor shall be as fully responsible to MTS for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by its subcontractors, as Contractor is for acts and omissions of persons directly employed by Contractor. Nothing contained in this Agreement shall create any contractual relationship between any subcontractor and MTS. MTS reserves the right to approve all subcontractors. MTS's approval of any subcontractor under this Agreement shall not in any way relieve Contractor of its obligations under this Agreement.

For all purposes under this Agreement, inclusive of all attachments and documents incorporated herein, "subcontractor" and "subcontract" shall refer to a third party or an agreement with such third party, if any and as applicable, engaged by Contractor to specifically aid in the performance of its obligations under this Agreement, but shall not include any third party engaged by Contractor, from time to time, in the performance of certain operational, technological, incidental, or back office functions that assist Contractor in its performance of services, on a common basis, for all or most of its customers utilizing such services, such latter category of third parties being referred to as Third Party Service Providers. Contract will obtain prior consent to its use of any "subcontractors" in the performance of services, to the extent and in the manner required under this Agreement, but shall not be required to notify or obtain written consent from MTS or any other party to its engagement of Third Party Service Providers.

2.18. INDEMNITY

As between MTS and Contractor, Contractor is deemed to assume responsibility and liability for, and Contractor shall defend, indemnify and hold harmless, MTS, SDTI, SDTC, SD&AE, SD&IV and any and all of its directors, officers, agents or employees from and against any and all claims, loss, damage, charge, or expensewhich MTS, SDTI, SDTC, SD&AE, SD&IV or such directors, officers, agents or employees may be put or subjected, to the extent caused by any negligent act or action, or any neglect, omission, or failure to act when under a duty to act on the part of Contractor or any of its officers, agents, servants, employees or subcontractors in its or their performance under this Agreement. Notwithstanding the foregoing, neither party shall be liable to the other for any indirect, incidental, consequential, exemplary, punitive or special damages including lost profits, regardless of the form or action or theory of recovery, even if that party has been advised of the possibility of those damages or the same are reasonably foreseeable and Contractor's indemnification liability for third party claims shall not exceed, in the aggregate, an amount equal to two times the average annual fees paid or payable to Contractor under the Agreement.

2.19. IP INDEMNITY

Contractor shall indemnify, save and hold harmless the MTS from and against claims of patent, trademark, copyright, trade secret or other proprietary rights, violations or infringements arising from the MTS's use of any services and/or technology provided to MTS by Contractor ("Technology") and used by the MTS in the manner permitted under this Contract and any written instructions provided by Contractor or its agents related to such usage ("Approved Use"), which claims are asserted by a third party that specifically alleges that any Approved Use of the Technology infringes on such third party's patent, copyright, trademark, service mark or trade secret (collectively, "Infringement Claims").

Contractor shall have no obligation to indemnify and hold harmless the MTS in the event that the MTS agrees to settle any Infringement Claim without the prior written consent of Contractor. Contractor will have no obligation to indemnify the MTS for any Infringement Claim, to the extent the Infringement Claim is premised on: (a) any customization, integration, enhancement, modification or add-on that is made to or used with the Technology at the MTS's request or provided by a party other than Contractor; (b) use of a version of the Technology no longer supported by Contractor, or (c) use of the Technology in combination with any hardware, software or other materials and/or services not supplied by Contractor where, absent such combination, the Technology would not be infringing. Subject to the foregoing, Contractor shall reimburse the MTS for any claims, damages, losses, costs, expenses, judgments, reasonable attorneys' fees and court costs, arising from any Infringement Claim, subject to an aggregate limit set forth below. Contractor also has the right to exercise its reasonable judgment with respect to any alleged future infringement by the Technology, and at its option and expense may: (i) obtain for the MTS the right to continue using the allegedly infringing Technology; (ii) replace or modify the allegedly infringing Technology so that it becomes non-infringing; or (iii) terminate the Technology, provided that any such termination of the Technology shall not relieve Contractor of any of its duties or responsibilities under this Agreement. Contractor's liability under this section d shall not exceed, in the aggregate, for all Infringement Claims, One Million Dollars ($1,000,000.00).

2.20. DISPUTES, CLAIMS, AND RESOLUTION

MTS and the Contractor agree that every effort shall be made to resolve any dispute arising under this Agreement informally through their designated representatives. If the informal efforts are unsuccessful, then either party may request mediation by submitting a written request signed by an officer with the authority to bind the Contractor or MTS. Within five (5) business days of the request of any party, the parties shall mutually agree on the person or alternative dispute resolution agency to conduct the mediation. If the parties are unable to agree on the person or alternative dispute resolution agency to conduct the mediation, the initiating party may arrange for the office of the American Arbitration Association in downtown San Diego, California, to perform the mediation. The initiating party shall then schedule the mediation so that it is conducted within fifteen (15) business days of the mediator's appointment. The costs of the mediation and fees of the mediator, if any, shall be borne by the requesting party. Any dispute not resolved through the mediation may proceed to litigation in a court of competent jurisdiction in the County of San Diego, State of California, unless the parties agree in writing to submit the dispute to binding arbitration.

Should the Contractor suffer any injury or damage to person or property because of any alleged act or omission of MTS, or if any of Contractor's employees, agents, or others for whose acts the Contractor is legally liable suffers any injury or damages to person or property because of any

alleged act or omission of MTS, a written claim for damages shall be filed with the MTS Office of General Counsel in accordance with the provisions of California Government Code section 900 et seq.

The duties and obligations imposed by this Agreement and the rights and remedies available hereunder shall be in addition to and not a limitation of any duties, obligations, rights, and remedies otherwise imposed or available by law. No action or failure to act by MTS or Contractor shall constitute a waiver of any right or duty afforded any of them under this Agreement, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder except as may be specifically agreed to in writing.

2.21. NONWAIVER

Failure of MTS to insist upon strict performance of any of the terms and conditions hereof, or failure or delay to exercise any rights or remedies provided herein, or by law, or to properly notify Contractor in the event of breach, or the acceptance of payment for any goods hereunder, or review of design, shall not release Contractor from any of the warranties or obligations of this agreement, and shall not be deemed a waiver of any right of MTS to insist regardless when shipped, received, or accepted or as to any prior or subsequent default hereunder, nor shall any revision of this agreement by MTS operate as a waiver of any of the terms hereof. A requirement that a Contractor's document be submitted for or subject to "authorization to proceed," "approval," "acceptance," "review," "comment," or combinations of such words or words of like import shall mean, unless the context clearly indicates otherwise, that Contractor shall, before implementing the information in the document, submit the document, obtain resolution of any comments, and obtain written authorization from MTS to proceed, and shall mean that a complete check will be performed. Authorization to proceed shall not constitute acceptance or approval of design details, calculations, analyses, test methods, or materials developed or selected by Contractor and shall not relieve Contractor from full compliance with contractual obligations.

2.22. GOVERNING LAW AND CHOICE OF FORUM

The definition of terms used, interpretation of this Agreement, and rights of all parties hereunder shall be determined in accordance with the laws of the State of California except to the extent pre-empted by federal law, in which case, the later shall control.

Any action or proceeding to enforce or relating to this Agreement shall be brought exclusively in the federal or state courts located in San Diego County, California, and the Contractor and MTS hereto consent to the exercise of personal jurisdiction over them by any such courts for purposes of any such action or proceeding.

2.23. LITIGATION EXPENSES

Should litigation be necessary to enforce any term or provision of this Agreement, or to collect any portion of the amount payable under this Agreement, then all litigation and collection expenses, witness fees, court costs, and attorney's fees shall be paid to the prevailing party.

2.24. *[Intentionally Omitted]*

2.25. *[Intentionally Omitted]*

2.26. *[Intentionally Omitted]*

2.27. RECORDS RETENTION

The Contractor and any Subcontractor shall maintain all data pertaining to MTS' accounts and services provided to MTS hereunder and shall make such materials available at its respective office at all reasonable times during the Agreement and for three (3) years from the date of the final payment under the Contract and three (3) years from the date that any pending legal matters relating to the Contract are closed. MTS, the state, the State Auditor, or any duly authorized representative of the Federal Government shall have access to any such materials for audit examination. The foregoing obligations are subject to the following: the Contractor will allow, at MTS' expense, the MTS' auditors and independent public accountants, including where state or federal assistance is involved, state and federal auditors identified by the MTS, reasonable access during normal working hours to MTS' bank records as is reasonably required in connection with their examination specifically pertaining to MTS' accounts, and use of funds and services provided by the Contractor to MTS. Any access or examination will be: requested in writing; specifically describe the scope and records required; mutually agreed upon as to time and scope; and subject to J.P. Morgan's security procedures and record retention policies. Contractor may impose reasonable restrictions on the number of individuals allowed access, the frequency and length of access, and the scope of the records made available. MTS shall reimburse Contractor for the reasonable cost of copying, collating, researching and producing archived information.

2.28. CALIFORNIA PUBLIC RECORDS ACT (CPRA)

MTS and Contractor acknowledge that MTS is a public agency subject to the CPRA (California Government Code §§ 6250 through 6276.48) and other applicable laws. The agreement entered into between MTS and Contractor will be considered a public record and subject to disclosure in compliance with the CPRA. MTS acknowledges and agrees that during the course of the work conducted by Contractor, MTS may be provided with Contractor's confidential and proprietary or trade secret information that is not subject to disclosure under the CPRA or other applicable law. Such information will be clearly marked as "Confidential and Proprietary". MTS shall maintain such Confidential and Proprietary documents as confidential and shall not disclose them to third parties unless required to do so by applicable law, rule or regulation. In the event a request for Contractor's Confidential and Proprietary documents is received by MTS, whether under the CPRA, subpoena, or other method, MTS will provide Contractor with an opportunity to review the request, and at Contractor's sole cost, to defend or pursue an action to protect such Confidential and Proprietary documents from disclosure. MTS shall not be required to incur legal fees and costs to protect Contractor's Confidential and Proprietary documents from disclosure under state or federal law.

2.29. EXCLUSIVE USE

The services hereunder are provided for the exclusive use of MTS and such services, data, recommendations, proposals, reports, design criteria, and similar information provided by Contractor, are not to be used or relied upon by other parties except as authorized by MTS.

2.30. *[Intentionally Omitted]*

2.31. ***[Intentionally Omitted]***

2.32. ***[Intentionally Omitted]***

2.33. COVENANT AGAINST CONTINGENT FEES

Contractor warrants that it has not employed or retained any company or person, other than a bona fide employee working for the Contractor, to solicit or secure this Agreement, and that she or he has not agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or formation of this Agreement. For breach or violation of this warranty, MTS shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the Agreement a price or consideration, or otherwise recover the full amount of such fee, percentage, brokerage fee, gift, or contingent fee.

2.34. ***[Intentionally Omitted]***

2.35. DBE AND OTHER SMALL BUSINESS PARTICIPATION

MTS encourages the participation of DBEs, minority owned businesses (MBEs), women owned businesses (WBEs), disabled veteran business enterprises (DVBEs), lesbian gay bisexual transgender owned businesses (LGBTBEs) persons with disabilities business enterprises (PDBE) and small businesses (SB) in the performance of all of its contracts. MTS encourages the Contractor to outreach to DBEs and other small business enterprises for any potential subcontracting opportunities on this project. MTS tracks DBE, MBE, WBE, DVBE, PDBE, LGBT and SB participation and therefore requires all successful proposers to report whether the prime contractor and any subcontractors are a DBE or other small business enterprise. Contractor must complete MTS's Designation of Subcontractors and DBE Program - Information for MTS's Bidder List. If interested in learning about bonding or financial assistance that may be available for small businesses, visit www.sba.gov. If interested in learning about the eligibility requirements to become certified as a DBE, MBE, WBE, DVBE, LGBTBE, PDBE or SB or how to view a list of certified firms, please contact MTS's DBE Liaison Officer, at DBEProgram@sdmts.com for more information.

2.36. AMERICANS WITH DISABILITIES ACT

The Contractor shall comply with all applicable requirements of the Americans with Disabilities Act of 1990 (ADA), 42 U.S.C. §§ 12101 et seq.; section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794; as well as all applicable regulations and guidelines issued pursuant to the ADA.

2.37. SUBSTANCE ABUSE

Contractor has and strictly enforces and will continue to maintain and enforce policies to guard against employee substance abuse.

As a condition of this Contract, the following are the Contractor's Drug and Alcohol Testing Obligations:

A. CONTRACTORS CERTIFICATION:

Contractor certifies that it will comply with all applicable drug and alcohol testing requirements provided by law that are legally binding upon it in the performance of services under this Agreement.

B. INDEMNIFICATION OF MTS:

Contractor agrees to indemnify, defend and hold harmless MTS, SDTI and SDTC, and their directors, employees and agents from and against any loss, damage, expense and liability that MTS, SDTI or SDTC, may incur to the extent caused by Contractor's failure to comply with any applicable drug and alcohol testing laws binding upon Contractor in the performance of services under this Agreement .

C. SURVIVAL OF MTS' INDEMNIFICATION RIGHTS:

The rights and obligations contained in "B" (Indemnification of MTS) will survive any termination or expiration of this Agreement.

D. FAILURE TO COMPLY WITH DRUG AND ALCOHOL TESTING OBLIGATIONS MAY RESULT IN TERMINATION OF CONTRACT:

If, at any time during the period of this Agreement, Contractor fails to comply with any applicable drug and alcohol testing requirements, binding upon Contractor in performance of services under this Agreement, MTS will consider such failure a material breach of this Agreement, and MTS may terminate this Agreement immediately.

2.38. *[Intentionally Omitted]*

2.39. CONFLICT OF INTEREST LAWS FOR MTS CONSULTANT

A. BACKGROUND & APPLICABILITY TO CONSULTANTS:

These procedures are intended to assist MTS consultants with complying with conflict of interest language in their contract with MTS. Pursuant to state regulations enforced by the California Fair Political Practices Commission (FPPC), the MTS Standard Agreement/Standard Conditions requires consultant employees to file a disclosure of financial interests known as a Form 700 if required by the MTS Conflict of Interest Code. The relevant Standard Agreement/Standard Conditions language. Additional information on Form 700s can be found on the FPPC website.

B. DEFINITIONS AND PERSONS COVERED BY THE MTS CONFLICT OF INTEREST CODE:

MTS has adopted a Conflict of Interest Code for its officers, employees and consultants pursuant to Government Code § 87300 *et seq.* According to the law, an agency's Conflict of Interest Code must list those employees, officers or consultants who are required to file a Form 700. The persons identified in the Conflict of Interest Code are designated as "Conflict Code Filers" because they "participate in the making of governmental decisions" that foreseeably could have a material financial effect on any of their economic interests. (2 Cal. Code of Regulations Section 18730.) MTS's Conflict of Interest Code can be found on the MTS website. In general, a Form 700 discloses the types of interests in real property, investments, business positions, and sources of income and gifts that could potentially affect the Conflict Code Filer. The Form 700 serves as a reminder to the Conflict Code Filer, and

the public of the financial interest decision-makers need to consider as they could cause an actual, potential or perceived conflict of interest.

"Participating in making a governmental decision" includes negotiating, providing advice by way of research, investigation, or preparation of reports or analyses for the MTS decision-maker, if these functions are performed without significant intervening review. MTS consultants who, pursuant to a contract with MTS, perform the same functions that would otherwise be performed by MTS employees by carrying out functions such as project management and oversight decisions (including recommendations that are likely to be approved by a MTS employee without significant intervening review); preparing contract scopes of work, specifications, cost estimates or contract negotiations; crafting evaluation factors to be used in a procurement, or deciding whether the policies, standards, or guidelines for MTS have been met, are considered to have "project manager responsibilities" that would otherwise be carried out by a MTS employee and are therefore required to fill out and submit a Form 700.

A consultant's employee participates in making a governmental decision for MTS when, s/he negotiates without significant and substantive intervening review, with a third party (someone other than their employer or MTS) regarding a governmental or contract decision; or advises or makes recommendations to the MTS decision maker either directly or without significant and substantive intervening review. "Significant and substantive intervening review" means a review of someone else's work during which the reviewer independently verifies the information, recommendation, advice, etc. that constitutes project manager responsibilities that lead to a governmental decision.

Form 700s are public records.

C. STEPS FOR COMPLIANCE:

Step 1: Identify who on your team will need to fill out a Form 700

The prime consultant will need to identify its own employees and the employees of its subconsultants (the consultant team) who have project manager responsibilities. Keep in mind, however, that even if a person has project manager responsibilities, if someone above that person in the decision-making process, whether a MTS employee or another consultant employee, is a Conflict Code Filer and that person conducts significant and substantive intervening reviews of the decision, recommendation or work in question, then not everyone prior to the Conflict Code Filer in the decision process needs to fill out a Form 700. If a consultant believes a member of its team with project management responsibilities for MTS is going to have his/her work undergo a significant and substantive intervening review by an MTS employee, the consultant must first check with the ClerkoftheBoard@sdmts.com to confirm that MTS agrees with this allocation of responsibility.

Step 2: Notify MTS of Consultant's Conflict Code Filers

It is up to the consultant to notify MTS of the names of the individuals on its team (whether prime or subconsultant) who should be Conflict Code Filers based on the parameters provided by MTS above in Section B. Designated persons must file statements of economic interests with MTS when assuming or leaving their position and annually while holding the position. It is important that the consultant maintains a list of its Conflict Code Filers and notify the MTS Clerk of the Board as soon as possible when the Consultant's employees who are performing

project management responsibilities for MTS change. Filers must submit their assuming and leaving office form within 30 days and an annual form before April 1st of each year. Consultant employees who have been designated as Conflict Code Filers may not work on MTS projects if they do not have an updated Form 700 on file with MTS.

i. New Filers/Assuming Office

The consultant will need to notify MTS of its new Conflict Code Filers to the MTS Clerk of the Board by email at ClerkoftheBoard@sdmts.com. As a reminder, the consultant will need to update the filer list of employees throughout the life of the contract as new individuals are identified as Conflict Code Filers for MTS, use the designated consultant form 700 filer contact information form to submit the information for each applicable employee.

ii. For Existing Filers

It is important that the consultant notify MTS when those individuals previously identified as Conflict Code Filers are no longer performing project management responsibilities for MTS. Once an individual is identified as a Conflict Code Filer and completes a Form 700 in the eDisclosure system, they are required by law to continue to complete a Form 700 each year or be subject to fines and penalties by the FPPC. In order to remove a Conflict Code Filer, the consultant must notify MTS of the date the individual stopped performing project management responsibilities for MTS so the individual can complete a Leaving Office Statement. Until a Leaving Office Statement is filed, the individual is still considered a Conflict Code Filer and must continue to file annual statements.

Step 3: Notification by MTS & Establishment of Account with eDisclosure System

Once MTS receives notification by a consultant of a new Conflict Code Filer, the Clerk of the Board will send an email to the individual notifying them of their obligation to complete a Form 700 and what to expect. The Clerk will create an account with the eDisclosure system and the individual will receive instructions about how to complete registration from email MTSClerkoftheBoard@southtechhosting.com (please whitelist this email). Once the account is established, the individual can complete and file their Form 700.

Step 4: Instructions for Completing the Form 700

General instructions for completing a Form 700 can be found on the FPPC website, and clicking on the Form 700 itself. When filling out the Form 700, the financial interests that consultant employees need to report are only those which are listed in disclosure category 1 and 2 of the MTS Conflict of Interest Code.

Questions regarding how to fill out the forms can be answered by calling the FPPC's toll free advice hotline 1-866-ASK-FPPC (1-866-275-3772*1), Monday-Thursday, 9-11:30 a.m.

i. Assuming Office Statement

The first time a consultant employee is asked to complete a Form 700, s/he will complete an Assuming Office Statement. The assuming office statement must be completed no later than 30 days after the date the employee first started performing project management responsibilities for MTS. The reporting period will be the 12 months prior to the date the office was assumed. For example, if a consultant assumed office on 5/1/2019, they will complete the statement disclosing information for the period 5/1/2018-4/30/2019.

ii. Annual Statement

Once an individual completes an assuming office statement, they are required to complete an annual statement no later than April 1 of each year. Individuals that do not complete a Form 700 by the deadline may be subject to a fine up to $5,000 by the FPPC. Typically, reminder notices are sent by email from MTS and the eDisclosure system in January each year.

iii. Leaving Office Statement

Once an individual is no longer performing project management responsibilities for MTS, they must complete a Leaving Office Statement within 30 days. To do this, the consultant or individual needs to notify the MTS Clerk of the Board that the individual is no longer performing project management responsibilities for MTS and therefore should no longer be a Conflict Code Filer. The date the employee stopped performing project management responsibilities for MTS will become the leaving office date. When completing a leaving office statement, the individual will disclose its interest for the calendar period leading up to the leaving office date. For example, if an individual leaves office on 5/15/2019, they will complete the statement disclosing information for the period 1/1/2019-5/15/2019. An active email will be provided to the Clerk in order to assure proper filer access.

Step 5: Review of Form 700s

Consultant employees are strongly cautioned not to simply mark the box indicating they have no disclosures to report on the form. Consultant employees always have their own employment income to report, and many times have spousal income to report as well. The FPPC has prosecuted and fined persons who have failed to disclose income and gifts.

Form 700s should be used by the consultant to ensure its employees do not have prohibited conflicts. MTS also will use the forms to check whether the assignments given to consultant employees conflict with reported financial interests. If a conflict is found, the individual will not be permitted to work on the project in a project manager role.

Consultants will need to provide training to their employees who are identified as Conflict Code Filers on how to avoid prohibited conflicts of interest. Information regarding prohibited conflicts can be found here in Sections I, II, III, VII and XIII of the California Attorney General's handbook entitled Conflicts of Interest.

D. Contractor Not a Consultant

Notwithstanding anything to the contrary herein, the services to be provided by JPMorgan Chase bank, N.A. under this Agreement do not involve making or participating in government decisions and JPMorgan Chase Bank, N.A. shall not be deemed a "consultant" to MTS for purposes of California Government Code.

2.40. EEO PROGRAM

A. MTS'S EEO PROGRAM:

MTS is an EEO Employer. MTS' EEO Program for Employees and Contractors, MTS Board Policy No. 25, is hereby incorporated by reference to this Contract. MTS policies can be

located here: https://www.sdmts.com/business-center/reports-records-and-policies/policies-and-procedures.

B. COMPLIANCE WITH REGULATIONS:

Contractor shall not discriminate against any employee or applicant for employment or business opportunity as defined at 49 U.S.C. 5332 based on race, color, religion, national origin, sex, gender identity, sexual orientation, pregnancy, disability, or age. Contractor shall comply with: Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000e et seq.; Title I of the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. §§ 12101, et seq.; federal transit law, specifically 49 U.S.C. § 5332; FTA Circular 4704.1 "Equal Employment Opportunity (EEO) Requirements and Guidelines for Federal Transit Administration Recipients,"; and follow any other federal guidance pertaining to EEO laws, regulations, and requirements, and prohibitions against discrimination. Title VII of the Civil Rights Act of 1964, as amended, exempts Indian Tribes under the definition of "Employer.

2.41. CONSIDERATION PAID

Fees and all other charges will be billed monthly as the work progresses, and the net amount shall be due at the time of billing.

MTS shall compensate the Contractor for the services at the rates specified in Exhibit B, in an amount not exceed the sum of $675,903.60. The not to exceed price for the initial term is premised upon the forecasted volumes of each listed service transaction. If the volumes of such transactions materially differ from the forecasted amounts provided in MTS's Solicitation, Contactor and MTS shall negotiate, in good faith, for adjustments in the not to exceed amount for the remainder of the initial term. If MTS is legally precluded from increasing appropriations during such term beyond the initial appropriated amount, such negotiated adjustment will be considered in adjustments to pricing in succeeding renewal terms.

Payment will be made as set forth in this Agreement; however, payments may be withheld, or portions thereof may be deducted with respect to fees billed for services that have not been performed in accordance with the applicable provisions of this Agreement. The time for payment of invoices or for accepting any discounts offered shall run only from the date of receipt of correct invoices with required certification documents by MTS.

MTS does not reimburse travel expenses unless expressly permitted within the scope. If travel expense reimbursement is permitted within the scope, reimbursement for transportation and subsistence costs shall be in accordance with MTS Board Policy No. 44-C.

2.42. [NOT APPLICABLE] WATER QUALITY MANAGEMENT AND COMPLIANCE

2.43. [NOT APPLICABLE] WARRANTIES-GUARANTEES

2.44. [NOT APPLICABLE] INTELLECTUAL PROPERTY WARRANTY

2.45. [NOT APPLICABLE] DATA RIGHTS

2.46. [NOT APPLICABLE] PAYMENT CARD INDUSTRY DATA SECURITY STANDARD (PCI DSS) COMPLIANCE REQUIREMENTS

2.47. [NOT APPLICABLE] LIQUIDATED DAMAGES

2.48. [NOT APPLICABLE] PUBLIC WORKS

2.49. [NOT APPLICABLE] CALIFORNIA AIR RESOURCES BOARD ("CARB")

2.50. [NOT APPLICABLE] IDENTIFICATION OF PERSONNEL/SECURITY

2.51. [NOT APPLICABLE] ROADWAY WORKERS PROTECTION (RWP) TRAINING

2.52. [NOT APPLICABLE] FLAGGING

2.53. [NOT APPLICABLE] SIGNALING MARK-OUT

2.54. [NOT APPLICABLE] HAZARDOUS SUBSTANCES

2.55. INSURANCE

Contractor will include the contract number on all insurance-related correspondence, i.e., the insurance certificate itself.

All policies required shall be issued by companies who are permitted to do business in the State of California and hold a current policyholder's alphabetic and financial-size category rating of not less than A VII, in accordance with A.M. Best.

MTS utilizes the services of a third-party insurance monitoring company. As a condition of contract award, Contractor shall submit any required insurance certificates of insurance and/or endorsements to the third-party monitoring company of MTS' choosing.

A. COVERAGE REQUIRED - ALL CONTRACTS (LIABILITY)

i. Commercial General Liability At all times during this contract and, with respect to Products and Completed Operations Liability, **for three (3) years following the acceptance of the work by MTS**, Contractor agrees to maintain Commercial General Liability Insurance utilizing Insurance Services Office (ISO) coverage form CG0001, edition date 10/01 or later, or an equivalent form and with insurance companies acceptable to MTS. The coverage shall contain no restricting or exclusionary endorsements with respect to the performance of services described in the scope of work.

All such policies shall include in the endorsement San Diego Metropolitan Transit System (MTS), San Diego Trolley, Inc. (SDTI), San Diego and Arizona Eastern Railway (SD&AE), San Diego and Imperial Valley Railroad (SD&IV), and San Diego Transit Corporation (SDTC), their directors, officers, agents, and employees as additional insureds with respect to the Commercial General Liability and Business Automobile policies as their interests pertain to this contract . Furthermore, an endorsement will be required demonstrating that the standard railroad exclusionary language has been removed as applicable.

ii. Business Automobile Liability At all times during this contract, Contractor agrees to maintain Business Automobile Liability Insurance for bodily injury and property damage, covering Code 1 (any auto).

iii. Workers' Compensation/Employer Liability At all times during this contract, Contractor agrees to maintain Workers' Compensation and Employers' Liability Insurance in compliance with the applicable statutory requirements. Contractor waives any rights of subrogation against MTS, SDTI, SD&AE, SD&IV, and SDTC, and the policy form must permit and accept such waiver.

B. ADDITIONAL COVERAGES REQUIRED (AS INDICATED. WHERE THERE IS A CHECKMARK ☒, THE COVERAGE IS REQUIRED)

i. ☒ Primary and Non-Contributory Insurance

Contractor agrees that all Commercial general liability coverages required under this insurance section are PRIMARY and that any insurance of MTS, SDTI, SD&AE, SD&IV, and SDTC shall be excess and noncontributory (endorsement required).

ii. ☒ Umbrella or Excess Liability (if required to meet liability limits above)

Contractor agrees that any Umbrella or Excess Liability Policy utilized to provide the required limits of liability shall contain coverage at least as broad as that provided by the Commercial General Liability Policy, and be written for a term concurrent with the Commercial General Liability Policy.

iii. ☐ Owner-Provided Builder's Risk

MTS will provide Builder's Risk Insurance on a special form basis, excluding the perils of earthquake and flood, at a limit of not less than the full replacement value of the work and covering the work and all materials and equipment to be incorporated therein, including property in transit elsewhere, and insuring the interests of the Contractor, subcontractors, materialmen, and MTS, SDTI, SD&AE, SD&IV, SDTC, MTS's contractor for design, and MTS's contractor for construction management. However, Contractor is responsible for the portion of any loss that is within the deductible amount of this Builder's Risk Insurance, which is currently at $50,000 but is subject to change.

iv. ☐ Railroad Protective Liability and CG 24 17 Endorsement for CGL Policy – Required

The CGL policy must contain the following endorsement: Contractual Liability Railroads ISO Form CG 24 17 10 01 (or a substitute form providing equivalent coverage). Furthermore, Contractor shall maintain a Railroad Protective Liability coverage with limits shown below, and name MTS as the named insured on the policy.

v. ☒ Professional Liability (Errors and Omissions)

At all times during this contract, **and for three (3) years following acceptance of work by owner**, Contractor agrees to maintain Investment Bankers Professional Liability Errors and Omissions Insurance coverage for claims arising from the negligent acts, errors, or omissions for services or operations performed by the Consultant under this Agreement with limit no less than $2,000,000 per occurrence or claim, $2,000,000 aggregate. The Consultant shall ensure both that (1) any policy retroactive date is on or before the date of commencement of the Project; and (2) any policy has a reporting period of at least two years after the date of completion or termination of this Agreement. The Consultant agrees that, for the time period defined above, any changes that reduce coverage will be presented to Entity for review.

vi. ☐ Pollution Legal Liability

At all times during this contract, and for twenty-four (24) months following, Contractor agrees to maintain Pollution Legal Liability Insurance with respect to services or operations under this Agreement. The extended discovery period must be no less than twenty-four (24) months.

vii. ☐ Contractor Equipment

At all times during this contract, Contractor agrees to maintain Contractor's Equipment Insurance on a special form basis covering equipment owned, leased, or used by Contractor. Contractor waives any rights of subrogation against MTS, SDTI, SD&AE, SD&IV, and SDTC, and the policy form must permit and accept such waiver. Contractor hereby releases and holds harmless MTS for any loss or damage to its equipment.

viii. ☐ Installation Floater

At all times during this contract, Contractor agrees to maintain Installation Floater Insurance on a special form basis covering property owned or provided by Contractor. Contractor waives any rights of subrogation against MTS, SDTI, SD&AE, SD&IV, and SDTC, and the policy form must permit and accept such waiver. Contractor hereby releases and holds harmless these entities for any loss or damage to its property.

ix. ☐ Garage Keeper's Legal Liability & Automobile Portion

At all times during this contract, Contractor agrees to maintain Garage Keeper's Legal Liability as well Automobile Portion, which covers the risk of loss or damage to MTS vehicles while in the care, custody or control of Contractor. Automobile portion shall cover the Contractor in the event of a vehicle accident while they are driving an MTS vehicle, which results in a third party claim of physical damage or bodily injury.

x. ☒ Bankers Blanket Bond

At all times during this contract, Contractor agrees to maintain Bankers Blanket Bond Insurance with respect to services or operations under this agreement. The coverage should include the following:

- Employee dishonesty/theft
- Theft, disappearance and destruction on the premises
- Theft, disappearance and destruction while in transit
- Forgery/alteration

xi. ☐ Property Insurance

Contractor is responsible to insure physical damage coverage at replacement cost value on the rolling stock (i.e., revenue and non-revenue vehicles) it operates. [Note: MTS insures the buildings in which the fixed route contract operates.]

xii. ☒ Cyber and Privacy Liability

Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Contractor in this agreement and shall include, but not be limited to, claims involving security breach, system failure, data recovery, business interruption, cyber extortion, social engineering, infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, and alteration of electronic information. The policy shall provide coverage for breach response costs, regulatory fines and penalties as well as credit monitoring expenses.

xiii. ☒ Bankers Blanket Bond

At all times through the period of performance of this Agreement, Contractor agrees to maintain Bankers Blanket Bond / Electronic & Computer Crime Insurance with respect to services and/or operations under this Agreement. The coverage shall include, at minimum, the following:

- Employee dishonesty / theft
- Theft, disappearance and destruction on the premises
- Theft, disappearance and destruction on / while in transit
- Forgery / Alteration

C. MINIMUM POLICY LIMITS REQUIRED

i. All Contracts (Liability)

	Limits
Commercial General Liability (Per Occurrence):	$2,000,000
(General Aggregate)	$4,000,000
(Completed Operations & Products Aggregate)	$2,000,000
BusinessAutomobile Liability: Combined Single Limit Per Accident (CSL)	$2,000,000
Worker's Compensation:	Statutory Limits, with Employer's Liability Limits of no less than $1,000,000 per accident for bodily injury or disease

ii. Additional Coverages (as indicated under Additional Coverages Required Section):

☒	i.	Primary and Non-Contributory Insurance	Primary
☒	ii.	Umbrella or Excess Liability (if required to meet liability limits above)	$
☐	iii.	Owner Provided Builder's Risk	Replacement Cost
☐	iv.	Railroad Protective (per occurrence)	$
		Railroad Protective (general aggregate)	$
☒	v.	Bankers Professional Liability (Errors and Omissions)	$2,000,000
☐	vi.	Pollution and Legal Liability	$

☐	vii.	Contractor Equipment	Replacement Cost
☐	viii.	Installation Floater	Replacement Cost
☐	ix.	Garage Keeper's Legal Liability & Automobile Portion CSL	Per Occurrence
☒	x.	Bankers Blanket Bond	$2,000,000
☐	xi.	Property Insurance	$
☒	xii.	Cyber Security Liability Insurance (per occurrence or claim)	$2,000,000
		(aggregate)	$
☒	xiii.	Bankers Blanket Bond	$10,000,000

D. NOTICE OF POLICY CHANGES

JPMorgan can endeavor to send notice if changes to the policy are below the minimum requirements of this contract for cancellation. Under no circumstances shall these notice provisions be deemed a waiver of the insurance requirements set for herein. Any material changes in or cancellation of the insurance policy on file with MTS pursuant to the insurance requirements will result in an immediate stop work order until proof of substitute coverage meeting the requirements of this Agreement is provided to MTS. In the alternative, in MTS' sole discretion, MTS retains the right to declare Contractor in default and immediately terminate this Agreement if the insurance coverage required is cancelled, otherwise lapses or fails to meet the coverage limits at any time, and for any duration, during the term of this Agreement.

E. EVIDENCE REQUIRED

Within a reasonable time frame following receipt of notice that a contract has been awarded, Contractor shall have provided the MTS Contracts Specialist with satisfactory certification by a qualified representative of the Insurer(s) that Contractor's insurance complies with all provisions in this insurance section.

F. SPECIAL PROVISIONS

The foregoing requirements as to the types and limits of insurance coverage to be maintained by Contractor, and any approval of said insurance by MTS, SDTI, SD&AE, SD&IV, and SDTC, or their insurance Contractor(s) are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by Contractor pursuant to this Agreement, including but not limited to the provisions concerning indemnification.

MTS reserves the right to withhold payments to Contractor in the event of material noncompliance with the insurance requirements outlined above.

G. ALL RISK PROPERTY INSURANCE

As applicable, Contractor shall comply with flood insurance laws and guidance as follows: (1) it will have flood insurance as required by the Flood Disaster Protection Act of 1973, 42 U.S.C.

§ 4012a(a), for any building located in a special flood hazard area (100-year flood zone), before accessing federal assistance to acquire, construct, reconstruct, repair, or improve that building; (2) each such building and its contents will be covered by flood insurance in an amount at least equal to the federal investment (less estimated land cost) or to the maximum limit of coverage made available with respect to the particular type of property under the National Flood Insurance Act of 1968, 42 U.S.C. § 4001, et seq., whichever is less; and (3) it will follow FTA guidance, except to the extent FTA determines otherwise in writing.

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. GENERAL

San Diego Metropolitan Transit System (MTS) provides both bus and rail services to 81,000,000 passengers annually throughout San Diego County. MTS is responsible for the service planning, scheduling and performance monitoring of all MTS services. The current operating budget is $472 million, and the capital budget can range between $100 and $300 million. In addition to approximately $78 million in passenger revenue, MTS is funded by various federal, state and local subsidy sources.

1.2. MTS BANK ACCOUNT INFORMATION

1) One (1) Interest Bearing Sweep Account
    a. Must have the option for an Earnings Credit Rate (ECR) Peg Balance to be maintained to cover the monthly service fees.
2) One (1) Zero Balance (ZBA) General Checking Account
    a. Vendor checks – Average 500 per month
    b. Automated Clearing House (ACH) – Average 20 per month
    c. Wire Transfers – Average five (5) per month
    d. Vault Services discussed in detail under services
    e. Depository Services discussed in detail under services
    f. Currency coin orders discussed in detail under services
3) One (1) ZBA Payroll Account
    a. Used to fund ADP wires weekly for four (4) different pay groups
    b. Issue on average 10 manual replacement checks monthly.
4) One (1) ZBA Credit Card Activity Account currently
    a. Used to receive deposits from six (6) JP Morgan Paymentech MIDs
5) One (1) ZBA Workers Comp Account
    a. Used to fund payments issued by our Third Party Administrator for Workers Compensation claims

1.3. SERVICES PROVIDED

1) Vault Services
    a. Average around 170 coin and currency deposits each month.
        i. Trolley averages around 60 deposits each month
        ii. Bus averages around 82 deposits each month
        iii. Our Transit Store averages around 28 mixed bag deposits each month

b. Includes a combination of standard straps, nonstandard straps, standard coin bags and mixed coin bags.

c. Contractor shall provide deposit slips with Unique Location identifiers that are reflected on the daily bank statements. These identifiers are used to track which garage or service the deposits relate to.

d. Contractor shall provide plastic bags and straps as needed.

e. Shipments are currently taken to the vault 5 days per week by MTS' Contractor for Armored Transport Services - Sectran.

f. Upon request, contractor shall provide images of requested deposit slips, bags and currency/coin breakdown within 3 business days to research discrepancies.

2) Depository Services

a. MTS currently averages between 250 and 300 remotely deposited checks per month.

b. Funds should be available to MTS immediately.

c. Solution should be able to read business checks, personal checks and money orders

d. Ability to search and view checks from previous deposits.

e. Contractor shall provide equipment and software for remote deposit services. Scanner should be able to endorse the check with MTS and date.

3) Currency and Coin Orders

The bank must be able to provide up to $100,000 in dollar coin and up to $20,000 in quarters annually as requested and within 2 business days.

4) E-Bank Statements

a. Provide electronic bank statements for cleared checks daily.

b. Generate a direct transfer into SAP ECC that lists the checks that have cleared.

c. Must be a txt (tab delimited) output file.

d. Check numbers should be 10 digits, no preceding zeros.

5) Positive Pay

a. Contractor shall offer positive pay on the ZBA Accounts.

b. MTS will provide a flat file for all checks issued out of our ERP system, currently SAP ECC, through secure host-to-host transmission.

c. Contractor's website must offer a manual entry option in addition to an automated option.

d. Accounts must be configurable to have both payee or non-payee match.

e. The bank shall notify MTS daily of any exceptions and allow MTS to decision the checks for payment, with a default set to: Do Not Pay.

6) Online Banking Services

a. Contractor shall provide the ability to perform the following transactions through online banking services.

   i. Administration of Users – Add, Delete, and Set Permissions with dual approval.

   ii. Wire Transfers – domestic and international. Should allow for templates to be set up, approved by a second administrator and saved.

   iii. ACACH transfers are generated from an output file in SAP ECC and sent directly via secure host-to-host transmission.

   iv. Check Inquiry.

   v. Stop Payments.

   vi. Checks and deposits should be available electronically for MTS to access for seven (7) years.

b. Access must require a token or something similar for two-factor authentication.

c. Reporting:

   i. Monthly bank statements will be available for download and printing on the 6th business day following the close of the billing period . Must be available in both PDF or Excel/CSV.

   ii. Daily reports including all debits and credits must be available by 8:00 on the next business day in both PDF and Excel/CSV format. These reports must be configurable to include or exclude certain accounts. Also, should include the option to schedule and/or deliver to email.

   iii. Transaction level detail reports must be available on demand. Details should include date, amount, payee or payor and reference.

   iv. Online imaging must be provided for check deposits and check disbursements

   v. An analysis statement must be available for download and printing on the 6th business day following the close of the billing period . Must be available in both PDF or Excel/CSV. Statement must include the total cost as well as the required balance needed to cover the costs.

7) Returned Checks

   a. All returned checks should be presented twice before MTS is notified via email when the check is charged back to the account.

8) ACH Review

   a. Bank must provide for a method to establish an allow list for ACH debit transactions.

   b. Bank shall offer an ACH review process which allows MTS to decision an incoming ACH debit transaction not on the authorized list.

9) Purchasing Card Program

   a. MTS currently has a small P-Card program with five (5) users to support business travel and transactions that can only be purchased online, i.e. Google Maps. The annual spend of these cards averages $100,000.

b. Cards must be issued by Visa or MasterCard.

c. Contractor must have a robust system for users to enter the receipts, provide general ledger coding, and approvers to review. It also needs to allow for reporting and 1099 tracking.

d. Solution must allow for admins to request new card holders, add and remove users, reset passwords, set and change daily and monthly limits.

10) FDIC Insurance

a. The successful bank shall maintain the maximum amount of Federal Deposit Insurance Corporation (FDIC) insurance available for all MTS deposits to insure MTS for the maximum amount of insurance protection afforded at any time by the FDIC.

11) Collateralization

a. Contractor shall provide for at least 110% collateralization of all MTS deposits at all times and as provided for under Section 53652 of the California Government Code. Contractor shall only purchase those eligible securities as outlined in Section 53651 of the California Government Code. Under no circumstances shall the contractor include real estate, real estate mortgages or real estate-based investments as part of the collateralization for deposits. Contractor shall attach the most recent collateral report available. MTS will not be charged for collateral. There will be no waiver of the collateralization amount or type of security for the collateralization unless approved by Resolution by the MTS Board of Directors.

12) Excluded Services

a. MTS's merchant services are currently provided under a separate contract with Paymentech and are not part of this solicitation.

13) Additional Services

a. In addition to the required services, Contractors may submit descriptions of service to MTS for consideration. Areas to focus on would include efficiency, reduced cost, revenue generating or provide additional protection from fraud and misappropriation of funds.

1.4. TRANSITION

In the event there is a need to transition from the current Contractor to a new Contractor, the process will be as shown below:

a. This Contract terminates on October 31, 2031, unless Option Years are exercised.

b. On or around September 1, 2031, current Contractor shall start a transition of the services to new Contractor, without any interruption of or adverse impact on services (at a minimum, 60 days prior to termination of current agreement).

c. The current and new Contractor shall select a time that has the least impact to client services.

d. Under MTS direction and guidance, new Contractor and current Contractor shall be required to provide full cooperation and transition all the services on an expedited basis. The transition period shall be complete and detailed and allow for a smooth

transition with no interruption of services. The entire conversion shall be completed by on or about October 31, 2031.

1.5. DISENTANGLEMENT

1) Disentanglement Process:

   a. The Disentanglement process for the Agreement awarded from this RFP shall begin on any of the following dates:

      - the date designated by MTS not earlier than sixty (60) days prior to the end of current term, that MTS has elected not to exercise option year/s;

      - the date MTS notifies Contractor that no funds or insufficient funds have been appropriated so that the Agreement shall be terminated for convenience;

      - the date any Termination Notice is delivered, if MTS or Contractor elects to terminate any or all of the services pursuant to the Agreement.

   b. Contractor shall be required to perform its Disentanglement obligations on an expedited basis, as determined by MTS, if MTS terminates the Agreement for cause.

   c. Contractor shall be required to provide full cooperation. Information shall be complete and detailed to enable MTS or designee to fully assume and continue a smooth transition with no interruption of services.

2) General Obligations:

   a. All services related to Disentanglement shall be deemed a part of the base services and shall be performed by Contractor at no additional cost to MTS. Contractor's obligation to provide the services shall not cease until Disentanglement is satisfactory to MTS, and delivered in writing.

   b. Contractor shall provide all information regarding the services, including data conversion, files, interface specifications, training staff assuming responsibility, and related professional services (if applicable).

   c. Contractor shall provide for the prompt and orderly conclusion of all work including documentation of work in process to assure an orderly transition to MTS or designee.

3) Delivery of Documentation:

   Contractor shall deliver to MTS or designee all documentation and data related to the service, in format as requested by MTS, and Contractor shall destroy all copies not turned over to MTS, all at no cost to MTS.

1.6. INVOICES

Contractor shall submit monthly account analysis statements to MTS no more frequently than monthly for the services performed pursuant to this Agreement via the Contractor's online banking portal. Each account statement must itemize the Services rendered by task, if specific tasks are detailed in the Scope of Work, and the amount due in accordance with the Cost Proposal (Exhibit B) or any approved variance. Within 30 calendar days of receipt of each account statement, MTS will notify Contractor in writing of any disputed amounts included on the statement and request a revised statement.

Unless MTS selects another payment method acceptable to Contractor, MTS authorizes Contractor to: (a) apply MTS's earnings credit allowance against the fees and other amounts due as reflected in the account analysis statement made available to MTS for each billing period and (b) automatically debit from MTS's accounts on the fifteenth (15th) calendar day of each month (or the next banking day if the fifteenth (15th) calendar day falls on a weekend or a bank holiday) any fees and other amounts due that remain unpaid after Contractor applies the earnings credits allowance for such billing period.

1.7. [NOT APPLICABLE] PAYMENT PROCESSING SECURITY AND PCI DSS COMPLIANCE

1.8. [NOT APPLICABLE] HEWLETT PACKARD ENTERPRISE (HPE) MINIMUM REQUIREMENTS

1.9. [NOT APPLICABLE] CISCO MINIMUM REQUIREMENTS

1.10. [NOT APPLICABLE] CONTRACTOR’S INFORMATION SECURITY RESPONSIBILITIES

1.11. [NOT APPLICABLE] SAFETY DATA SHEETS (SDS)

1.12. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

1.13. [NOT APPLICABLE] REPLACEMENT PARTS

1.14. [NOT APPLICABLE] DELIVERY AND ACCEPTANCE

1.15. [NOT APPLICABLE] EXPEDITING

COST PROPOSAL FORM

MTS DOC. NO. G3171.0-26 BANKING SERVICES RFP

YEAR ONE TO YEAR TEN

Instructions: Please complete the form below by filling in the Unit Charge and Extended Cost for each item. Costs shall be total all-inclusive, including, but not limited to, transporting a vehicle to and from MTS, travel, insurance, etc. No additional costs are allowed.
*Estimated quantities are for proposal purposes only. The quantities do not reflect guaranteed usage by MTS and may be more or less than indicated.

SERVICE	DESCRIPTION	UNIT CHARGE	MONTHLY VOLUME	EXTENDED COST
GENERAL ACCOUNT SERVICES				
A	ACCOUNT MAINTENANCE PER DEMAND DEPOSIT ACCOUNT	$ 5.00	4	$ 20.00
B	ACCOUNT MAINTENANCE PER MASTER INTEREST BEARING ACCOUNT WITH FIXED PEG	$ 5.00	1	$ 5.00
C	ELECTRONIC DEBITS	$ 0.02	203	$ 4.06
D	ELECTRONIC CREDITS	$ 0.02	372	$ 7.44
E	STATEMENTS	$ 5.00	5	$ 25.00
F	MONTHLY CHARGE FOR PREVENTING CHECKS FROM POSTING TO A DDA	$ -	2	$ -
			SUBTOTAL:	$ 61.50
VAULT SERVICES				
A	VAULT DEPOSIT	$ 2.15	178	$ 382.70
B	VAULT DEPOSIT MIXED BAG	$ 4.00	339	$ 1,356.00
C	VAULT DEPOSIT STANDARD COIN	$ 1.15	113	$ 129.95
D	VAULT DEPOSIT PER $,1000	$ 1.33	1,526	$ 2,029.58
F	VAULT ORDER CURRENCY STANDARD STRAP	$ 0.55	36	$ 19.80
G	VAULT ORDER CURRENCY NON STANDARD STRAP	$ 0.045	624	$ 28.08
H	VAULT STANDARD ORDERS	$ 7.00	4	$ 28.00
I	VAULT ORDER COIN ROLLS (LESS THAN A FULL BOX OF 50 ROLLS)	$ 0.10	8	$ 0.80
J	VAULT DEPOSIT ADJUSTMENTS	$ 8.00	2	$ 16.00
			SUBTOTAL:	$ 3,990.91
DEPOSITORY SERVICES				
A	CHECKS DEPOSITED (REMOTELY)	$ 0.03	286	$ 8.58
B	CREDITS POSTED TO ACCOUNT	$ 0.35	185	$ 64.75
C	CHECK FOR DEPOSIT ON PROPOSER'S OWN BANK	$ 0.03	6	$ 0.18
D	CHECK FOR DEPOSIT ON OTHER BANK	$ 0.05	50	$ 2.50
E	RETURN ITEM FEE	$ 5.00	1	$ 5.00
F	RETURN ITEM REDEPOSIT	$ 0.50	1	$ 0.50
G	RETURN ITEM EMAIL NOTIFICATION	$ 0.50	1	$ 0.50
H	REMOTE DEPOSIT EQUIPMENT MAINTENANCE FEE	$ 20.00	1	$ 20.00
J	OTHER (LIST) RETURN MULTIPLE LOCATIONS	$ 0.50	0	$ -
			SUBTOTAL:	$ 102.01
PAPER DISBURSEMENT SERVICES				
A	CHECKS PAID/DEBIT POSTED	$ 0.06	503	$ 30.18
B	IMAGE STORAGE PER ITEM	$ 0.015	503	$ 7.55
C	STOP PAYMENT ELECTRONIC	$ 4.50	20	$ 90.00
D	STOP PAYMENT AUTOMATIC RENEWAL	$ 3.50	100	$ 350.00
E	CHECK INQUIRY MAINTENANCE	$ 15.00	3	$ 45.00
F	CHECK CASHING - NON ACCOUNT HOLDER	$ -	3	$ -
G	EXCEPTION NOTIFICATION EMAIL FEE FOR ACH & POSITIVE PAY	$ 5.00	3	$ 15.00
H	DATA DOWNLOAD MODULE PER ACCOUNT	$ 15.00	3	$ 45.00
			SUBTOTAL:	$ 582.73
POSITVE PAY RECONCILIATION SERVICES				
A	PAYEE NAME VERIFICATION	$ 0.025	495	$ 12.38
B	IMAGE PER ITEM	$ 0.02	500	$ 10.00
C	EXCEPTION ITEM	$ 2.50	3	$ 7.50
D	CHECK EXCEPTION RETURN	$ 5.00	1	$ 5.00
E	POSITIVE PAY NON RECON MAINTENANCE	$ 30.00	2	$ 60.00
F	ISSUE FILE TRANSMITTAL REPORT	$ 3.00	7	$ 21.00
G	ISSUE INPUT WITHOUT RECON	$ 10.00	7	$ 70.00
H	POSITIVE PAY WITHOUT RECON ITEMS	$ -	500	$ -
I	DATA ENTRY MANUAL	$ 2.50	1	$ 2.50
			SUBTOTAL:	$ 188.38
GENERAL ACH SERVICES				
A	ACH MAINTENANCE - COMPANY LEVEL	$ 5.00	1	$ 5.00
B	TRANSACTION BLOCK MAINTENANCE (EACH ACCOUNT)	$ 5.00	3	$ 15.00
C	TRANSACTION REVIEW MAINTENANCE (EACH ACCOUNT)	$ 5.00	2	$ 10.00

D	ADDENDA RECORD (DETAILS) ORIGINATED		$ 0.02	269	$	5.38
E	ACH DEBIT RECEIVED		$ 0.10	89	$	8.90
F	ACH CREDIT RECEIVED		$ 0.10	290	$	29.00
G	DEBIT ORIGINATED		$ 0.09	17	$	1.53
H	CREDIT ORIGINATED		$ 0.09	208	$	18.72
I	ACH RETURN ITEM		$ 3.00	1	$	3.00
J	ACH RETURN NOTIFICATION EMAIL		$ 1.00	1	$	1.00
K	NOTIFICATION OF CHANGE		$ 1.00	1	$	1.00
L	NOTIFICATION OF CHANGE EMAIL		$ 1.00	1	$	1.00
M	ONLINE PLATFORM ACH MAINTENANCE		$ 15.00	1	$	15.00
N	ACH BATCH/FILE PROCESSED VIA DIRECT TRANSMISSION		$ 4.50	17	$	76.50
O	ACH ORIGINATED SAME DAY CREDIT		$ 0.50	1	$	0.50
P	ACH TRANSACTION BLOCK AUTHRIZED ID		$ 0.40	12	$	4.80
Q	OTHER (LIST)	FED CLEARING ADDENDA	$ 0.003	0	$	-
R	OTHER (LIST)	FED CLEARING ORIGINATED EXCEPTION	$ 0.006	0	$	-
S	OTHER (LIST)	TRANS REVIEW FILTER EXCEPTION	$ 0.20	0	$	-
				SUBTOTAL:	$	196.33
WIRE & OTHER FUND TRANSFER SERVICES						
A	ELECTRONIC FED DEBIT STANDARD		$ 5.00	3	$	15.00
B	ELECTRONIC BOOK DEBIT STANDARD		$ 2.00	3	$	6.00
C	FED CREDIT STANDARD		$ 5.00	2	$	10.00
D	BOOK CREDIT		$ 2.00	1	$	2.00
E	DRAWDOWN FED DEBIT		$ 5.00	18	$	90.00
F	DRAWDOWN BOOK DEBIT		$ 5.00	9	$	45.00
G	ELECTRONIC CHIP DEBIT		$ 5.00	1	$	5.00
H	OTHER (LIST)	CHIPS CREDIT S/T	$ 5.00	0	$	-
				SUBTOTAL:	$	173.00
ONLINE SERVICES						
A	ACCOUNTS REPORTED		$ 10.00	5	$	50.00
B	MONTHLY SERVICE		$ 30.00	1	$	30.00
C	TRANSACTIONS REPORTED		$ 0.04	1,308	$	52.32
D	EXTENDED TRANSACTIONS DETAIL		$ -	4,279	$	-
				SUBTOTAL:	$	132.32
RECEIVABLE SERVICES						
A	RECEIVABLE MAINTENANCE ONLINE CHECK IMAGE VIEWING		$ 50.00	1	$	50.00
B	LONG TERM STORAGE - CHECKS		$ 0.02	350	$	7.00
				SUBTOTAL:	$	57.00
LIQUIDY SERVICES						
A	MASTER ACCOUNT MAINTENANCE CHARGE TO TRANSFER ACCOUNT BALANCES		$ 5.00	1	$	5.00
B	PARTICIPANT ACCOUNT MAINTENANCE CHARGE TO TRANSFER ACCOUNT BALANCES		$ 2.50	4	$	10.00
				SUBTOTAL:	$	15.00
BAI/SWIFT/ISO REPORTING						
A	H2H FILES TRANSMITTED (IF THERE IS A THRESHOLD, INCLUDE UNDER "OTHER")		$ -	80	$	-
B	H2H ACCOUNTS REPORTED		$ 50.00	1	$	50.00
C	H2H CHECK ITEMS REPORTED		$ 0.08	521	$	41.68
D	H2H TRANSACTION DETAIL REPORTED		$ 0.08	521	$	41.68
				SUBTOTAL:	$	133.36

	MONTHLY TOTAL (ALL SERVICES SUBTOTALS):	$ 5,632.53

FEE SUMMARY		
A	ONE-TIME FEE SUBTOTAL	$ -
B	ANNUAL TOTAL (MONTHLY TOTAL X 12 MONTHS)	$ 67,590.36
	ANNUAL TOTAL	$ 67,590.36

COST PROPOSAL FORM		
MTS DOC. NO. G3171.0-26 BANKING SERVICES RFP		
COST SUMMARY		
Base Years		
Year One	$	67,590.36
Year Two	$	67,590.36
Year Three	$	67,590.36
Year Four	$	67,590.36
Year Five	$	67,590.36
Subtotal Base Years:	$	337,951.80
Option Years*		
Year Six	$	67,590.36
Year Seven	$	67,590.36
Year Eight	$	67,590.36
Year Nine	$	67,590.36
Year Ten	$	67,590.36
Subtotal Option Years:	$	337,951.80
Grand Total (Base + Option Years):	$	675,903.60

Incentive Credit**	$85,000
Hybrid Account Earnings Credit Rate***	2.25%
Hybrid Account Interest Rate***	1.65%

*Incentive credit/fee waiver in the amount of $85,000, or for a period of 15 months, whichever comes first.

** Assumes all option periods are exercised and applicable balances and rates are maintained. Pricing is fixed for the initial five-year term. Any option periods would be subject to mutually agreeable pricing and rates at renewal.

*** Note that these remain bank-managed rates are variable and subject to adjust in accordance with market conditions.

Metropolitan Transit System

Agenda Item No. 08

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Purchase Light Rail Vehicle (LRV) S700 Tooling Kit – Sole Source Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute a Purchase Order agreement with Siemens Mobility, Inc. (Siemens), for the purchase of a S700 center truck axle bearing tooling kit, in the amount of $215,500.00 (including CA 7.75% sales tax).

Budget Impact

The total contract cost of the materials is estimated to be $215,500.00 (Attachment A). The project will be funded by the Capital Improvement Program (CIP) 2002002702 – SD100 Replacement.

DISCUSSION:

MTS operates a fleet of 92 Siemens S700 LRVs that require periodic maintenance and overhaul of center truck axle bearings at regular intervals throughout their service life. These axles are of a design new to MTS and require specialized tooling to service, repair and maintain. During vehicle commissioning and the warranty period, Siemens Engineering Group developed a specialized set of maintenance tooling specifically designed for the removal, installation, inspection, and servicing of these axle bearing components. This tooling was fabricated and set up to meet the unique operating environment at MTS' existing Maintenance Facility and for the San Diego S700 fleet. Siemens used this equipment along with MTS personnel to perform warranty work on the fleet.

As the fleet transitions from warranty support to long-term MTS maintenance responsibility, MTS requires acquisition of this specialized tooling to independently perform scheduled and corrective maintenance activities in support of fleet reliability, safety, availability and to maintain the fleet in a state of good repair. The tooling incorporates proprietary Siemens engineering information, including Original Equipment Manufacturer (OEM) specifications, designs, dimensions, interfaces, tolerances, and other technical requirements that are not publicly available and are not accessible to third-party tooling manufacturers. Because these proprietary design details are required to manufacture tooling that properly interfaces with the center truck axle bearing assemblies, equivalent tooling cannot reasonably be procured from another

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.

source. Siemens is the only known source capable of providing the required tooling for this purpose.

Today's proposed action would approve a sole-source Purchase Order with Siemens for the purchase of this S700 center truck axle bearing tooling kit. The kit contains multiple tools, however, Siemens is offering the entire kit as one collective purchase. The table below reflects the parts within the tool kit that will be sold to MTS as-is.

SMI PART NO.	DESCRIPTION	QTY
A6X30240206	MOUNT,DISMOUT PUMP 60KPSI L400-2-VES	2
A6X30240209	LFAB MAINTENANCE PLUMBING KIT	1
A6X30240212	ULTRA HI PRESS ADPTR, BRAKE SADDLE	2
A6X30240215	ULTRA HI PRESS PLUG ADPTR, BRAKE SADDLE	2
A6X30240218	M12X16 HI PRESS MLE CONNECTOR	2
A6X30240221	TUBE, 90 DEGREE	2
A6X30240224	400MPA COUPLER, M16X1.5	2
A6X30240227	400MPA NIPPLE, M16X1.5	2
A6X30240230	CEJN ADAPTER, M16X1.5 X 1/4 BSPP	2
A6X30240165	ASSEMBLY STAND, LFAB	1
A6X30240168	COVIS BLOCK REMOVAL TOOL	1
A6X30240181	COVIS BLOCK INSTALLATION TOOL	1
A6X30240184	BEARING FIXING WEIGHT	1
SMI PART NO.	**DESCRIPTION**	**QTY**
A6X30240187	AXLE PROTECTION SLEEVE	1
A6X30240190	ALIGNMENT TOOL, COVIS BLOCK	1
A6X30240193	ALIGNMENT TOOL, BRAKE SADDLE HUB	1
A6X30240196	INSTALLATION SLEEVE, BRAKE SADDLE HUB	1
A6X30240199	WHEEL LIFTING CART	1

MTS determined that no other known source has access to the proprietary Siemens engineering information necessary to manufacture equivalent tooling. Accordingly, MTS determined that the requirement can only be fulfilled by Siemens Mobility.

To determine if this proposal is fair and reasonable, MTS staff conducted an independent cost estimate of the tooling package and estimated its value to be approximately $254,998. This was based on an internal evaluation and a review of similar tooling procured by Valley Metro in Phoenix, AZ and King County Metro in Seattle, WA. Both agencies operate similar types of LRVs in comparison with MTS. Furthermore, the analysis considered the estimated value of the tooling, comparable specialized tooling purchases, and the costs that would otherwise be associated with engineering, development, testing and validation of an alternative tooling solution.

The total purchase price of $215,500 represents an estimated savings of approximately $54,988, or approximately 22% below the independently assessed value. Therefore, MTS deems Siemens' proposal to be fair and reasonable.

Therefore, staff recommends the MTS Board of Directors authorize the CEO to execute a Purchase Order agreement with Siemens, for the purchase of a S700 center truck axle bearing tooling kit, in the amount of $215,500.00 (inclusive of applicable CA 7.75% sales tax in the amount of $15,500.00).

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Cost Proposal

San Diego MTS - QUOTE - Siemens BG Bogie / Axle Tooling

Log_Rev: 021-0

Contract No.: N/A

Date: 08.26.2026

Contractor: Siemens Mobility Inc.

Description

Siemens BG Bogie/Axle tooling

Reason for Change

Requirements Changes

1	**Summary-** Bogie Axle BVV tooling Onsite in San Diego
2	**Tools-** List of assumed materials is attached. Tool list is of original tools provided onsite by Siemens BG and does not account for wear and tear on any of the items or disposables that may be part of the overall tool list. Tool list does not account for tools or materials that have been misplaced or damaged, and no replacements are offered for missing or damaged tools. All tools are considered sold As-Is with no implied warranty or otherwise. Tools are sold as a package and are not offered seperately. All Tooling materials are already in possession of MTS in San Diego.
3	**Offer Validity- 9/30/2026** Tooling is offered As-Is with no warranty, implied or otherwise.

Cost Analysis

							Remarks
Non-Recurring Cost						**$0.00**	
		Siemens					
	Design/software	$ -	Total:	$ -			Supplier and SMI Eng efforts
	Documentation	$ -	Total:	$ -			Manual updates
		Siemens					
			Total:	$ -			
	Change Management	$ -	Total:	$ -			See above. 4
			Non-Recurring Cost - Total:	**$ -**			
Recurring Cost						**$200,000.00**	
		Siemens					
	Factory Testing			$0.00			**Testing**
			Total:				
	Production			$0.00			
			Total:				
	Special Tools	$200,000.00	Total:	$200,000.00			RC Material
			Recurring Cost - Total:	**$200,000.00**			
				Total:		**$200,000.00**	

Pohl Joshua

Digitally signed by Pohl Joshua
DN: cn=Pohl Joshua, c=DE, o=Siemens, email=josh.pohl@siemens.com
Date: 2026.08.26 14:04:41 -07'00'

Josh Pohl
Prepared by:
Authorized Commercial Project Manager

Bell Charles

Digitally signed by Bell Charles
DN: cn=Bell Charles, c=DE, o=Siemens, email=charles.bell@siemens.com
Date: 2026.08.26 14:09:47 -07'00'

Chuck Bell
Prepared by:
Authorized Project Manager

Metropolitan Transit System

Agenda Item No. 09

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Weed Abatement Services – Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL476.0-27 (in substantially the same format as Attachment A), with Quality Sprayers, Inc. (Quality Sprayers), for a five-year (5) period for weed abatement services of all MTS rail Right-Of-Way (ROW) in the amount of $415,140.00.

Budget Impact

The total cost of this contract is estimated to be $415,140.00 (Attachment C). The project will be funded by the Track Operations Budget account 370016-536600.

DISCUSSION:

MTS implements a comprehensive herbicide program that encompasses both pre-emergent and post-emergent applications for the ROW on properties operated by San Diego Trolley, Inc. (SDTI). This program aims to tackle plant species that have posed difficulties for SDTI during the mid-summer months in previous years. Targeted species include, but are not limited to, kochia, russian thistle, marestail, palm trees, flea bane, and fountain grass.

These services are necessary to protect the ROW through effective weed management, particularly in the bare ground zones within the ballast area. Failing to control aggressive midsummer weeds such as kochia, marestail, and palm saplings compromises operator line-of-sight and creates severe trackside fire hazards near high-voltage traction lines. Operationally, unchecked root systems foul ballast drainage, causing track instability and forcing costly reactive maintenance and disruptive manual track time.

On August 17, 2026, MTS issued an Invitation for Bids (IFB) for the provision of weed abatement services.

On September 11, 2026, a total of two (2) bids were received

FIRM	FIRM CERTIFICATION	TOTAL 5 YEARS
MTS - Independent Cost Estimate (ICE)		*$570,211.99*
Quality Sprayers	n/a	$415,140.00
DeAngelo Contracting	n/a	$448,500.00

Today's proposed action would award MTS Doc No. PWL476.0-27 to Quality Sprayers for weed abatement services of all MTS rail ROW.

Based on the bid summary above, and in comparison with the ICE, MTS staff has determined Quality Sprayers' price to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL476.0-27 (in substantially the same format as Attachment A), with Quality Sprayers, for a five-year (5) period for weed abatement services of all MTS rail ROW in the amount of $415,140.00.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc. No. PWL476.0-27
B. Scope of Work
C. Bid Form

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. PWL476.0-27

WEED ABATEMENT SERVICES

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: Quality Sprayers, Inc.

Address: 675 N Euclid St. #498

Anaheim CA 92801
City State Zip

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

Email: steven@qualitysprayers.com

Telephone: 562-405-5339

Authorized person to sign contracts Steven Cox (Name) Vice President (Title)

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

The contract term is for five (5) years effective November 2, 2026 through November 1, 2031.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $415,140.00 without the express written consent of MTS.

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

SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1. INTRODUCTION

Contractor shall be experienced and licensed (C-27 or C-49 required) to provide weed abatement services per the minimum technical specifications/scope of work below. Contractor must also maintain a current qualified applicator's license, must have the necessary vehicles and equipment noted in the specifications during the contract term. Upon request by MTS, Contractor shall submit these to MTS for its files.

Contractor shall provide a combination pre-emergent and post-emergent roadbed and Right-of-Way (ROW) herbicide program on San Diego Trolley, Inc., (SDTI) properties. Services are to be performed in full compliance with these specifications for a five (5) year period effective November 2, 2026.

This program includes a follow-up post-emergent spray program to combat particularly troublesome species that have provided SDTI with mid-summer trouble over the last several years. These species include, but are not exclusively limited to: Kochia, Russian thistle, Mares Tail, Palm Tree, Flea Bane, and Fountain Grass.

At a minimum, annual inspections are required between Contractor and SDTI. They consist of inspection by train accompanied by an MTS Track Supervisor, and trip to any trouble locations. The trips identify what types of vegetation are in different locations. The goal of these inspections will be to maintain the value of the investment in SDTI's ROW weed abatement control, i.e., very nearly bare-ground in the ballast section and on ROW.

2. GENERAL REQUIREMENTS

A. Contractor shall spray as wide as possible, from centerline of each track, for all mainline tracks and sidings. Railroad tracks consisting of multiple tracks shall have spray pattern adjusted to minimize overlap. Spray pattern will vary from fifty (50') feet from centerline of each track to one hundred fifty (150') feet from centerline of each track depending upon ROW and location. Industry tracks shall be sprayed up to the clearance point of the mainline turnout.
B. Contractor shall spray wide around the following: mile posts, signs, signal cases and bungalows, catenary foundations, switch stands, material piles and other trackside structures (utilize the truck boom or hose if necessary).
C. Yard railroad tracks, where sprayed, shall be treated with the area over the ties and the track centers between ends of ties receiving a solid spray regardless of width of track centers.
D. All on-track applications shall be conducted during non-revenue hours to take advantage of available track time. Track time will vary between the hours of 12:50 a.m. and 5:00 a.m., and 2:00 a.m. and 4:00 a.m., depending upon the line segment. All equipment shall have additional lights to enable safe night operation.

3. ROADBED HERBICIDE FORMULATION & APPLICATION

Contractor shall provide a Pest Control Advisor's (PCA) recommendations and shall make all applications as per those recommendations. Chemical program shall be designed based on the problem species, as observed during a site inspection and shall be approved by SDTI. Apply at a rate to ensure adequate wetting of vegetation – minimum thirty (30) gallons/acre. Pre-emergent spray program shall begin in early winter. The schedule may need to be adjusted according to weather conditions. Contractor shall provide off-track treatment as directed utilizing the same mix at designated locations such as substations, parking areas, and storage lots. Post-emergent spray program shall begin early summer and shall be limited to locations needing a second application due to localized sprouting. This schedule may also be adjusted according to weather and vegetation conditions.

Contractor shall guarantee the desired result; 98% annual control following the first application; and 98% annual and perennial control following the second application through the years 2027, 2028, 2029 and 2030 growing seasons. Contractor, at their expense, shall provide as many additional applications as necessary to produce the required control. The second application shall not be utilized to remediate the out-of-face failure of the pre-emergent application. Contractor shall participate in a joint inspection prior to the second application to determine where second treatment sprouting is occurring and where failure of the first application occurred.

In the event the Contractor shall receive a "call-back," that is, a written demand by SDTI to retreat an area, the terms of "call-back" are that the Contractor must submit a written treatment schedule within five (5) calendar days, and actually arrive at the designated location to begin treatment within ten (10) calendar days. Failure to comply with such a schedule will be considered default of the contract.

In the event re-treatment is required, the Contractor shall provide sufficient personnel and equipment resources to ensure re-treatment, and it shall not interfere with the regular scheduled program treatments.

The Contractor will be required to re-treat all areas considered unsatisfactory at their cost. This could include, but not limited to, all costs associated with the railroad providing an escort, any overtime associated with the escort, or transportation employee for movement of trains in yard areas.

The primary goal of railroad weed abatement services is to treat the ROW and property in an appropriate manner to accomplish weed control with one (1) application of pre-emergence herbicide(s). A second application using systemic herbicides will be required for control of difficult to control species and untreated areas.

Contractor has submitted to MTS the following herbicides to be used for pre- and post- emergent applications: Esplanade 200 SC, Vanquish, Milestone and Rodeo. Contractor may specify different herbicide programs for specific areas. Contractor may elect to add additional formulations if desired at no expense to, and subject to approval of SDTI, for the purposes of producing the desired control. Contractor may elect to change mixes and costs as required by the State of California Department Pesticides Regulations (DPR), or as justified by annual inspections and as agreed to by SDTI.

Contractor shall make all on-track applications at night to secure maximum available track time. Off–track spray shall be performed during the day or early evening hours. At SDTI's discretion, spray applications may include weekend hours.

Start dates for roadbed applications may need to be adjusted ahead or behind according to weather conditions.

4. OFF-TRACK SUPPLY

Contractor shall utilize truck-mounted hose to spray around off-track buildings, substations, and other locations not reachable from the rail as directed by SDTI. Apply the roadbed pre-emergent formulation in a solid pattern.

5. CONTRACTOR REQUIREMENTS

Contractor shall fill out SDTI or Contractor's daily log sheet on a daily basis and shall have SDTI Representative sign sheets prior to submitting it to SDTI. A copy of the log sheet must also be left with the employee accompanying the spray operator at the end of their daily tour of duty.

SDTI shall refuse payment for any day's herbicide application not supported by a SDTI representative signed log sheet.

An SDTI representative shall accompany the herbicide applicator at all times while Contractor is on the property. The SDTI representative shall document in writing:

A. Beginning and end-of-day tank readings; and
B. Quantities of chemical added.

All calculations determining outlet pressure and truck speed to guarantee required application rate.

SDTI representative shall advise Contractor of areas designated as non-sprayable by wetland or environmental concerns. It shall be the Contractor's responsibility, however, to determine the safe application of all chemicals.

Contractor must not use any chemicals that could damage track ballast areas, ornamental landscaping, vegetation on adjacent property, and human and/or animal life, located along or near SDTI's ROW.

6. OTHER CONTRACTOR REQUIREMENTS

A. Contractor must hold a current qualified applicator's license and Contractor is expected to follow all governmental rules and regulations in the performance of this contract, and to process and/or maintain all of the appropriate documents required by law.
B. Contractor must provide SDTI with a copy of all spraying records that Contractor is required to file with governmental agencies during the life of this contract. Contractor must submit the documents to the SDTI representative within sixty (60) days of the filing date or upon request.

C. Contractor must furnish all material safety data sheets and any related information concerning the toxicity of the products used, for all herbicides used on SDTI's ROW, to the contract administrator at least seven (7) calendar days before the product is used under this contract.
D. Contractor is prohibited from using any chemical in the performance of this contract, which would contaminate soil or ground water, or present a health risk for human or animal life along the ROW.
E. Contractor's personnel shall adhere to all SDTI rules and regulations. Contractor will be responsible for any damage to SDTI property or adjacent property that results from Contractor's weed abatement activities under this contract.
F. Contractor's personnel must be trained to perform duties pursuant to California Department of Pesticide Regulations. Contractor must be registered with the San Diego County Agriculture Commissioner's office and shall submit monthly chemical usage reports to the Agriculture Commissioner as required.
G. Contractor shall perform herbicide application work in full compliance with U.S., State of California, Environmental Protection Agency, and other federal regulatory and State of California Department of Pesticide Regulation requirements.
H. Herbicide containers must be disposed of in full compliance with EPA regulations, off SDTI property, and shall be the sole responsibility of the Contractor.
I. Contractor shall ensure that spraying will not be performed when wind velocity exceeds the maximum permissible by law and or there is an immediate prediction of rain. Spraying will cease immediately upon the event of rain. Hi-rail truck speed shall not exceed 15 MPH for roadbed applications and 10 MPH for broadleaf/brush applications while spraying to ensure adequate coverage.
J. Contractor shall perform an initial calibration of the spraying rig to ensure that application rate is as designated, and that maximum permissible legal rate is not exceeded. Contractor making a significant change in spray setup (different nozzles, etc.) shall recalibrate the rig to ensure application at the proper rate.
K. Contractor must consider drift, and the potential for root uptake in adjoining neighborhood properties. Great care must be taken to ensure that the application is effective on SDTI's property only.

All insurance requirements noted in the Standard Services Agreement must be furnished before work can begin.

7. EQUIPMENT REQUIREMENTS

Prior to issuance of a Notice to Proceed (NIA), the Contractor shall provide documentation demonstrating that it has access to the equipment and licenses necessary to perform the work in accordance with the requirements of this IFB. MTS will review and verify the documentation prior to issuance of the NIA. The Contractor shall not commence work until MTS has verified compliance with the following minimum requirements:

A. A valid C-27 or C-49 license.
B. Hi-rail equipment that meets the requirements of 49 CFR 214, Subpart D.
C. On-track vehicles with a minimum 1,600-gallon tank and the capability to apply product at a minimum rate of 40 gallons per acre.
D. Off-track vehicles with a minimum 300-gallon tank and the capability to apply product at a minimum rate of 40 gallons per acre, equipped with a 300-foot hose and 10-foot boom.

E. At least five (5) years of experience performing on-track herbicide spraying services on light rail systems or Class I railroads.

Failure to provide sufficient documentation demonstrating compliance may result in the NIA not being issued.

After notification of award of a contract, Contractor must provide detailed description and pictures of all equipment that will be used for these services. The hi-rail vehicle shall have continuous shunting capabilities when on our main line, crossing gates, signals and other devises should active, if this requirement is not met no spraying will be approved.

Before Contractor can start providing herbicide application services, contractor must have their hi-rail vehicle and all equipment inspected and certified by MTS authorized independent inspectors. Inspection shall be required for every pre-emergent and post-emergent session at the contractor's expense.

Contractor has provided current MSDS sheets to Project Manager for review as well as a copy of the sheet(s) for MTS's records for Esplanade 200 SC, Vanquish, Milestone and Rodeo. Should the herbicides change Contractor shall submit to MTS first for review before application. MSDS sheets shall be required for every pre-emergent and post-emergent session.

8. BIDDER'S BID

Contractor's bid is for acres shown on the bid form. A chemical acre applied consists only of the width of the spray pattern actually applied.

Note: Second application and any necessary re-treatments shall be at no additional cost to SDTI.

9. TARIFFS

All quoted pricing should be "EXCLUSIVE" of tariffs. In the event there are tariffs imposed across any items under this contract, the Contractor may request separate payment through the submission of CBP Form 7501 outlining the HTSUS rate (Box 33) and Duty charged (Box 34) for the description (Box 28) and quantity (Box 30 & 31) of the item which should match the MTS Purchase Order particulars.

Tariff charges may be invoiced under a separate charge to each purchase order once approved by MTS.

10. INVOICES

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

MTS shall pay only for the actual acreage of MTS/SDTI Right-of-Way (ROW) treated by the Contractor. Invoices shall be based on the actual acreage treated during the applicable billing period and shall not include estimated, anticipated, or untreated acreage. The Contractor shall

provide sufficient supporting documentation with each invoice to identify the locations and actual acreage treated.

Payment terms shall be net 30 days from invoice date. If MTS rejects an incorrectly submitted invoice and sends it back for correction, the net 30 days restart from the corrected invoice date.

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

11. [NOT APPLICABLE] Payment Processing Security and Payment Card Industry (PCI) Data Security Standard (DSS) ComplianE

12. [NOT APPLICABLE] HEWLETT PACKARD ENTERPRISE (HPE) MINIMUM REQUIREMENTS

13. [NOT APPLICABLE] CISCO MINIMUM REQUIREMENTS

14. [NOT APPLICABLE] CONTRACTOR'S INFORMATION SECURITY RESPONSIBILITIES

15. [NOT APPLICABLE] BUY AMERICA

16. SAFETY DATA SHEETS (SDS)

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

17. NO RIGHT TO POST SIGNS

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

18. [NOT APPLICABLE] WARRANTY

19. [NOT APPLICABLE] REPLACEMENT PARTS

20. [NOT APPLICABLE] DELIVERY AND ACCEPTANCE

21. [NOT APPLICABLE] LIQUIDATED DAMAGES

Metropolitan Transit System

MTS Doc. No. PWL476.0-27 -- WEED ABATEMENT SERVICES - FIVE YEAR TERM - BID FORM

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

Year 1

Description	Quantity (Up to Acres)	Unit Price Per Acre	Extended Price
Chemical Application on Track Right-of-Way	480	$120.00	$57,600.00
Chemical Application Off Track [substation other locations]	180	$120.00	$21,600.00
Optional Chemical Application On/Off Track	120	$0.00	$0.00
		Subtotal Per Year	**$79,200.00**

Year 2

Description	Quantity (Up to Acres)	Unit Price Per Acre	Extended Price
Chemical Application on Track Right-of-Way	480	$123.00	$59,040.00
Chemical Application Off Track [substation other locations]	180	$123.00	$22,140.00
Optional Chemical Application On/Off Track	120	$0.00	$0.00
		Subtotal Per Year	**$81,180.00**

Year 3

Description	Quantity (Up to Acres)	Unit Price Per Acre	Extended Price
Chemical Application on Track Right-of-Way	480	$126.00	$60,480.00
Chemical Application Off Track [substation other locations]	180	$126.00	$22,680.00
Optional Chemical Application On/Off Track	120	$0.00	$0.00
		Subtotal Per Year	**$83,160.00**

Year 4

Description	Quantity (Up to Acres)	Unit Price Per Acre	Extended Price
Chemical Application on Track Right-of-Way	480	$129.00	$61,920.00
Chemical Application Off Track [substation other locations]	180	$129.00	$23,220.00
Optional Chemical Application On/Off Track	120	$0.00	$0.00
		Subtotal Per Year	**$85,140.00**

Year 5

Description	Quantity (Up to Acres)	Unit Price Per Acre	Extended Price
Chemical Application on Track Right-of-Way	480	$131.00	$62,880.00
Chemical Application Off Track [substation other locations]	180	$131.00	$23,580.00
Optional Chemical Application On/Off Track	120	$0.00	$0.00
		Subtotal Per Year	**$86,460.00**

Grand Total Years 1-5	**$415,140.00**

BIDDER ACCEPTS RESPONSIBILITY FOR ACCURACY AND PRESENTATION OF THE ABOVE NUMBERS.

*The above quantities are for bidding purposes only and are based on MTS' current usage. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered may be more or less than what is anticipated on the pricing form, and it is dictated by MTS actual requirements and the available funding at the time each order is initiated.

Metropolitan Transit System

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Fiscal Year (FY) 2026 Low Carbon Transit Operations Program (LCTOP) Funding

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 26-22 to:

1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects;

2) Authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation (Caltrans);

3) Authorize the allocation of $9,124,742 in FY 2026 LCTOP Cycle A and B funding for the Youth Opportunity Pass (YOP) Program;

4) Approve the reprogramming of previously allocated LCTOP funding in the amount of $14,316,687 to the Imperial Avenue Division (IAD) Charging Infrastructure project as approved in the FY 2024 Capital Improvement Program (CIP); and

5) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit Disadvantaged Communities (DACs) identified in Section 39711 of the Health and Safety Code.

Budget Impact

Resolution No. 26-22 would authorize the allocation of $9,124,742 in FY 2026 LCTOP funding for the YOP Program. In addition to the YOP funding, previously allocated LCTOP funds in the amount of $14,316,687 will be transferred from CIP Bus Procurement project (WBSE 3001122801) to IAD Charging Infrastructure project (WBSE 3009119701).

DISCUSSION:

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Programs established by the California Legislature in 2014 by Senate Bill 862. LCTOP is a formula-based program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.

For FY 2026, Caltrans established two LCTOP funding cycles, Cycle A and Cycle B, to accommodate the transition from Calendar-Year (CY) to FY Cap-and-Invest auction revenues. Cycle A utilizes CY 2025 auction revenues and follows the traditional LCTOP funding schedule. Cycle B utilizes revenues from the February and May 2026 auctions and is administered later in the fiscal year. This two-cycle approach provides transit agencies with an opportunity to submit allocation requests for available Cycle A funding while allowing for a second allocation of funding through Cycle B once additional auction revenues are available. Beginning in FY 2027, Caltrans expects LCTOP to return to a single annual funding cycle.

For FY 2026, MTS was allocated $5,561,515 through Cycle A and an additional $3,563,227 through Cycle B, for a combined LCTOP allocation of $9,124,742. As part of the Cycle B allocation process, MTS is also requesting the transfer of residual LCTOP funds previously awarded in FY 2024 and FY 2025 from the BEB Procurement Project to the IAD Charging Infrastructure Project. This transfer will allow MTS to utilize available residual funding to complete the IAD Charging Infrastructure Project.

Upon approval by the MTS Board, MTS will use the requested FY 2026 LCTOP apportionment of $9,124,742 along with the future FY 2027 and FY 2028 LCTOP apportionments, respectively, to fund the YOP Program. This YOP funding is programmed by MTS as part of an *in lieu* funding swap with the San Diego Association of Governments (SANDAG), where SANDAG separately allocates Caltrans Congestion Management and Air Quality (CMAQ) funding for MTS to use for eligible projects in exchange for MTS using other eligible funds for the YOP Program. This LCTOP apportionment will fulfill MTS requirements for the FY 2027 YOP Program costs, plus provide funding for future years.

As a condition of the LCTOP, MTS must agree to comply with specific terms and conditions outlined in the LCTOP Certification and Assurances Form. In addition, the Board must authorize the CEO, or their designated representative, to execute all required documents of the LCTOP and amendments thereto with Caltrans.

The LCTOP requires that the Board Resolution state DAC requirements if the service area of the implementing agency includes any DACs as identified by the California Environmental Protection Agency (CalEPA). The MTS service area includes 37 DACs as identified by CalEPA. Hence, MTS is required to certify that at least 50% of the total LCTOP funds received will be spent on projects or services that benefit DACs identified in Section 39711 of the Health and Safety Code. MTS staff has conducted an analysis of the project areas and determined that both projects will provide direct and meaningful benefits to DACs in the MTS service area, indicating that one hundred percent of the allocated funds will provide benefits to DACs.

Therefore, staff recommend the MTS Board of Directors adopt Resolution No. 26-22 to:

1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects;

2) Authorize the CEO, or designated representative, to execute all required documents of the LCTOP and any amendments thereto with Caltrans;

3) Authorize the allocation of $9,124,742 in FY 2026 LCTOP Cycle A and B funding for the YOP Program;

4) Approve the reprogramming of previously allocated LCTOP funding in the amount of $14,316,687 to the IAD Charging Infrastructure project as approved in the FY 2024 CIP; and

5) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit DACs identified in Section 39711 of the Health and Safety Code.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Resolution No. 26-22

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 26-22

Resolution Authorizing the Execution of the Certifications and Assurances and Authorized Agent Forms for the 2025-2026 Low Carbon Transit Operations Program (LCTOP), and the Application of $9,124,742 FY 2025-2026 LCTOP Cycle A and B funding for the Youth Opportunity Pass Program and the Reprogramming of Previous LCTOP fund to Imperial Avenue Division Charging Infrastructure Project

WHEREAS, the San Diego Metropolitan Transit System (MTS) is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 named the California Department of Transportation as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTS wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO) and designated representatives; and

WHEREAS, MTS wishes to allocate Cycle A, $5,561,515 from FY 2025-2026 LCTOP funds for the Youth Opportunity Pass Program; and

WHEREAS, MTS wishes to allocate Cycle B, $3,563,227 from FY 2025-2026 LCTOP funds for the Youth Opportunity Pass Program; and

WHEREAS, MTS wishes to reprogram $14,316,687 in previous LCTOP funds to the Imperial Avenue Division Charging Infrastructure Project; and

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the MTS Board of Directors (Board), that MTS agrees to comply with all conditions and requirements set forth in the Certification and Assurances document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; and

BE IT FURTHER RESOLVED by the Board that the CEO, or designated representative, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation; and

BE IT FURTHER RESOLVED by the Board that MTS be authorized to apply for and use the FY 2025-2026 LCTOP funds for the Youth Opportunity Pass Program.

BE IT FURTHER RESOLVED by the Board that MTS be authorized to transfer FY 2023–24 and FY 2024–25 LCTOP funding from the Battery Electric Bus Procurement Project to the Imperial Avenue Division Charging Infrastructure Project

BE IT FURTHER RESOLVED by the Board that MTS agrees to spend at least 50% of all LCTOP funds received on projects or services that benefit SB535 Disadvantaged Communities.

PASSED AND ADOPTED, by the Board of Directors this 15th day of October 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

Resolution No. 26-22

Metropolitan Transit System

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Declaration of Surplus Property (Portion of Property Near Grantville Transit Center)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Director declare Assessor Parcel Number (APN) 461-320-34 and the northwestern portion of APN 461-320-31 as "surplus land" for purposes of Government Code sections 54220, et seq.

Budget Impact

There is no direct budget impact from this agenda item.

DISCUSSION:

The Surplus Land Act (SLA) requires that MTS formally declare property to be "surplus land" and send notices of availability to specific parties before proceeding with property disposition.

Today's proposed action relates to remnant, undeveloped creek property adjacent to the Affirmed and Greystar joint development projects that were developed on the Grantville Transit Center property in between 2019 and 2024.[1] As part of the Grantville joint development project process, a lot line adjustment re-drew the boundaries of the four parcels of property owned by MTS at the Grantville Transit Center. The lot line adjustment created Parcel 1 for the Transit Center and an adjacent portion of Alvarado Creek (also known as APN 461-320-31), Parcel 2 for the Affirmed project (also known as APN 461-320-32), Parcel 3 for the Greystar project (also known as APN 461-320-33), and Parcel 4 north of the Greystar project consisting mostly of Alvarado Creek and some frontage on Mission Gorge Road (also known as APN 461-320-34).[2] The property under consideration for a "surplus land" declaration today is a portion of Parcel 1 and Parcel 4. (See Attachment A).

Concurrent with the construction of the Affirmed and Greystar projects, the MTS Board declared property it owned west of Alvarado Creek (5801 and 5805 Fairmount Avenue) to be surplus

[1] The Board approved Disposition and Development Agreements for the two high-density residential projects at its Board meeting on June 13, 2019 (Agenda Item (AI) 33). After financing and building permits were obtained, Ground Leases were executed in 2021 and 2022. Construction was completed in 2023 and 2024.
[2] See County of San Diego Parcel Map No. 21847

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.

land,[3] complied with all SLA and Federal Transit Administration (FTA) requirements, and ultimately sold the property to Four D Properties, Inc. (Four D), the owner of an adjacent property.[4] Four D purchased the 5801 and 5805 Fairmount property from MTS to assemble with their existing property and optimize the design of a residential project west of Alvarado Creek and the Grantville Transit Center.

Development of properties west of Alvarado Creek is impacted by historic flooding from the channel. A City of San Diego/San Diego Association of Governments (SANDAG) 2017 study[5] confirmed that a significant portion of the properties west of Alvarado Creek were within the Federal Emergency Management Agency (FEMA) 100-year floodplain Special Flood Hazard Area. Development of these properties will require construction of flood control improvements, including within the portions of the creek owned by MTS. The Grantville Transit Center and the Affirmed and Greystar joint development project parcels are above the FEMA 100-year floodplain and did not require creek or flood control improvements.

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[3] See AI 17 on March 11, 2021.
[4] Escrow closed on the sale to Four D Properties, Inc. on May 29, 2024. As part of that transaction, MTS reserved an easement for its overhead light rail guideway and a traction power substation installed on the property.
[5] A revitalization study of Alvarado Creek and the Grantville area was completed in 2017 by SANDAG and the City of San Diego: https://www.sandiego.gov/sites/default/files/compiled_w_o_appendices_082917op.pdf



MTS Property, Grantville Transit Center, TODs and FEMA layer (approximate)

Recently, Four D approached MTS about purchasing Parcel 4 and the portion of Parcel 1 not currently being used by MTS for the Grantville Transit Center.

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Portion of Parcel 1 and Parcel 4 to be declared surplus shown in BLUE.

Purchase of the property and assemblage with Four D's property holdings west of Alvarado Creek would facilitate Four D's future plans to protect its existing property from flood impacts, develop the property with new housing, perform stormwater restoration, and potentially install a pedestrian bridge across the channel connecting to the Grantville Transit Center. The properties are within the City of San Diego's Navajo Community Plan (City of San Diego Resolution #R-316110, March 2025) which requires or encourages property owners who pursue development adjacent to the Creek to implement flood control measures, install a creek side pathway, and install a bridge to increase pedestrian access to the Grantville Transit Center.

Under the SLA, MTS is not permitted to engage in any negotiations with Four D for the sale of these parcels until the property has been declared to be "surplus" and MTS has issued notices to designated parties under Government Code section 54221. Today's action would declare the property "surplus". Following this designation, staff will send out the required notices. Negotiations with Four D would only occur if no other notices of interest to purchase the property are received following the SLA notice process. In that event, staff will return to the Board for negotiating instructions.

Presently, MTS spends approximately $20,000 a year on removal of non-native Arundo and other vegetation within Alvarado Creek to ensure proper drainage during a storm. MTS also performs weekly trespassing inspections in the creek. The northern portion of Parcel 4 is known as 5939 Mission Gorge Road and is currently leased to a third party for commercial use at a rate of $16,000 a year. As shown in the previous images, Parcel 4's use for future development is limited due to the Creek and the odd shape where it is bifurcated by another landowner.

Furthermore, these properties are landlocked or only accessible via private roads making transit expansion or redevelopment very difficult if not impossible. There are no current plans for transit expansion that require MTS to retain these properties. Any sale of the property would require reservation of easements for MTS's benefit for the overhead trolley guideway and any other transit related facilities within the surplus area.

Declaration of Parcel 4 and a portion of Parcel 1 as "surplus land" is in the public interest because these properties are difficult to develop, incur more maintenance costs than revenue generation, have no future transit use, and may unlock future development potential in the Grantville and Navajo community.

Therefore, staff recommends that the Board declare APN 461-320-34 and the northwestern portion of APN 461-320-31 (as shown in Attachment A) as "surplus land" for purposes of Government Code sections 54220, *et seq*.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Surplus Land Map – Grantville Transit Center

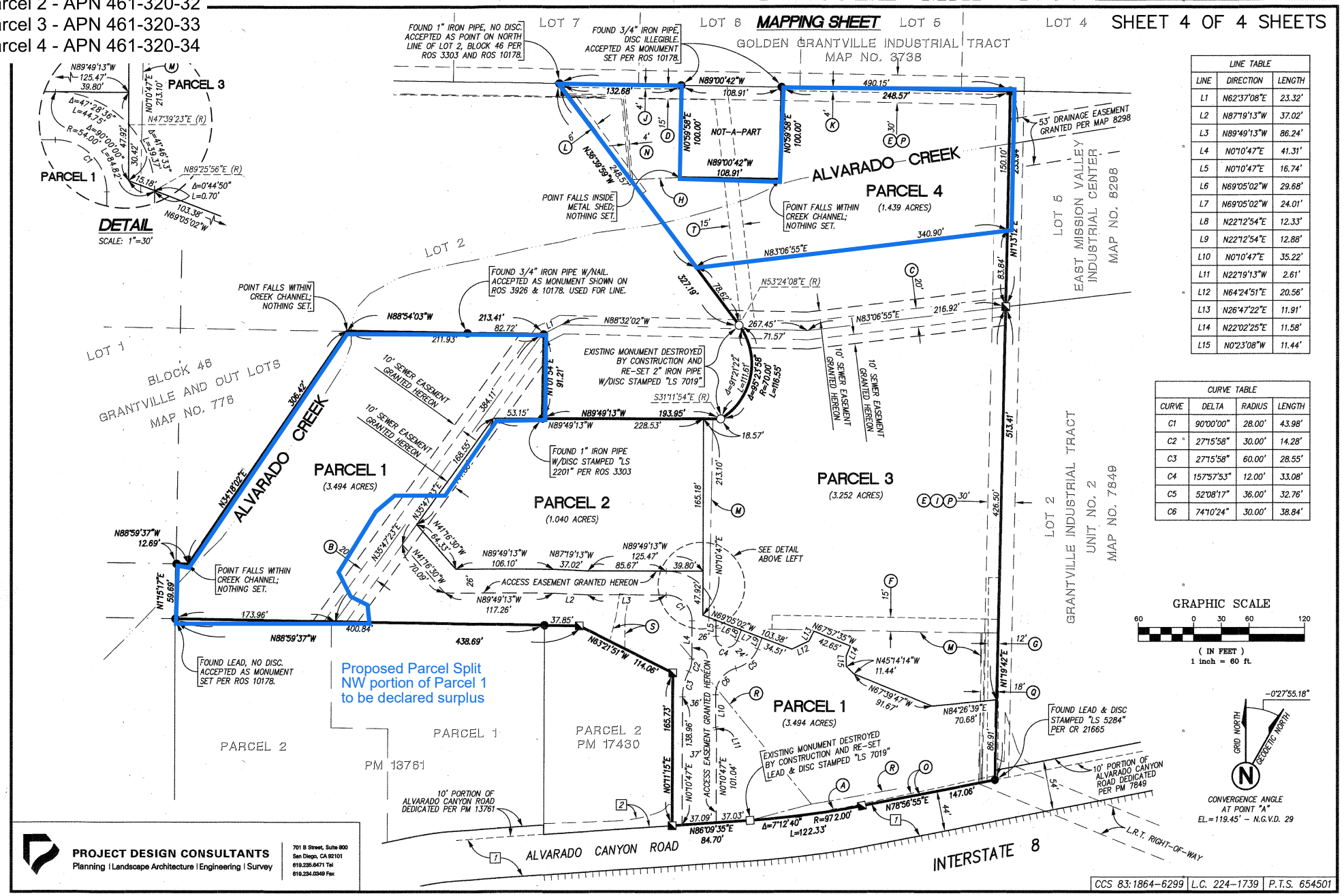

Parcel 1 - APN 461-320-31
Parcel 2 - APN 461-320-32
Parcel 3 - APN 461-320-33
Parcel 4 - APN 461-320-34
Parcel 4
Alvarado Creek
MTS Property
Parcel 1
Parcel 2
Parcel 3
Proposed Parcel Split
NW portion of Parcel 1
to be declared surplus
Parcel 1
Alvarado Canyon Rd
Kumeyaay Hwy
Union Grantville Station
Vertical
Fri Apr 17 2026
Nearmap
Imagery © 2026 Nearmap, HERE
100 ft

Parcel 1 - APN 461-320-31
Parcel 2 - APN 461-320-32
Parcel 3 - APN 461-320-33
Parcel 4 - APN 461-320-34

PARCEL MAP NO. 21847

MAPPING SHEET SHEET 4 OF 4 SHEETS

GOLDEN GRANTVILLE INDUSTRIAL TRACT
MAP NO. 3738



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N62°37'08"E	23.32'
L2	N87°19'13"W	37.02'
L3	N89°49'13"W	86.24'
L4	N0°10'47"E	41.31'
L5	N0°10'47"E	16.74'
L6	N69°05'02"W	29.68'
L7	N69°05'02"W	24.01'
L8	N22°12'54"E	12.33'
L9	N22°12'54"E	12.88'
L10	N0°10'47"E	35.22'
L11	N22°19'13"W	2.61'
L12	N64°24'51"E	20.56'
L13	N26°47'22"E	11.91'
L14	N22°02'25"E	11.58'
L15	N0°23'08"W	11.44'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	90°00'00"	28.00'	43.98'
C2	27°15'58"	30.00'	14.28'
C3	27°15'58"	60.00'	28.55'
C4	157°57'53"	12.00'	33.08'
C5	52°08'17"	36.00'	32.76'
C6	74°10'24"	30.00'	38.84'

PROJECT DESIGN CONSULTANTS
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Metropolitan Transit System

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Fiscal Year (FY) 2027 Operating Budget Amendment (Mike Thompson)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors enact Resolution No. 26-18 (Attachment A) amending the FY 2027 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.

Budget Impact

The action will amend the FY 2027 operating budget. The amended budget adds an estimated $3.7 million in additional fare revenue based on forecasts of the additional revenue that will be collected as a result of the increases in the regional transit fares that take effect on October 1, 2026. This estimate reflects concurrent implementation of the PRONTO LIFE program approved by the Board on June 11, 2026 (AI 3). This results in a $3.7 million reduction of SB-125 funding needed to balance the budget for FY 2027.

DISCUSSION:

The FY 2027 operating budget was approved on June 18, 2026 (AI 20). At that meeting, the MTS Board directed staff to bring a proposed budget amendment to the Board's September 2026 meeting if the San Diego Association of Governments (SANDAG) approved amendments to the San Diego region's Comprehensive Fare Ordinance (the "Fare Change").

Fare Change Approved By SANDAG

The SANDAG Transportation Committee approved the Fare Change on July 17, 2026, and the SANDAG Board of Directors ratified that action on July 24, 2026. The Fare Change action includes increases in one way, day pass, and monthly pass rates effective October 1, 2026. (See Attachment B.) As directed by the MTS Board, staff have estimated the impacts of the Fare Change and incorporated those impacts in a proposed amended FY 2027 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.
Under the approved Fare Change, transit fares would increase in two phases. In Phase 1, effective October 1, 2026, the regional monthly pass rate will increase from $72 to $85. In Phase 2, effective October 1, 2027, that monthly pass price would increase from $85 to $95. Increases to the one-way and day pass rates were also approved.

Using FY 2025 ridership and fare data, SANDAG estimated that MTS would generate approximately $9 million in additional fare revenue in Phase 1 and an additional $14 million per year upon implementation of the Phase 2 increase. SANDAG also estimated that MTS would lose approximately 1.8 million passenger trips in Phase 1 due to the fare increases.

As part of the Board's June 11, 2026 special meeting to discuss MTS's FY 2027 operating budget, the Board took action to create a Fare Freeze Program for Low-Income Riders (PRONTO Low-Income Fare Eligible (LIFE)) by directing MTS staff to:

> *Develop and implement a Fare Freeze Program that maintains current fare levels for riders who demonstrate active enrollment in any of the following public assistance programs: CalFresh, Medi-Cal, and CalWorks. This program shall apply to individuals who are not already covered under existing MTS discount or reduced fare programs.*

Staff reviewed available CalFresh, Medi-Cal, and CalWorks Programs' data and how those programs intersect with MTS ridership and created estimates of the number of potential participants in the PRONTO LIFE Program and the estimated revenue impact of this new fare discount category. The current analysis of the PRONTO LIFE Program indicates approximately 34,000 individual transit pass holders in San Diego County may qualify for the program.

Staff have used these estimates to reforecast passenger revenues for the affected nine-month period of FY 2027 (October 2026 through June 2027). With the addition of PRONTO LIFE, staff have reduced the expected loss of passenger trips from the original SANDAG estimates. Instead of an annualized 1.8 million passenger trips reduction, staff forecasts annualized passenger trips would only reduce by approximately 0.9 million, and the fiscal year 2027 impact would result in a decrease of 0.7 million passenger trips (nine-month impact). That assumption, coupled with the estimated fare increases for the remaining MTS ridership, results in an increase in passenger revenue of $3.7 million (4.5%) from the approved FY 2027 budget of $83.0 million to the proposed amended FY 2027 budget of $86.7 million.[1]

Staff have not proposed any other adjustments to the FY 2027 operating budget with this amendment. Staff will monitor the actual results of the new fares and again amend the operating budget revenue and expense assumptions during the normal midyear amendment that will be brought to the Board in March 2027.

---

[1] On July 16, 2026 (AI 4), staff presented a preliminary estimate of the revenue impact of the combined Fare Change and PRONTO LIFE Program, estimating FY 2027 revenues as being increased by $2.8 million instead of SANDAG's original estimate of $6.8 million. After staff revised the estimated passenger trip reduction impact, the FY 2027 revenue impact has been revised to $3.7 million. Similarly, the initial analysis concluded that the PRONTO LIFE Program would reduce SANDAG's annual revenue impact by approximately $5.3 million in Phase 1 ($9 million - $5.3 million = $3.7 million revised revenue estimate for October 2026 through September 2027) and by approximately $9.4 million per year upon implementation of the Phase 2 fares ($14 million - $9.4 million = $4.6 million revised revenue estimate for each 12-month period beginning October 1, 2027). After staff revised the estimated passenger trip reduction impact, the overall revenue estimate for Phase 1 is now $4.6 million and for each 12-month period in Phase 2 is now $5.5 million.

Therefore, staff recommend that the MTS Board of Directors enact Resolution No. 26-18 (Attachment A) amending the FY 2027 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 26-18 with FY 2027 Amended Budget
B. Fare Changes

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 26-18

Resolution Approving Amendments to FY 2027 Budget

WHEREAS, the San Diego Metropolitan Transit System (MTS) Board of Directors adopted Resolution No. 26-08 on June 18, 2026, approving the fiscal year (FY) 2027 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, and Coronado Ferry (the "FY 2027 Budget"); and

WHEREAS, based on new information and additional evaluation of passenger fare revenues with the approved amendments to the San Diego region's Comprehensive Fare Ordinance, the MTS Board of Directors seeks to amend the FY 2027 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 2027 Amended Operating Budget (Exhibit 1) is approved.

PASSED AND ADOPTED, by the Board of Directors this 15 day of October 2026 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Exhibit 1 – FY 2026 Amended Budget

Fiscal Year 2027

Amended Budget

Metropolitan Transit System



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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AMENDED BUDGET FISCAL YEAR 2027

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 2.01

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	77,896,658	83,014,390	86,712,392	3,698,002	4.5%
OTHER OPERATING REVENUE	36,176,729	33,489,800	33,489,800	-	0.0%
TOTAL OPERATING REVENUES	**114,073,387**	**116,504,190**	**120,202,192**	**3,698,002**	**3.2%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	309,605,221	366,077,963	362,379,961	(3,698,002)	-1.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	19,359,078	(82,598)	(82,598)	-	0.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	19,359,078	(82,598)	(82,598)	-	0.0%
TOTAL NON OPERATING REVENUE	**328,964,299**	**365,995,365**	**362,297,364**	**(3,698,002)**	**-1.0%**
TOTAL COMBINED REVENUES	**443,037,686**	**482,499,555**	**482,499,556**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	115,656,871	126,789,555	126,789,555	-	0.0%
FRINGE EXPENSES	78,958,853	80,951,626	80,951,626	-	0.0%
TOTAL PERSONNEL EXPENSES	**194,615,723**	**207,741,181**	**207,741,181**	**-**	**0.0%**
SECURITY EXPENSES	14,142,830	16,311,495	16,311,495	-	0.0%
REPAIR/MAINTENANCE SERVICES	11,152,828	12,645,191	12,645,191	-	0.0%
ENGINE AND TRANSMISSION REBUILD	1,328,910	1,714,000	1,714,000	-	0.0%
OTHER OUTSIDE SERVICES	25,432,291	29,045,915	29,045,915	-	0.0%
PURCHASED TRANSPORTATION	109,099,796	114,927,329	114,927,329	-	0.0%
TOTAL OUTSIDE SERVICES	**161,156,655**	**174,643,930**	**174,643,930**	**-**	**0.0%**
LUBRICANTS	490,290	527,000	527,000	-	0.0%
TIRES	1,351,794	1,627,300	1,627,300	-	0.0%
OTHER MATERIALS AND SUPPLIES	16,476,172	19,785,569	19,785,569	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**18,318,256**	**21,939,869**	**21,939,869**	**-**	**0.0%**
GAS/DIESEL/PROPANE	2,862,634	3,793,261	3,793,261	-	0.0%
CNG	12,804,983	13,384,413	13,384,413	-	0.0%
TRACTION POWER	23,784,125	28,615,015	28,615,015	-	0.0%
UTILITIES	6,238,841	6,820,244	6,820,244	-	0.0%
TOTAL ENERGY	**45,690,583**	**52,612,933**	**52,612,933**	**-**	**0.0%**
RISK MANAGEMENT	**10,840,927**	**15,729,391**	**15,729,391**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**6,898,324**	**7,386,548**	**7,386,548**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**2,196,944**	**2,445,703**	**2,445,703**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**439,717,412**	**482,499,555**	**482,499,555**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(325,644,025)**	**(365,995,365)**	**(362,297,363)**	**(3,698,002)**	**-1.0%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(325,644,025)**	**(365,995,365)**	**(362,297,363)**	**(3,698,002)**	**-1.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**3,320,274**	**-**	**1**	**(1)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2027
SECTION 2.02

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	77,896,658	83,014,390	86,712,392	3,698,002	4.5%
OTHER OPERATING REVENUE	1,197,969	1,074,720	1,074,720	-	0.0%
TOTAL OPERATING REVENUES	**79,094,627**	**84,089,110**	**87,787,112**	**3,698,002**	**4.4%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	302,214,724	361,453,818	357,755,816	(3,698,002)	-1.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	19,540,356	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	19,540,356	-	-	-	-
TOTAL NON OPERATING REVENUE	**321,755,081**	**361,453,818**	**357,755,816**	**(3,698,002)**	**-1.0%**
TOTAL COMBINED REVENUES	**400,849,708**	**445,542,928**	**445,542,928**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	92,009,119	100,066,019	100,066,019	-	0.0%
FRINGE EXPENSES	68,200,223	68,816,853	68,816,853	-	0.0%
TOTAL PERSONNEL EXPENSES	**160,209,341**	**168,882,872**	**168,882,872**	**-**	**0.0%**
SECURITY EXPENSES	1,247,599	1,419,319	1,419,319	-	0.0%
REPAIR/MAINTENANCE SERVICES	10,797,644	12,402,291	12,402,291	-	0.0%
ENGINE AND TRANSMISSION REBUILD	1,328,910	1,714,000	1,714,000	-	0.0%
OTHER OUTSIDE SERVICES	9,703,339	8,495,938	8,495,938	-	0.0%
PURCHASED TRANSPORTATION	109,099,796	114,927,329	114,927,329	-	0.0%
TOTAL OUTSIDE SERVICES	**132,177,287**	**138,958,877**	**138,958,877**	**-**	**0.0%**
LUBRICANTS	490,290	527,000	527,000	-	0.0%
TIRES	1,351,794	1,627,300	1,627,300	-	0.0%
OTHER MATERIALS AND SUPPLIES	16,290,390	19,265,710	19,265,710	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**18,132,474**	**21,420,010**	**21,420,010**	**-**	**0.0%**
GAS/DIESEL/PROPANE	2,626,509	3,520,661	3,520,661	-	0.0%
CNG	12,804,983	13,384,413	13,384,413	-	0.0%
TRACTION POWER	23,784,125	28,615,015	28,615,015	-	0.0%
UTILITIES	5,184,603	5,806,999	5,806,999	-	0.0%
TOTAL ENERGY	**44,400,221**	**51,327,088**	**51,327,088**	**-**	**0.0%**
RISK MANAGEMENT	**9,900,789**	**14,474,531**	**14,474,531**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**1,103,989**	**1,140,611**	**1,140,611**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**1,713,877**	**1,753,120**	**1,753,120**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**367,637,978**	**397,957,109**	**397,957,109**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(288,543,351)**	**(313,867,999)**	**(310,169,997)**	**(3,698,002)**	**-1.2%**
OVERHEAD ALLOCATION	**(33,211,729)**	**(47,585,819)**	**(47,585,818)**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(321,755,080)**	**(361,453,817)**	**(357,755,815)**	**(3,698,003)**	**-1.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**1**	**1**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2027
SECTION 2.03

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	33,872,458	31,187,312	31,187,312	-	0.0%
TOTAL OPERATING REVENUES	**33,872,458**	**31,187,312**	**31,187,312**	**-**	**0.0%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	7,390,497	4,624,145	4,624,145	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**7,390,497**	**4,624,145**	**4,624,145**	**-**	**0.0%**
TOTAL COMBINED REVENUES	**41,262,955**	**35,811,457**	**35,811,457**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	23,229,836	26,230,071	26,230,071	-	0.0%
FRINGE EXPENSES	10,529,754	11,855,919	11,855,919	-	0.0%
TOTAL PERSONNEL EXPENSES	**33,759,589**	**38,085,990**	**38,085,990**	**-**	**0.0%**
SECURITY EXPENSES	12,895,232	14,892,176	14,892,176	-	0.0%
REPAIR/MAINTENANCE SERVICES	351,686	235,900	235,900	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	15,623,405	20,447,977	20,447,977	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**28,870,322**	**35,576,053**	**35,576,053**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	183,400	519,359	519,359	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**183,400**	**519,359**	**519,359**	**-**	**0.0%**
GAS/DIESEL/PROPANE	231,725	265,600	265,600	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,054,238	1,013,245	1,013,245	-	0.0%
TOTAL ENERGY	**1,285,963**	**1,278,845**	**1,278,845**	**-**	**0.0%**
RISK MANAGEMENT	**864,224**	**1,138,086**	**1,138,086**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**5,730,424**	**6,188,673**	**6,188,673**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**458,458**	**663,726**	**663,726**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**71,152,381**	**83,450,732**	**83,450,732**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(37,279,923)**	**(52,263,420)**	**(52,263,420)**	**-**	**0.0%**
OVERHEAD ALLOCATION	**33,210,996**	**47,639,275**	**47,639,275**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(4,068,927)**	**(4,624,145)**	**(4,624,145)**	**-**	**0.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**3,321,569**	**-**	**-**	**-**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2027
SECTION 2.04

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,106,302	1,227,768	1,227,768	-	0.0%
TOTAL OPERATING REVENUES	**1,106,302**	**1,227,768**	**1,227,768**	**-**	**0.0%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(181,279)	(82,598)	(82,598)	-	0.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(181,279)	(82,598)	(82,598)	-	0.0%
TOTAL NON OPERATING REVENUE	**(181,279)**	**(82,598)**	**(82,598)**	**-**	**0.0%**
TOTAL COMBINED REVENUES	**925,024**	**1,145,170**	**1,145,170**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	417,916	493,465	493,465	-	0.0%
FRINGE EXPENSES	228,876	278,854	278,854	-	0.0%
TOTAL PERSONNEL EXPENSES	**646,792**	**772,319**	**772,319**	**-**	**0.0%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,498	7,000	7,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	105,547	102,000	102,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**109,045**	**109,000**	**109,000**	**-**	**0.0%**
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**	**116,774**	**116,774**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**63,911**	**57,264**	**57,264**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**24,608**	**28,857**	**28,857**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**927,053**	**1,091,714**	**1,091,714**	**-**	**0.0%**
NET OPERATING SUBSIDY	**179,249**	**136,054**	**136,054**	**-**	**0.0%**
OVERHEAD ALLOCATION	**733**	**(53,456)**	**(53,456)**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**179,983**	**82,598**	**82,598**	**-**	**0.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(1,296)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 4.02

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	20,708,203	20,988,765	21,946,250	957,485	4.6%
OTHER OPERATING REVENUE	29,900	30,000	30,000	-	0.0%
TOTAL OPERATING REVENUES	**20,738,103**	**21,018,765**	**21,976,250**	**957,485**	**4.6%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	95,798,306	115,467,305	114,509,820	(957,485)	-0.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	8,151,292	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	8,151,292	-	-	-	-
TOTAL NON OPERATING REVENUE	**103,949,598**	**115,467,305**	**114,509,820**	**(957,485)**	**-0.8%**
TOTAL COMBINED REVENUES	**124,687,701**	**136,486,070**	**136,486,071**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	52,255,665	54,557,358	54,557,358	-	0.0%
FRINGE EXPENSES	45,786,281	44,757,189	44,757,189	-	0.0%
TOTAL PERSONNEL EXPENSES	**98,041,946**	**99,314,547**	**99,314,547**	**-**	**0.0%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	938,828	1,056,524	1,056,524	-	0.0%
ENGINE AND TRANSMISSION REBUILD	204,222	395,000	395,000	-	0.0%
OTHER OUTSIDE SERVICES	1,433,953	1,028,542	1,028,542	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**2,577,003**	**2,480,066**	**2,480,066**	**-**	**0.0%**
LUBRICANTS	178,985	162,000	162,000	-	0.0%
TIRES	1,337,422	1,602,300	1,602,300	-	0.0%
OTHER MATERIALS AND SUPPLIES	6,312,977	6,305,038	6,305,038	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**7,829,384**	**8,069,338**	**8,069,338**	**-**	**0.0%**
GAS/DIESEL/PROPANE	226,835	262,644	262,644	-	0.0%
CNG	6,330,015	6,407,834	6,407,834	-	0.0%
TRACTION POWER	109,290	150,000	150,000	-	0.0%
UTILITIES	854,908	942,297	942,297	-	0.0%
TOTAL ENERGY	**7,521,048**	**7,762,775**	**7,762,775**	**-**	**0.0%**
RISK MANAGEMENT	**4,195,430**	**7,870,006**	**7,870,006**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**536,299**	**555,932**	**555,932**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**572,334**	**643,000**	**643,000**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**121,273,445**	**126,695,664**	**126,695,664**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(100,535,342)**	**(105,676,899)**	**(104,719,414)**	**(957,485)**	**-0.9%**
OVERHEAD ALLOCATION	**(3,414,256)**	**(9,790,407)**	**(9,790,407)**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(103,949,598)**	**(115,467,306)**	**(114,509,820)**	**(957,485)**	**-0.8%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**(1)**	**-**	**(1)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 4.03

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	31,643,598	34,379,372	35,947,722	1,568,350	4.6%
OTHER OPERATING REVENUE	1,168,069	1,044,720	1,044,720	-	0.0%
TOTAL OPERATING REVENUES	**32,811,666**	**35,424,092**	**36,992,442**	**1,568,350**	**4.4%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	102,210,121	135,546,823	133,978,473	(1,568,350)	-1.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	11,389,064	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	11,389,064	-	-	-	-
TOTAL NON OPERATING REVENUE	**113,599,185**	**135,546,823**	**133,978,473**	**(1,568,350)**	**-1.2%**
TOTAL COMBINED REVENUES	**146,410,852**	**170,970,915**	**170,970,915**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	39,177,188	44,895,661	44,895,661	-	0.0%
FRINGE EXPENSES	21,813,168	23,384,963	23,384,963	-	0.0%
TOTAL PERSONNEL EXPENSES	**60,990,356**	**68,280,624**	**68,280,624**	**-**	**0.0%**
SECURITY EXPENSES	207,656	231,698	231,698	-	0.0%
REPAIR/MAINTENANCE SERVICES	9,787,003	11,335,167	11,335,167	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	4,020,939	3,384,400	3,384,400	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**14,015,597**	**14,951,265**	**14,951,265**	**-**	**0.0%**
LUBRICANTS	311,305	365,000	365,000	-	0.0%
TIRES	14,372	25,000	25,000	-	0.0%
OTHER MATERIALS AND SUPPLIES	9,844,586	12,857,152	12,857,152	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**10,170,263**	**13,247,152**	**13,247,152**	**-**	**0.0%**
GAS/DIESEL/PROPANE	499,006	558,900	558,900	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	23,439,336	28,184,015	28,184,015	-	0.0%
UTILITIES	3,449,770	3,803,747	3,803,747	-	0.0%
TOTAL ENERGY	**27,388,112**	**32,546,662**	**32,546,662**	**-**	**0.0%**
RISK MANAGEMENT	**5,690,359**	**6,589,525**	**6,589,525**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**560,240**	**568,129**	**568,129**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**776,420**	**720,675**	**720,675**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**119,591,346**	**136,904,032**	**136,904,032**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(86,779,680)**	**(101,479,940)**	**(99,911,590)**	**(1,568,350)**	**-1.5%**
OVERHEAD ALLOCATION	**(26,819,506)**	**(34,066,882)**	**(34,066,882)**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(113,599,185)**	**(135,546,822)**	**(133,978,472)**	**(1,568,351)**	**-1.2%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**1**	**1**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 4.04

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	23,975,174	25,694,734	26,866,901	1,172,167	4.6%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**23,975,174**	**25,694,734**	**26,866,901**	**1,172,167**	**4.6%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	83,462,420	86,201,404	85,029,237	(1,172,167)	-1.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**83,462,420**	**86,201,404**	**85,029,237**	**(1,172,167)**	**-1.4%**
TOTAL COMBINED REVENUES	**107,437,594**	**111,896,138**	**111,896,138**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	446,291	484,000	484,000	-	0.0%
FRINGE EXPENSES	363,417	307,089	307,089	-	0.0%
TOTAL PERSONNEL EXPENSES	**809,708**	**791,089**	**791,089**	**-**	**0.0%**
SECURITY EXPENSES	1,039,943	1,187,621	1,187,621	-	0.0%
REPAIR/MAINTENANCE SERVICES	71,813	9,000	9,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	1,124,687	1,319,000	1,319,000	-	0.0%
OTHER OUTSIDE SERVICES	3,037,257	2,778,084	2,778,084	-	0.0%
PURCHASED TRANSPORTATION	90,477,788	93,689,693	93,689,693	-	0.0%
TOTAL OUTSIDE SERVICES	**95,751,489**	**98,983,398**	**98,983,398**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	132,827	103,520	103,520	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**132,827**	**103,520**	**103,520**	**-**	**0.0%**
GAS/DIESEL/PROPANE	638,883	650,961	650,961	-	0.0%
CNG	6,474,968	6,976,579	6,976,579	-	0.0%
TRACTION POWER	235,500	281,000	281,000	-	0.0%
UTILITIES	879,925	1,060,955	1,060,955	-	0.0%
TOTAL ENERGY	**8,229,275**	**8,969,495**	**8,969,495**	**-**	**0.0%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**5,625**	**9,700**	**9,700**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**22,603**	**46,445**	**46,445**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**104,951,527**	**108,903,646**	**108,903,647**	**1**	**0.0%**
NET OPERATING SUBSIDY	**(80,976,353)**	**(83,208,912)**	**(82,036,746)**	**(1,172,166)**	**-1.4%**
OVERHEAD ALLOCATION	**(2,486,067)**	**(2,992,491)**	**(2,992,491)**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(83,462,420)**	**(86,201,403)**	**(85,029,237)**	**(1,172,166)**	**-1.4%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**1**	**-**	**1**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 4.05

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	1,569,684	1,951,519	1,951,519	-	0.0%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**1,569,684**	**1,951,519**	**1,951,519**	**-**	**0.0%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	20,058,174	23,371,021	23,371,021	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**20,058,174**	**23,371,021**	**23,371,021**	**-**	**0.0%**
TOTAL COMBINED REVENUES	**21,627,857**	**25,322,540**	**25,322,540**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	129,974	129,000	129,000	-	0.0%
FRINGE EXPENSES	112,818	76,308	76,308	-	0.0%
TOTAL PERSONNEL EXPENSES	**242,792**	**205,308**	**205,308**	**-**	**0.0%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	1,600	1,600	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	970,136	1,065,822	1,065,822	-	0.0%
PURCHASED TRANSPORTATION	18,301,898	20,900,765	20,900,765	-	0.0%
TOTAL OUTSIDE SERVICES	**19,272,034**	**21,968,187**	**21,968,187**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	1,261,786	2,048,156	2,048,156	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**1,261,786**	**2,048,156**	**2,048,156**	**-**	**0.0%**
RISK MANAGEMENT	**15,000**	**15,000**	**15,000**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**1,825**	**6,850**	**6,850**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**342,520**	**343,000**	**343,000**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**21,135,957**	**24,586,501**	**24,586,501**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(19,566,273)**	**(22,634,983)**	**(22,634,982)**	**-**	**0.0%**
OVERHEAD ALLOCATION	**(491,900)**	**(736,039)**	**(736,039)**	**-**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(20,058,173)**	**(23,371,021)**	**(23,371,021)**	**-**	**0.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 4.06

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	320,110	336,871	336,871	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**320,110**	**336,871**	**336,871**	**-**	**0.0%**
TOTAL COMBINED REVENUES	**320,110**	**336,871**	**336,871**	**-**	**0.0%**
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	336,871	336,871	-	0.0%
TOTAL OUTSIDE SERVICES	**320,110**	**336,871**	**336,871**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**320,110**	**336,871**	**336,871**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(320,110)**	**(336,871)**	**(336,871)**	**-**	**0.0%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**-**
ADJUSTED NET OPERATING SUBSIDY	**(320,110)**	**(336,871)**	**(336,871)**	**-**	**0.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 4.07

	ACTUAL FY25	ORIGINAL BUDGET FY27	AMENDED BUDGET FY27	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	365,593	530,394	530,394	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**365,593**	**530,394**	**530,394**	**-**	**0.0%**
TOTAL COMBINED REVENUES	**365,593**	**530,394**	**530,394**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	124,539	291,304	291,304	-	0.0%
TOTAL PERSONNEL EXPENSES	**124,539**	**291,304**	**291,304**	**-**	**0.0%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	241,054	239,090	239,090	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**241,054**	**239,090**	**239,090**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**365,593**	**530,394**	**530,394**	**-**	**0.0%**
NET OPERATING SUBSIDY	**(365,593)**	**(530,394)**	**(530,394)**	**-**	**0.0%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**-**
ADJUSTED NET OPERATING SUBSIDY	**(365,593)**	**(530,394)**	**(530,394)**	**-**	**0.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2027
SECTION 3.02

	ACTUAL FY25	AMENDED BUDGET FY26	PROPOSED BUDGET FY27	$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	77,896,658	83,014,390	86,712,392	3,698,002	4.5%
OTHER INCOME	36,176,729	33,489,800	33,489,800	-	0.0%
TOTAL OPERATING REVENUE	114,073,387	116,504,190	120,202,192	3,698,002	3.2%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	76,351,734	85,453,312	85,453,312	-	0.0%
FEDERAL REVENUE - CARES/ARP	47,416,746	-	-	-	-
TRANSPORTATION DEVELOPMENT ACT (TDA)	92,541,132	133,432,034	133,432,034	-	0.0%
STATE TRANSIT ASSISTANCE (STA)	5,960,988	11,300,000	11,300,000	-	0.0%
STATE REVENUE - OTHER	9,017,648	52,264,207	48,566,205	(3,698,002)	-7.1%
TRANSNET	73,965,206	82,508,410	82,508,410	-	0.0%
OTHER LOCAL SUBSIDIES	4,351,768	1,120,000	1,120,000	-	0.0%
TOTAL SUBSIDY REVENUE	309,605,221	366,077,962	362,379,960	(3,698,002)	-1.0%
OTHER REVENUE					
OTHER FUNDS	-	-	-	-	-
RESERVES REVENUE	19,359,078	(82,598)	(82,598)	-	0.0%
TOTAL OTHER REVENUE	19,359,078	(82,598)	(82,598)	-	0.0%
TOTAL NON OPERATING REVENUE	328,964,299	365,995,365	362,297,363	(3,698,002)	-1.0%
GRAND TOTAL REVENUES	**443,037,686**	**482,499,555**	**482,499,555**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2027
SECTION 9.01

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	25,000,000	14,422,259	11,300,000	18,301,806	45,485,755	-	-	-	114,509,820
SDTI	42,500,000	55,862,607	-	9,667,003	25,948,862	-	-	-	133,978,472
MCS 801 - South Central	10,500,000	27,430,215	-	9,502,802	-	-	-	-	47,433,017
MCS 802 - South Bay BRT	-	99,764	-	-	5,799,769	-	-	-	5,899,533
MCS 803 - South Bay Iris Rapid	-	-	-	3,700,593	-	-	-	-	3,700,593
MCS 820 - East County	-	12,548,071	-	2,725,801	-	-	-	-	15,273,872
MCS 825 - Rural	350,000	780,148	-	-	-	-	-	-	1,130,148
MCS 830 - Commuter Express	-	559,173	-	-	-	1,000,000	-	-	1,559,173
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	200,000	4,560,473	-	1,168,200	-	-	-	-	5,928,673
MCS 840 - Regional Transit Center Maintenance	-	770,404	-	-	-	-	-	-	770,404
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	418,571	-	-	-	418,571
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,324,771	-	-	-	1,324,771
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	334,484	-	-	-	334,484
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,255,998	-	-	-	1,255,998
MCS 850 - ADA Access	6,403,312	14,775,276	-	-	1,316,054	120,000	-	-	22,614,642
MCS 856 - ADA Certification	-	756,379	-	-	-	-	-	-	756,379
Coronado Ferry	-	336,871	-	-	-	-	-	-	336,871
Administrative Pass Thru	-	530,394	-	-	-	-	-	-	530,394
Subtotal Operations	84,953,312	133,432,034	11,300,000	45,066,205	81,884,264	1,120,000	-	-	357,755,815
FHV Administration	-	-	-	-	-	-	-	116,321	116,321
SD&AE	-	-	-	-	-	-	-	(198,919)	(198,919)
Subtotal Other Activities	-	-	-	-	-	-	-	(82,598)	(82,598)
Administrative	500,000	-	-	3,500,000	624,145	-	-	-	4,624,145
Grand Total	85,453,312	133,432,034	11,300,000	48,566,205	82,508,410	1,120,000	-	(82,598)	362,297,363

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2027
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	25,000,000	-	-	-	14,422,259	-
SDTI	42,500,000	-	-	-	55,862,607	-
MCS 801 - South Central	10,500,000	-	-	-	27,430,215	-
MCS 802 - South Bay BRT	-	-	-	-	99,764	-
MCS 803 - South Bay Iris Rapid	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	12,548,071	-
MCS 825 - Rural	-	-	-	350,000	780,148	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	200,000	4,560,473	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	770,404	-
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	6,403,312	-	-	-	8,652,028	6,123,248
MCS 856 - ADA Certification	-	-	-	-	-	756,379
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	530,394	-
Subtotal Operations	84,403,312	-	-	550,000	125,656,363	6,879,627
FHV Administration	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	-	500,000	-	-	-
Grand Total	84,403,312	0	500,000	550,000	125,656,363	6,879,627

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2027
SECTION 9.02

	TDA Article 8.0	STA Formula	TIRCP	Medical	TransNet Operating	TransNet Access ADA	TransNet Other
SDTC	-	11,300,000	18,301,806	-	27,515,505	-	17,970,250
SDTI	-	-	9,667,003	-	14,337,726	-	11,611,137
MCS 801 - South Central	-	-	9,502,802	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	5,799,769
MCS 803 - South Bay Iris Rapid	-	-	3,700,593	-	-	-	-
MCS 820 - East County	-	-	2,725,801	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	559,173	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	1,168,200	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	418,571
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-	1,324,771
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	334,484
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-	1,255,998
MCS 850 - ADA Access	-	-	-	-	-	1,256,054	60,000
MCS 856 - ADA Certification	-	-	-	-	-	-	-
Coronado Ferry	336,871	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	896,044	11,300,000	45,066,205	-	41,853,231	1,256,054	38,774,979
FHV Administration	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	3,500,000	-	-	-	624,145
Grand Total	896,044	11,300,000	48,566,205	-	41,853,231	1,256,054	39,399,125

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2027
SECTION 9.02

	City of San Diego	SANDAG FasTrak	Other Local	Reserves/ Carryovers	Total
SDTC	-	-	-	-	114,509,820
SDTI	-	-	-	-	133,978,472
MCS 801 - South Central	-	-	-	-	47,433,017
MCS 802 - South Bay BRT	-	-	-	-	5,899,533
MCS 803 - South Bay Iris Rapid	-	-	-	-	3,700,593
MCS 820 - East County	-	-	-	-	15,273,872
MCS 825 - Rural	-	-	-	-	1,130,148
MCS 830 - Commuter Express	-	1,000,000	-	-	1,559,173
MCS 835 - Central Routes 961-965	-	-	-	-	5,928,673
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	770,404
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	418,571
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,324,771
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	334,484
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,255,998
MCS 850 - ADA Access	120,000	-	-	-	22,614,642
MCS 856 - ADA Certification	-	-	-	-	756,379
Coronado Ferry	-	-	-	-	336,871
Administrative Pass Thru	-	-	-	-	530,394
Subtotal Operations	120,000	1,000,000	-	-	357,755,815
FHV Administration	-	-	-	116,321	116,321
SD&AE	-	-	-	(198,919)	(198,919)
Subtotal Other Activities	-	-	-	(82,598)	(82,598)
Administrative	-	-	-	-	4,624,145
Grand Total	120,000	1,000,000	0	(82,598)	362,297,363

FARE CHANGES

		Current	October 1, 2026	October 1, 2027
Adult Regional	One-Way	$2.50	$3	$3.25
PRONTO LIFE	One-Way	$2.50	$2.50	$2.50
SDM/Youth# Regional	One-Way	$1.25	$1.50	$1.50
Adult Regional	Day Pass	$6	$7	$7
PRONTO LIFE	Day Pass	$6	$6	$6
SDM/Youth# Regional	Day Pass	$3	$3.50	$3.50
Adult Regional	Month Pass	$72	$85	$95
PRONTO LIFE	Month Pass	$72	$72	$72
SDM/Youth# Regional	Month Pass	$23	$28	$30
Adult Premium Regional	One-Way	$5	$6	$7
SDM/Youth# Premium Regional	One-Way	$2.50	$3	$3
Adult Premium Regional	Day Pass	$12	$14	$16
SDM/Youth# Premium Regional	Day Pass	$6	$7	$7
Adult Premium Regional	Month Pass	$100	$125	$140
SDM/Youth# Premium Regional	Month Pass	$32	$42	$45
Adult Rural	One-Way	$8	$10	$11
SDM/Youth# Rural	One-Way	$4	$5	$5
MTS Access/NCTD LIFT	One-Way Fare	$5	$6	$6.50
Adult COASTER	One-Way*	$5 - 6.50*	$6.50	$7
SDM/Youth# COASTER	One-Way*	$2.50 - $3.25*	$3.25	$3.50
Adult COASTER Regional	Day Pass	$15	$15	$17
SDM/Youth# COASTER Regional	Day Pass	$7.50	$7.50	$8.50
Adult COASTER Regional	Month Pass*	$140 - 182*	$185	$190
SDM/Youth# COASTER Regional	Month Pass	$58	$60	$70
Adult FLEX	One-Way	$5	$6	$6.50
SDM/Youth# FLEX	One-Way	$2.50	$3	$3
Adult SPRINTER/BREEZE	Month Pass†	$59	$65	$70
SDM/Youth# SPRINTER/BREEZE	Month Pass†	$19	$20	$23

Footnotes:

SDM riders are seniors, people with disabilities, and Medicare recipients who qualify for reduced fares through a verification process.

Regional includes: SPRINTER, BREEZE, MTS Bus, MTS Trolley, MTS *Rapid*.

Premium Regional includes: SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS *Rapid*, MTS *Rapid* Express, MTS Rural.

COASTER Regional includes: COASTER, SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS *Rapid*, MTS *Rapid* Express, MTS Rural.

Using a PRONTO Youth Opportunity Pass, anyone 18 and under can take unlimited rides on the bus, Trolley, COASTER, and SPRINTER for free.

*** COASTER** currently has a 3-zone fare system for these fares. With the approved changes, riders will be charged the same fare regardless of distance.

† Pass only valid on SPRINTER and BREEZE.

PRONTO LIFE is a new reduced fare available on the PRONTO fare collection system (physical or virtual card) for actively enrolled CalFresh, Medi-Cal, or CalWORKs. Visit sdmts.com or gonctd.org for more information.

Discounted Post-Secondary Institution and Group Passes, Classroom Day Passes, Juror Day Passes, Advance Purchase Group Day Pass Sales, Round Trip Tickets, and Multi-Trip Ticket Packs are available to eligible entities as defined in the proposed amendment to the Comprehensive Fare Ordinance.

Metropolitan Transit System

FY 2027 Operating Budget Amendment

Board of Directors

Fiscal Year 2027 Operating Budget
Budget Amendment

- Amending the Operating budget to incorporate fare changes approved by SANDAG
  - Fare ordinance changes approved on July 24th
  - Changes will be effective October 1st
- SANDAG fare model estimates of fare change impacts (based on FY 2025 data):
  - Increase in average fare of 10.5%
  - 1.8M lost passenger trips
  - $9M annualized revenue increase
- Board approved Fare Freeze Program (PRONTO LIFE) for eligible low-income riders enrolled in CalFresh, Medi-Cal and CalWorks
  - Maintain current fare levels for eligible participants
  - Limit eligibility to riders not already served through existing MTS reduced-fare programs
  - Implementation under way
- PRONTO LIFE impact estimates
  - Eligible transit pass holders that would qualify for the fare freeze program: 34,000
  - $5.3M reduction in annual revenues from SANDAG projection

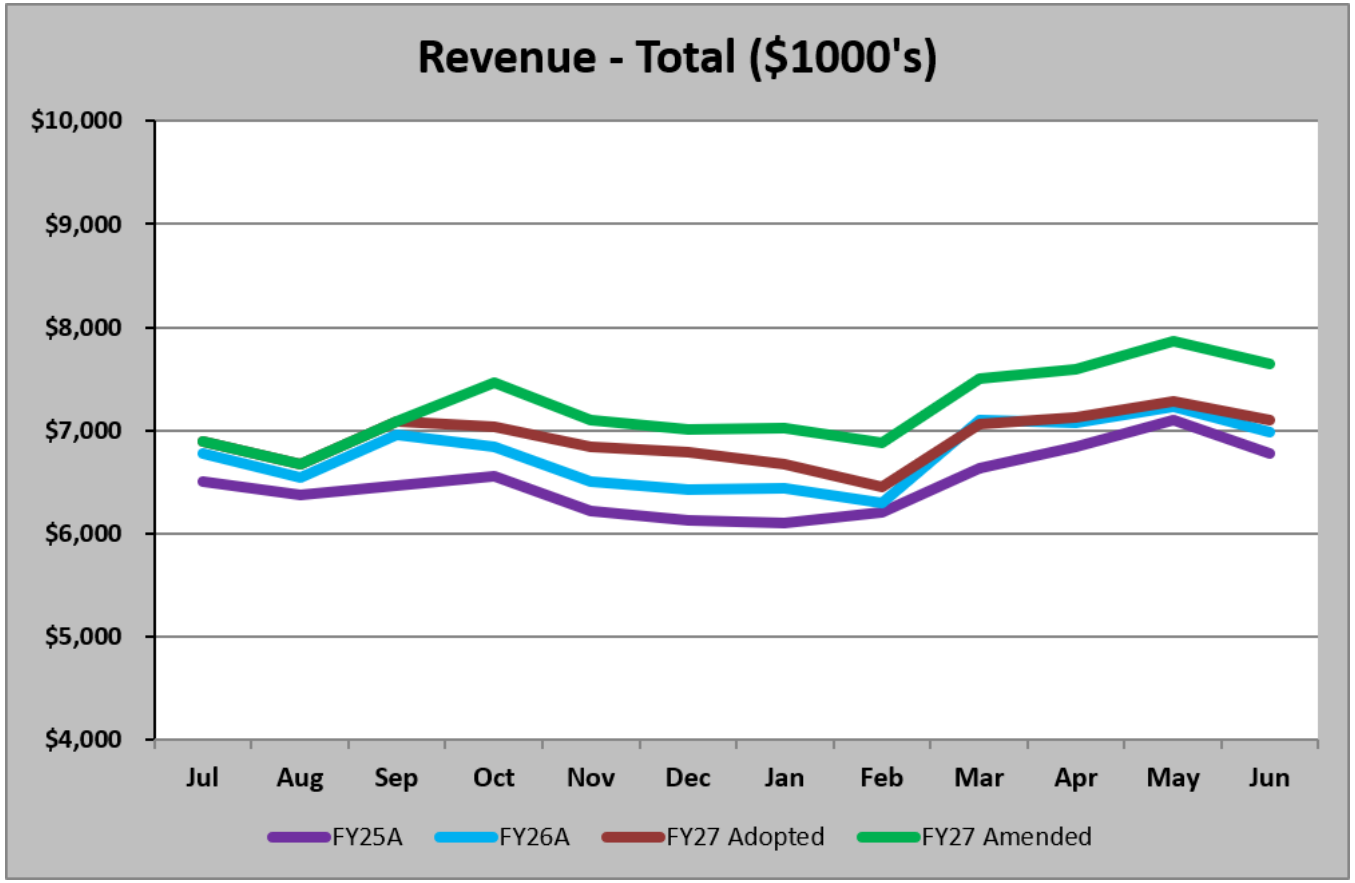
Fiscal Year 2027 Operating Budget
Budget Amendment

- Representation of Annualized / Fiscal Year impact of original and updated scenarios

	Revenue		Passengers	
	Annualized	Fiscal Year 2027	Annualized	Fiscal Year 2027
SANDAG Revenue Impact (Original)	$ 9,000	$ 6,800	(1,800)	(1,350)
PRONTO LIFE Original Estimate	$ 3,700	$ 2,775	(1,800)	(1,350)
Updated Ridership Impact	$ 4,600	$ 3,698	(900)	(712)

Fiscal Year 2027 Operating Budget
Revenue Assumptions - Passenger Fare Revenue

- Fare revenue forecast
  - Ridership
    - Revised forecast of 1.4% growth over actual FY 2026 ridership
      - Assumed 83.1M in adopted budget
      - Applied -0.7M (-0.9%) reduction to baseline due to fare increase (fare increase effective 10/1/26)
    - 82.4M passengers projected
  - Average Fare
    - Assuming $1.05 for FY 2027
      - $0.05 (5.3%) increase over FY 2026
  - Passenger Revenue
    - $86.7M projected
    - $3.7M (4.5%) increase over FY 2027 approved budget



Fiscal Year 2027 Operating Budget
Consolidated Revenues less Expenses ($000s)

	FY 2027 Adopted	FY 2027 Amended	Change
Operating Revenues	$ 116,504	$ 120,202	$ 3,698
Recurring Subsidy	263,814	263,814	-
Total Recurring Revenues	**$ 380,318**	**$ 384,016**	**$ 3,698**
Total Expenses	**482,500**	**482,500**	**$ -**
Structural Deficit	**$(102,182)**	**$ (98,484)**	**$ 3,698**
Reserves	(83)	(83)	-
Shift TDA from Capital	50,000	50,000	-
SB-125 Funding	52,264	48,566	(3,698)
Revenues Less Expenses	**$ -**	**$ -**	**$ -**
Passengers	**83,096**	**82,384**	**(712)**

- Structural deficit reduced to from $102.2M to $98.5M for FY 2027
- SB125 funding is balancing mechanism until depleted

Fiscal Year 2027 Operating Budget
Preliminary 5-year Forecast

	FY 2027 Budget	FY 2028 Projected	FY 2029 Projected	FY 2030 Projected	FY 2031 Projected
Operating Revenues	$ 120,202	$ 122,518	$ 124,084	$ 126,105	$ 128,360
Recurring Subsidy	263,814	269,435	275,145	280,867	286,603
Total Recurring Revenues	**$ 384,016**	**$ 391,952**	**$ 399,228**	**$ 406,973**	**$ 414,962**
Total Expenses	**482,500**	**495,462**	**513,736**	**534,375**	**556,303**
Structural Deficit	**$ (98,484)**	**$ (103,509)**	**$ (114,507)**	**$ (127,403)**	**$ (141,341)**
Reserves	(83)	68	134	173	205
Shift from Capital to Ops	50,000	50,000	50,000	50,000	50,000
SB-125 Funding	48,566	53,441	64,373	17,876	-
Revenues Less Expenses	**$ -**	**$ -**	**$ -**	**$ (59,354)**	**$ (91,137)**

- Goal is to balance through FY 2030
  - Key FY 2029 Date: November 2028 election, ballot measure
  - Key FY 2030 Date: January 2030, begin receiving revenue from ballot measure

Staff Recommendation

That the San Diego Metropolitan Transit System (MTS) Board of Directors enact Resolution No. 26-18 (Attachment A) amending the FY 2027 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. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Administrative Penalty Program under Public Utilities Code section 99580 for Fare Evasion and Passenger Conduct Violations

RECOMMENDATION:

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

1. Waive the requirements of Board Policy No. 22 (Rules of Procedure for MTS Board of Directors), section 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (*unanimous vote of the Board members present is required to waive further reading*);

2. Adopt proposed Ordinance No. 15 (Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580);

3. Instruct the Chief Executive Officer (CEO) to begin the process of completing solicitations consistent with Board Policy No. 52 (Procurement of Goods and Services) for an Administrative Penalty Program vendor and associated electronic citation software and hardware necessary to implement Ordinance No. 15;

4. Authorize the CEO to delay implementation of Ordinance No. 15 until contracts for an Administrative Penalty Program vendor and associated electronic citation software and hardware have been solicited, approved as required by Board Policy 41 (Signature Authority), and implemented; and

5. Discontinue the MTS Diversion Program upon implementation of Ordinance No. 15.

Public Security Committee Recommendation:

On April 10, 2026 (Agenda Item (AI) 6), the Public Security Committee (PSC) voted to forward a recommendation to the Board of Directors to adopt proposed Ordinance No. 15 (Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580), with 4 voting in favor (PSC Chair Monica Montgomery Steppe, Henry Foster, Jose Rodriguez, and PSC Vice Chair Patricia Dillard), 2 opposed (Steve Goble and Ronn Hall), and 1 absent (Cesar Fernandez).

Budget Impact

Current staff estimates are $375,000 in one-time startup costs and $600,000 to $725,000 in estimated annual costs to administer the Ordinance No. 15 program. If MTS is able to collect the fines for up to 26% of total citations, then offsetting revenue is estimated to be between $225,000 and $465,000. This would result in a net annual cost of the program between $340,000 and $465,000.

The actual costs to implement and administer the Ordinance No. 15 program will be dependent on the costs for several contracts including: (a) replacement hardware and ongoing software for a new electronic citation program; and (b) administrative vendor to manage the program – notices, initial review process, appeal hearings, superior court appeals, and penalty collection efforts.

It is unclear if the Ordinance No. 15 program would have a positive or negative impact on fare evasion, so the impacts on MTS's general fare revenue are not included in the above budget impact analysis.

DISCUSSION:

Public Security Committee (PSC) and Board Actions regarding MTS Enforcement Models

Fare Evasion Diversion Program (Diversion Program)

In 2020, the PSC recommended, and the Board adopted, a Diversion Program that allows individuals cited for fare evasion to file a limited appeal, pay a reduced fine, or participate in community service instead of resolving their citation through the court process.[1] The Diversion Program is an "opt in" program; failure to participate in the program results in a fare evasion citation being sent to the San Diego Superior Court for adjudication.

The Diversion Program pilot was extended several times before being made permanent by the Board on October 17, 2024 (AI 25). Effective February 1, 2025, the Board also removed the option to purchase a one-way fare on-the-spot instead of receiving a citation. As part of the passenger education and transition away from the on-the-spot fare purchase option, the Board also approved a one-time waiver process – allowing a violator to request a one-time waiver for their first fare evasion citation issued after February 1, 2025.

Administrative Penalty Enforcement Model Review

Since at least 2024, the PSC has asked staff to research and report back on other transit agencies' fare enforcement models, with a particular focus on an Administrative Penalty Model that is allowed under Public Utilities Code section 99580 (Section 99580). This process has resulted in the following reports to and action by the PSC:

September 20, 2024 (AI 4) – Transit Agency Fare Enforcement Model Review[2]

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[1] See https://www.sdmts.com/rider-info/mts-security/diversion-program.

[2] The meeting materials for the September 20, 2024 PSC meeting can be found here: https://www.sdmts.com/sites/default/files/2024-09-20-psc-final-packet.pdf; the meetings can be found here: https://www.sdmts.com/sites/default/files/2024-09-20-psc-minutes-ada.pdf; the video link is here: youtube.com/watch?v=UaKJVJsocrM&feature=youtu.be

The presentation covered the following topics: Fare Enforcement Model Types, Criminal and Administrative Penalties, Hearing Rules, Enforcement Models, Survey of California Transit Agencies, Criminal, Administrative, and Hybrid Enforcement Agencies, additional recommended research if there are changes to the Fare Enforcement Model, proposed concept of MTS Administrative Penalty Program, Identified Resources Needed and Costs to Implement, Possible Impacts to Operations, and a request that the PSC provide direction on additional research and/or a recommendation for the Board to take action on.

The PSC engaged in a discussion and various topics were identified for additional research.

May 30, 2025 (AI 5) – Administrative Fare Enforcement Model[3]

The presentation covered the following topics: Fare Enforcement Models, MTS's Fare Enforcement Model: Hybrid Fare Enforcement Model, Administrative Fare Enforcement Model, MTS's Hybrid Comparison to Administrative Fare Enforcement Model, Estimated Costs to Change to an Administrative Model and possible action for the PSC to take.

After discussion, the PSC directed MTS staff to: (i) develop a plan to transition the current hybrid enforcement model to a fully administrative fare enforcement model, (ii) have the plan address unresolved questions raised during the PSC meeting, and (iii) return to the PSC once comparisons and potential consequences were gathered.

October 9, 2025 (AI 4) – Administrative Penalty Program under Section 99580[4]

The presentation covered the following topics: PSC Direction to Staff provided on May 30th, 2025, Transition Plan Elements, Establishing the Scope of the Program, Penalty Amounts, Eligible Violations, Disqualifying Factors, Consequences for Unresolved or Multiple Violations, Draft Ordinance and Other Policy Changes, Contracts Needed to Implement Transition & Program, Additional Transition Activities, Estimated Costs to Change to Administrative Model, and a summary of the areas staff needed direction on concerning the potential scope of a Section 99580 program.

During discussion, PSC members provided staff with their thoughts on the proposed scope of a Section 99580 program, including: (i) proposed fine amounts, late fees, and community service options; (ii) if additional non-fare violations should be include in the Section 99580; (iii) identifying specific disqualifying factors for participation in the Section 99580 program; and (iv) what the consequences should be for unresolved violations and a person's 3rd or more violation. No action was taken, but staff was generally directed to come back at a later PSC meeting with a refined program for the PSC to consider.

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[3] The meeting materials for the May 30, 2025 PSC meeting can be found here: https://www.sdmts.com/sites/default/files/2025-05-30-psc-final-meeting-packet.pdf; the meeting minutes can be found here: https://www.sdmts.com/sites/default/files/2025-05-30-psc-minutes-ada.pdf; the video link is here: https://www.youtube.com/watch?v=sfC0XXseXfY

[4] [4] The meeting materials for the October 9, 2025 PSC meeting can be found here: https://www.sdmts.com/sites/default/files/2025-10-09-final-meeting-materials.pdf; the minutes can be found here: https://www.sdmts.com/sites/default/files/2025-10-09-psc-minutes-ada.pdf; the video link is here: https://www.youtube.com/watch?v=YafZMN-Kwkg

April 10, 2026 (AI 6) – Administrative Penalty Program under Section 99580 for Fare Evasion and Passenger Conduct Violations[5]

The presentation covered the following topics: Passenger Safety & Comfort and Financial Sustainability, Passenger Conduct- Rules for Riding, MTS's Fare Enforcement Model: Hybrid, Administrative Penalty Program, PSC Direction, Draft Ordinance (Section 99580 Penalty Program) Administrative Penalty,[6] Eligible Violations, Excluded Violations, Disqualifying Factors, Other Features, Estimated Costs, Timeline if PSC Votes to Proceed, and requested direction on whether the PSC wanted to recommend that the Board transition to an Administrative Penalty Enforcement Model by adopting a Section 99580 Ordinance.

Following discussion, the PSC voted to forward a recommendation to the Board of Directors to adopt proposed Ordinance No. 15 (Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580), with 4 voting in favor (PSC Chair Monica Montgomery Steppe, Henry Foster, Jose Rodriguez, and PSC Vice Chair Patricia Dillard), 2 opposed (Steve Goble and Ronn Hall), and 1 absent (Cesar Fernandez).

POLICIES UNDERLYING MTS ENFORCEMENT NEEDS AND PRIORITIES

Passenger Safety & Comfort and Financial Sustainability

Passenger safety and comfort is one of MTS's highest priorities and requires contributions and efforts by almost every MTS department – cleanliness of vehicles and stations; availability of information and assistance while traveling; transit amenities such as benches, shelters, trash cans, lighting, signage, art, concessions, and restrooms; and security presence to prevent and respond to illegal behavior. MTS's ridership goals are heavily dependent on local residents, visitors, and workers *wanting* to ride transit and feeling safe to do so.

MTS's financial sustainability and ability to maximize the transit services operated across the region are also dependent upon passengers paying their fare each time they ride. Although fares are minimized by subsidies from local, state, and federal taxes and grant funding, they are still a major component of MTS's financial sustainability strategy. Fare revenue currently accounts for 18% of MTS's operating budget (approximately $86.7 million out of a $482.5 million budget for FY27).[7] Over the last 7 years, fare revenue has reduced and not kept pace with operating expenses. In Fiscal Year 2019, fare revenue was 32% of MTS's operating budget ($92 million out of a $290 million budget).

MTS is undertaking a multi-pronged approach to increase fare revenue, including campaigns to increase ridership, increased fare enforcement to make sure passengers are paying each time they ride, and the fare changes approved by San Diego Association of Governments (SANDAG) in July 2026.

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[5] The meeting materials for the April 10, 2026 PSC meeting can be found here: https://www.sdmts.com/sites/default/files/2026-04-10-final-meeting-packet.pdf; the meeting minutes have not yet been approved by the PSC, but the video recording can be found here: https://www.youtube.com/watch?v=oAIMZ0dgFPY

[6] The April 10, 2026 PSC agenda item referred to the Section 99580 Ordinance as "proposed Ordinance No. 14"; however, the correct next-in-order MTS ordinance is Ordinance No. 15.

[7] Budget figures based on proposed Amended FY 27 Operating Budget on today's agenda.

Rules for Riding

Passenger safety and comfort is not something that MTS alone can achieve – it requires fellow passengers and neighbors to respect their fellow riders, MTS property, and the general rules and laws governing behavior on transit.

MTS has various ordinances that establish infractions and other penalties for violating rules and regulations that govern how to pay for and use MTS's public transit services and facilities. There are also various statutes that cover the same or similar violations. For MTS, there are two primary ordinances that govern the Rules for Riding:

- Ordinance No. 2 – Requiring Proof of Fare Payment by Passengers[8]
- Ordinance No. 13 – Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop[9]

MTS's website also includes plain language explanations of common rules and issues:

- Rules for Riding: https://www.sdmts.com/rider-info/how-ride/rules-riding
- Respect the Ride – Transit Rider Etiquette Guide campaign: https://www.sdmts.com/rider-info/respect-ride

Enforcement of Rules and Laws on MTS Property

Enforcement of the rules and laws on MTS property is a collaborative effort between MTS and local law enforcement agencies. MTS employs Code Compliance Inspectors (CCIs) and contracts with InterCon for security guards that provide additional coverage and assistance across the MTS transit system. CCIs are considered "public officers" under Penal Code section 836.5 and are authorized by MTS Ordinance No. 5 to issue citations and make arrests for certain violations that occur at MTS facilities and onboard MTS vehicles. Local law enforcement is needed for response to more serious incidents and violations, including crimes that require transport to a local jail for processing.

SUMMARY OF DIFFERENT TYPES OF ENFORCEMENT MODELS: CRIMINAL, ADMINISTRATIVE, HYBRID

Criminal Penalty by Statute

Under California Penal Code section 640,[10] subdivision (c), a first or second transit fare evasion violation is categorized as a criminal infraction punishable by a fine "not to exceed two hundred fifty dollars ($250) and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment." A third or subsequent fare evasion violation is categorized as a misdemeanor punishable by a fine "of not more than four hundred dollars ($400) or by

[8] https://www.sdmts.com/sites/default/files/Ordinance%20No.%2002.pdf
[9] https://www.sdmts.com/sites/default/files/Ordinance%20No.%2013.pdf
[10] The full text of Penal Code section 640 is in Attachment B.

imprisonment in a county jail for a period of not more than 90 days, or by both that fine and imprisonment."[11]

MTS's enabling legislation also establishes fare evasion as incurring a criminal penalty of either an infraction or a misdemeanor:

> *Public Utilities Code section 120450*
>
> Violation of any ordinance, rule, or regulation enacted by the board relating to the nonpayment of a fare on any transit vehicle or in any transit station owned, controlled, or used by the board shall be an infraction punishable by a fine not exceeding seventy-five dollars ($75), except that a violation by a person, after the second conviction under this section, shall be a misdemeanor punishable by a fine not exceeding five hundred dollars ($500) or by imprisonment in the county jail not exceeding six months, or by both the fine and imprisonment.

Administrative Penalty Allowed (Opt-In)[12]

Section 99580 authorizes a public transportation agency to instead impose and enforce an administrative penalty for fare evasion.[13]

If an agency elects to implement the administrative penalty program under Section 99580, then the statute sets the limits of the program:

1. The notice of fare violation is considered "prima facie evidence of the facts contained in the notice establishing a rebuttable presumption affecting the burden of proof."

2. The maximum penalty is $125 for a first or second violation and $200 for a third or subsequent violation. If the individual provides satisfactory evidence of an inability to pay the penalty in full, the agency shall allow installment or deferred payments or to perform community service in lieu of paying the penalty. Minors must be offered the option to perform community service in lieu of paying the penalty.

3. The individual has 21 days to request initial review of the violation; agency to review and cancel citation if review shows violation did not occur or the interests of justice merit cancellation (Initial Review).

4. If citation is not cancelled after the Initial Review, individual may request an administrative hearing within 21 days following the mailing of the Initial Review decision. Individual shall deposit penalty amount due as part of hearing request (with waivers based upon inability to pay). The hearing shall be held within 90 days.[14]

5. The administrative hearing process shall include:

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[11] Effective January 1, 2018, Penal Code section 640(g) does not authorize a criminal (infraction or misdemeanor) penalty for fare evasion violations committed by minors. However, an administrative penalty is allowed, if an agency chooses to implement one under Public Utilities Code section 99580, *et seq.*

[12] The full text of Public Utilities Code sections 99580 to 99582 is in Attachment C.

[13] This is effective by adopting an ordinance to this effect.

[14] A one-time 21-day extension may be requested under Public Utilities Code section 99581(b).

a. Choice of hearing by mail or in person. In person hearings shall take place within the agency's jurisdictional area.

b. Agency shall adopt procedures for the hearings and shall provide an independent, objective, fair, and impartial review of the contested violations.

c. Administrative review shall be conducted by a hearing officer designated by the agency and shall have appropriate qualifications, training and objectivity. Hearing officer compensation shall not be linked to the amount of fare evasion penalties imposed by the hearing officer.

d. The agency employee/contactor who issued the notice of fare evasion violation shall not be required to participate in the administrative hearing. The agency shall not be required to produce any evidence other than the notice of fare evasion. The notice is prima facie evidence of the violation.

e. The hearing officer's decision may be personally delivered to the person by the hearing officer or sent by mail.

f. If the hearing officer determines the fare violation occurred, then the hearing officer shall allow performance of community service in lieu of payment of the penalty; or allow installment payments or deferred payment if the individual provides satisfactory evidence of an inability to pay in full.

g. Within 30 days of the hearing officer's decision, the individual may seek review by filing an appeal to be heard by the superior court in a limited civil case with de novo review of the hearing officer's record ($25 superior court filing fee).

Hybrid Programs

Some agencies implement a combination of Criminal and Administrative programs – either having certain enforcement officers issue different types of citations for fare evasion violations, or by having a graduated program of first offering an administrative penalty but then defaulting or escalating to a criminal penalty.

MTS's Current Fare Enforcement Model - Hybrid

MTS's current fare enforcement model is categorized as a hybrid, as it is a criminal fare enforcement program with administrative options available to resolve the fare evasion citation.

As stated above, by statute, a fare violation is categorized as criminal with a potential infraction or misdemeanor penalty. The first violation is a $75 fine. In practice, MTS does not identify escalating fare violations, therefore all violations result in a $75 penalty fine and are infractions. Court-related fees are also added to the statutory fine during the court process.

Since September 1, 2020, MTS has implemented a Diversion Program that provides an administrative path to resolve a fare evasion citation. On October 17, 2024 (AI 25), the Board removed the option to buy a fare on-the-spot (effective February 1, 2025) and made the Diversion Program permanent. The Diversion Program offers multiple options for the citation to be resolved and avoid court adjudication. This includes:

1. For citations received after February 1, 2025, request a one-time waiver within 120 days if it is their first fare evasion citation;

2. Pay a reduced $25 fine within 120 days;

3. Complete 3 hours of community service within 120 days; or

4. Submit a limited appeal if proof of valid fare or ticket vending machine malfunction within 15 days.

Upon successful participation in the Diversion Program, the citation is voided by MTS and never entered into the court system. If the Diversion Program is not completed, then the citation is sent to the superior court for hearing and adjudication.

Today's proposed action would phase out the Diversion Program upon implementation of an alternative Administrative Penalty Program under Section 99580.

TRANSITION FROM HYBRID ENFORCEMENT MODEL TO ADMINISTRATIVE ENFORCEMENT MODEL FOR SPECIFIED VIOLATIONS

Proposed Section 99580 Program Scope

On April 10, 2026 (AI 6), the PSC voted to recommend that the Board adopt a Section 99580 Administrative Penalty Program Ordinance, transitioning MTS's enforcement model from a hybrid enforcement model to an administrative enforcement model for certain violations. Today's proposed action would be for the Board to adopt an ordinance, Ordinance No. 15, consistent with the PSC's recommendation, and to provide further direction to the CEO on how to transition MTS to a Section 99580 Program.

If MTS were to transition to a Section 99580 Administrative Penalty Program, that would mean that certain citations would no longer be sent to the San Diego Superior Court for processing, adjudication, and fine collection.[15] Instead, MTS would have to establish and fund a process to provide for adjudication and challenge of citations issued by MTS, including a process to send notices of the citation and applicable deadlines and hearing dates, employ hearing officers to hold hearings, and establish a process to collect the fines assessed by the citations.

The major elements of a Section 99580 Program are: (a) penalty amount; (b) list of eligible violations; (c) disqualifying factors; and (d) consequences of multiple violations. Proposed Ordinance No. 15 would establish an MTS Section 99580 Program with the following elements:

(a) Penalty Amount:

i. Initial Fine: $75.00;

[15] The Superior Court does not provide MTS with an itemized list of citations and associated fines paid and remitted to MTS. Instead, MTS receives a monthly payment from each division of the Superior Court that includes the total money collected from certain citations for that particular month (these could be fines for recent or old fare or other passenger conduct citations and parking fines, whether it be partial or full payments of citation fees).

ii. Late Fee (if not paid within 21 days of citation or denial of Initial Review): $25.00

iii. Collections Fee (if not paid within 90 days of first reminder notice): $25.00

iv. Maximum Administrative Penalty: $75.00 + $25.00 + $25.00 = $125.00

(b) Eligible Violations

i. Fare evasion

ii. Misuse of Fare Product

iii. Smoking, Eating, Drinking when/where prohibited

iv. Willfully Disturbing Others with Boisterous and Unruly Behavior

v. Willfully Blocking the Free Movement of Another Person

vi. Skateboarding, Roller Skating, Bicycle Riding, or Roller Blading when/where prohibited

vii. Unauthorized use of discount fare ticket or failure to show proof of eligibility

viii. Selling goods, merchandise, property, or services on MTS property without permission

ix. Failing to yield seating reserved for an elderly or disabled person

The above list of MTS-approved eligible violations includes all violations listed under Section 99580(b) EXCEPT: expectorating (i.e., spitting); carrying an explosive or acid, flammable liquid, or toxic or hazardous material in a MTS facility or vehicle; and urinating or defecating in a MTS facility or vehicle. The excluded provisions were recognized by the PSC as being especially impactful on other passengers and MTS's ability to continue transit service without interruption, potentially dangerous, and otherwise more complicated or nuanced than the other eligible violations. In each instance, MTS may be required to take a transit vehicle out of service for cleaning or other reasons.

(c) Disqualifying Factors

Under the proposed Section 99580 program, two disqualifying factors would apply:

i. *Third or Subsequent Violations for Adult Offenders*. After two administrative citations of the same provision, adults would no longer be eligible to participate in the Section 99580 program and would instead be issued a criminal citation to be processed by the superior court. Minors would still be eligible for the administrative penalty program process for all fare violations, as required by law.

ii. *Eligible citation that is paired with non-eligible violations*. For example, a fare evasion citation paired with a vandalism citation; or a fare evasion citation paired with a failure to comply citation.

The proposed disqualifying factors take into account concerns related to escalating or repeat violations and also the difficulty of separating an eligible citation from an incident that was much more serious in nature.

(d) Program Features (as required by statute)

i. Printed Information about program requirements and deadlines
ii. Late notices issued after 21-day deadline missed, or after 90-day deadline for collection efforts.
iii. Written notice of decisions in Initial Review and Administrative Hearing stages.
iv. Right to appeal to superior court
v. Option for community service or payment plan upon proof of inability to pay

Estimated Program Costs & Fine Revenue

The potential costs to implement and administer a Section 99580 Program will be dependent on the costs for several contracts, including:

- replacement hardware and ongoing software for a new electronic citation program, including how to integrate it with the PRONTO inspection process; and

- an administrative vendor to manage the program – notices, initial review process, appeal hearings, superior court appeals, and penalty collection efforts.

The other agencies reviewed by MTS did not have a program that would be comparable in size or scope to an MTS program, so many of the costs below are staff's best estimate based on a review of available information. True costs would be determined after competitive solicitations.

<u>One Time Costs</u>

$375,000 in estimated one-time startup costs

- Program Management – 1 full time employee or outside consultant ($175K)
- Customization and development of electronic citation handheld device programming and reports ($178K)
- Development of potentially combining new handheld electronic issuance device with current handheld fare validation device so as to reduce the number of devices designated MTS Security officers have to carry in the field (unknown at this time)
- Marketing costs to advertise revised program and conduct necessary outreach (unknown at this time)
- Staff research costs (e.g. travel to other transit agencies that implement an administrative fare program) ($24K)

Annual Costs

$600,000 to $725,000 in estimated annual costs (may increase each year due to inflation)[16] (Year 2+)

- Program Management – 1 full time employee or outside consultant ($175K)
- Lease of new handheld device with capability to look up citation history and print citations ($315K)[17]
- Software license, cloud storage, wireless internet for devices, banking service fees etc. (unknown, but likely at least $20K or more)
- Vendor processing fee to prepare and manage citations ($46K to $93K)
- Vendor processing and mailing fee to send required notices about warnings or late citations ($25K to $51K)
- Vendor processing fee to manage appeal decisions from Hearing Officers, or requests for community services or payment plans ($1K to $2K)
- Collections vendor fee to process a citation under collections ($21K to $42K)
- Hearing officers to adjudicate administrative hearings ($14K to $20K)
- Office space (unknown)
- As needed customization and development fees to update and revise electronic citations or reports ($7K)

Projected Offsetting Revenue

$225,000-$465,000 in estimated annual revenue

These estimates are highly variable and uncertain. The current estimates are based on current participation rates in the Diversion Program. The revenue aspect is uncertain because of the unknown impact of multiple fare evaders no longer being eligible for administration citations after a third fare evasion / passenger conduct citation; assuming a potential 50% reduction in revenue from this ineligibility based on current assumption on number of multiple fare evaders of Diversion-eligible citations.

- Admin citation fine amount of $75 collected ($81K to $162K)
- Admin citation fine amount of initial $75 fine, plus $25 late fee collected ($12K to $24K)
- Fine amounts received through collections vendor, including initial $75 fine, plus $25 late fee and $25 collections fee ($219K to $438K)
- Collections vendor commission on amount received through collections (-$55K to -$110K)
- Reduction in currently received $25 Diversion revenue (-$12K)
- Reduction in currently received Court revenue -($20K to -$39K)

[16] Some costs that are based on per-citation notices and other activities assumes an estimated 2000 eligible citations per month; actual costs will depend on citation statistics and whether citations meet Administrative Penalty Program eligibility requirements. The range shown includes a low end of 50% of current citation volume being ineligible (or 1000 citations/month) up to ALL citations participating in the program (or 2000 citations/month).
[17] Integration with existing INIT/PRONTO devices may be required.

Net Program Cost Estimate

Estimated One Time Costs	$375,000
Annual Costs	$600,000 to $725,000
Annual Revenue	+ ($225,000 to $465,000) (assumes % of collected fines)
Annual Net Cost	$340,000 to $465,000

Next Steps

The following timeline is estimated:

January 2027 to December 31, 2027: Hire program manager; conduct competitive solicitations to contract with vendor(s) to (a) procure and maintain a new electronic citation hardware and software program; and (b) manage the administrative portions of the program.

January 1, 2028 to December 31, 2028: Implement new electronic citation hardware (rollout, certification, training, integration); and have new program vendor draft various policies, procedures, and public outreach necessary to implement the program.

January 1, 2029: approximate date to roll out new program

PUBLIC SECURITY COMMITTEE RECOMMENDATION

Therefore, consistent with the PSC's recommendation from April 10, 2026, today's proposed action would have the Board of Directors:

1. Waive the requirements of Board Policy No. 22 (Rules of Procedure for MTS Board of Directors), section 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (*unanimous vote of the Board members present is required to waive further reading*);

2. Adopt proposed Ordinance No. 15 (Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580);

3. Instruct the CEO to begin the process of completing solicitations consistent with Board Policy No. 52 (Procurement of Goods and Services) for an Administrative Penalty Program vendor and associated electronic citation software and hardware necessary to implement Ordinance No. 15;

4. Authorize the CEO to delay implementation of Ordinance No. 15 until contracts for an Administrative Penalty Program vendor and associated electronic citation software and hardware have been solicited, approved as required by Board Policy 41 (Signature Authority), and implemented; and

5. Discontinue the MTS Diversion Program upon implementation of Ordinance No. 15.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft MTS Ordinance No. 15
B. Penal Code section 640
C. Public Utilities Code sections 99580 to 99582

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Ordinance No. 15

(as adopted on 10/15/2026)

An Ordinance Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580

The Board of Directors (Board) of the San Diego Metropolitan Transit System (MTS) ordains as follows:

Section 14.1 Findings

A. California Penal Code section 640, subdivision (e), and Public Utilities Code Section 99580, *et seq.,* permit MTS to enact an ordinance to impose and enforce administrative penalties for fare evasion and passenger conduct violations on or in a transit facility or vehicle in lieu of being subject to citation for a violation of Penal Code section 640 and adjudication through the local court system.

B. MTS's requirements for payment of transit fares are intended to provide sufficient revenue to allow MTS to continue providing a high level of transit service in the communities it serves.

C. MTS's prohibition of certain acts on or in a transit facility or vehicle are intended to provide a safe, respectful, and positive transit experience and to avoid harm to people and property.

D. The Board recognizes and supports the value of offering a non-criminal path to learn from and resolve violations of the laws related to fare evasion and prohibited conduct on or in a transit facility or vehicle.

E. MTS has found that enforcing proof of fare payment violations (pursuant to MTS Ordinance No. 2, Public Utilities Code section 120450, and Penal Code section 640, subdivision (c)) and certain passenger conduct violations (pursuant to MTS Ordinance No. 13 and Penal Code section 640, subdivisions (b) and (d)) exclusively through the superior court creates challenges for persons that may be mitigated by an administrative citation process for first and second time offenses.

F. The Board desires to adopt an administrative citation and civil infraction process as an additional enforcement mechanism that is an alternative to the issuance of criminal citations for first and second-time fare evasion offenses of the violations listed below.

Section 14.2 Definitions

A. Adult means a person aged 18 years old or older.

B. Days means calendar days unless specified otherwise.

C. Enforcement Agent means any person authorized to conduct enforcement on behalf of MTS pursuant to MTS Ordinance No. 5.

D. Minor means a person aged 17 years old or younger.

E. Person means an individual issued a citation for fare evasion or a passenger conduct violation under this Ordinance.

F. Third-Party Processing Agent refers to an agent designated by the MTS to process notices of violations, collect administrative penalties, administer review and appeals processes, and perform other related tasks.

Section 14.3 Violations Eligible for Administrative Penalty Process

A. The following violations of Penal Code section 640, or a similarly applicable provision of MTS Ordinance No. 2 or No. 13, upon a first or second offense, shall be eligible for the Administrative Penalty process set forth in Section 14.5 below:

1. Evasion of the payment of a fare of the system.

2. Misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare.

3. Playing unreasonably loud sound equipment on or in a system facility or vehicle, or failing to comply with the warning of a transit official related to disturbing another person by loud or unreasonable noise.

4. Smoking a tobacco product, eating, or drinking in or on a system facility or vehicle in those areas where those activities are prohibited by that system.

5. Willfully disturbing others on or in a system facility or vehicle by engaging in boisterous or unruly behavior.

6. Willfully blocking the free movement of another person in a system facility or vehicle; provided, however, that this prohibition shall not be interpreted to affect any lawful activities permitted or First Amendment rights protected under the laws of this state or applicable federal law, including, but not limited to, laws related to collective bargaining, labor relations, or labor disputes.

7. Skateboarding, roller skating, bicycle riding, or roller blading in an MTS facility, including a parking structure, or in an MTS vehicle when doing so is not necessary for utilization of the transit facility by a bicyclist, including, but not limited to, an activity that is necessary for parking a bicycle or transporting a bicycle aboard a transit vehicle, if that activity is conducted with the permission of MTS in a manner that does not interfere with the safety of the bicyclist or other patrons of the transit facility.

8. Unauthorized use of a discount ticket or failure to present, upon request from an MTS representative, acceptable proof of eligibility to use a discount ticket, in accordance with Public Utilities Code section 99155, and posted policies when entering or exiting an MTS station or vehicle. Provided, however, that if an eligible discount ticket user is not in possession of acceptable proof at the time of request, an issued notice of fare evasion or passenger conduct violation shall be held for a period of 72 hours to allow the user to produce acceptable proof. If the proof is provided, that notice shall be voided. If the proof is not produced within that time period, that notice shall be processed.

9. Selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system without the express written consent of the public transportation system or its duly authorized representatives.

10. Failing to yield seating reserved for an elderly or disabled person.

B. Consistent with Penal Code section 640, subdivision (g), and Public Utilities Code section 99580, a third or subsequent violation of Section 14.3(A)(1), 14.3(A)(2), and 14.3(A)11) by a minor shall also be subject to the administrative penalty process set forth in Section 14.5 below.

C. The violations specified in Section 14.3(A) shall not be eligible for the administrative penalty process set forth in Section 14.5 if the person is also cited for violation of a separate law, ordinance, or regulation in the same Notice of Violation. For example, if a person is cited for both fare evasion (eligible under Section 14.3(A)(1)) and vandalism (not eligible under Section 14.3(A)), then the person is not eligible to participate in the administrative penalty program and an Enforcement Agent will issue a criminal citation to be processed through the superior court rather than the administrative process set forth in this Ordinance.

D. Section 14.4 Enforcement

A. Violations. A patron who commits a violation listed in Section 14.3(A) above is subject to a Notice of Violation administrative citation and subsequent imposition of any and all applicable remedies, fines, criminal sanctions, damages, and penalties set forth in this Ordinance and otherwise available by law. Except as set forth in Section 14.3(B), the administrative citation process is not available to persons with two prior citations of the same violation.

B. Notice of Violation**.** Upon determination that a person has committed a violation referenced in Section 14.3(A), and that the violation is the person's first or second such violation, an Enforcement Agent will issue a Notice of Violation. To the extent such information can reasonably be known or discovered by the Enforcement Agent during

the citation process, each Notice of Violation issued under this Ordinance for administrative enforcement will include:

1. The date and approximate time of the violation;
2. The violation number;
3. The person's First Name, Middle Initial, and Last Name;
4. The person's Address and Date of Birth;
5. The person's Driver License Number or other government-issued identification;
6. Individual descriptors of the person;
7. A reference to this Ordinance and the section of the Ordinance violated;
8. The Administrative Penalty amount ($75.00);
9. The location where the violation occurred, including whether the citation was issued on a transit vehicle;
10. The nearest MTS station to where the violation occurred;
11. The name and identification number of the issuing Enforcement Agent;
12. The signature of the person receiving the citation;
13. The date when payment is required under Section 14.5(B);
14. Available payment options;
15. Directions on the Initial Review Process; and
16. Directions on the Administrative Hearing Process.

Section 14.5 Administrative Penalty and Fees

A. Administrative Penalties. Upon issuance of a Notice of Violation pursuant to Section 14.4(B) of this Ordinance, an administrative penalty of $75.00 will be imposed.

B. Payment of Penalties. A person who is issued a Notice of Violation under this Ordinance must pay the associated administrative penalty or contest the notice within 21 days of issuance. Penalties may be paid online, in person, or by mail.

C. Late Payment. Failure to make a required payment, or contest a notice, within 21 days from issuance of the Notice of Violation will result in an additional penalty of $25.00. If

MTS uses a collection service or enlists assistance from the Franchise Tax Board to collect administrative and late penalties, the person who was issued the Notice of Violation will be required to pay an additional $25.00, for a total administrative penalty of $125.00.

D. Late Payment Notices. MTS or its designated Third-Party Processing Agent will mail at least one reminder notice to all patrons with late, unpaid penalties upon expiration of the 21-day payment period. The notice will demand payment for the uncollected amount and associated late penalty amounts, and provide information on payment options including addresses and methods of payment. Persons with unpaid penalties after 90 days from mailing of the first reminder notice will be sent a delinquency notice indicating MTS's intent to pursue collections.

E. Inability to Pay. Patrons who owe $200 or more in administrative penalties and late payments, and who provide satisfactory evidence of an inability to pay the amounts owed, may apply to pay in installments or by deferred payment, or perform community service in lieu of payment.

F. Community Service in Lieu of Fine for Minors. In the event the violation in Section 14.3(B) was committed when the person was a minor, MTS shall permit the completion of community service in lieu of payment of the administrative penalty.

Section 14.6 Initial Review

A. Persons are entitled to seek an Initial Review of any Notice of Violation administrative citation following a process including all of the following steps:

1. Within 21 calendar days from the issuance of the Notice of Violation, a person may request an initial review of the violation by MTS or its designated Third-Party Processing Agency.

2. The request may be made by telephone, in writing, online, or in person.

3. There is no charge for this review.

4. If, following the initial review, MTS is satisfied that the violation did not occur or that extenuating circumstances make dismissal of the Notice of Violation appropriate in the interests of justice, MTS will dismiss the Notice of Violation.

5. MTS or its designated Third-Party Processing Agency will notify the person, in writing by mail, of the results of the Initial Review.

6. If the Notice of Violation is not dismissed, MTS or its designated Third-Party Processing Agency will notify the person of a reason for that denial, of the person's right to request an administrative hearing, and of the procedure for waiving prepayment of a penalty (in case of an appeal) based upon inability to pay.

7. If the person is found not liable during the Initial Review process, any amount paid will be refunded.

Section 14.7 Administrative Hearing

A. Deadline to Request Administrative Hearing. If a person is dissatisfied with the results of an Initial Review, the person may request an administrative hearing no later than 21 calendar days following the mailing of the results of MTS or its Third-Party Processing Agency's initial review.

B. Prepayment of Penalty Required. The person requesting an administrative hearing shall deposit with the processing agency the amount due under the notice for which the administrative hearing is requested.

   1. Waiver of Penalty Prepayment Requirement. The MTS Chief Executive Officer or their designee shall adopt a written procedure to allow a person, upon satisfactory proof of an inability to pay the amount due, to request an administrative hearing without payment of the amount due.

C. Administrative Hearing Date. The Administrative Hearing will be held within 90 calendar days following the receipt of the request for the Administrative Hearing. The person requesting the Administrative Hearing may request one continuance, not to exceed 21 calendar days.

D. The Administrative Hearing process shall include all of the following:

   1. The person requesting the Administrative Hearing has the choice of a hearing by mail or in person. An in-person hearing will be conducted within the jurisdiction of MTS, at a location designated by MTS.

   2. The Administrative Hearing shall provide an independent, objective, fair, and impartial review of the contested violation(s) in accordance with written procedures established by the MTS Chief Executive Officer or their designee.

   3. The Administrative Hearing will be conducted before a hearing officer. MTS will designate a hearing officer for the Administrative Hearing process. The compensation, continued employment, performance evaluation, and benefits of the hearing officer must not be directly or indirectly affected by the amount of fare evasion or passenger conduct violation penalties imposed or upheld by the hearing officer.

   4. The Enforcement Agent who issued the Notice of Violation is not required to participate in the Administrative Hearing. MTS will not be required to produce any evidence other than the Notice of Violation. The Notice of Violation, in proper form, will be deemed prima facie evidence of the violation.

5. Following a determination by the hearing officer that a person committed the violation, the hearing officer must issue written reasons in support of the decision rendered.

6. If the person is found to have committed the violation, the person must be provided with the opportunity to apply to make deferred payments, pay under a payment plan or perform community service in lieu of payment as provided under Section 14.5(E) or (F).

7. The hearing officer's decision following the Administrative Hearing must be in writing and must either be personally delivered or sent by first class mail.

8. If the person requesting the hearing is found not liable during the Administrative Hearing process, any amount paid will be refunded.

Section 14.8 Appeals

A. Within 30 days after mailing or personal delivery of the decision of the Administrative Hearing pursuant to Section 14.7(D)(7), the person may seek review by filing an appeal to be heard by the superior court in the county indicated on the Notice of Violation as the county where the violation occurred. If a notice of appeal is not filed within the 30-day period, that decision shall be deemed final.

B. An appeal under this Section 14.8 shall be heard *de novo*, except that the contents of the Administrative Hearing file will be submitted as evidence. A copy of the Notice of Violation will be admitted into evidence as *prima facie* evidence of the facts. The appeal will be conducted as otherwise provided by law, including the provisions of Public Utilities Code section 99582.

C. As required by Public Utilities Code section 99582, the person filing the appeal shall cause a copy of the notice of appeal to be served in person or by first-class mail upon MTS.

D. For purposes of computing the 30-calendar-day period in Section 14.8(A), Code of Civil Procedure section 1013 shall be applicable. The appeal shall be considered a limited civil case in the superior court. The superior court may charge a filing fee for processing an appeal under this Section 14.8 in the amount permitted by Government Code section 70615.

Section 14.9 Enforcement for Third and Fourth Offenses

Except as limited by Section 14.3(B), upon determination that a person has committed a fare evasion or passenger conduct violation, and that the violation is the person's third or subsequent violation, an Enforcement Agent will issue a criminal citation to be processed through the superior court rather than the administrative process set forth in this Ordinance.

Section 14.10 Effective Date.

This Ordinance will be effective January 1, 2029.

Section 14.11 Preemption; Severability

Nothing in this Ordinance shall be interpreted or applied to create any power, duty, or obligation in conflict with, or preempted by, any Federal or State law. If it is determined that a provision included herein becomes preempted by Federal or State law, that preempted provision will be automatically rescinded from this Ordinance. Such rescission will not affect the validity of the remaining portions of this Ordinance. Furthermore, if any provision of this Ordinance, or the application thereof to any person or circumstance, is deemed invalid by a court of competent jurisdiction, such invalidity will not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application. To this end, the provisions of this Ordinance are severable.

PENAL CODE - PEN

PART 1. OF CRIMES AND PUNISHMENTS [25 - 680.4] *(Part 1 enacted 1872.)*

TITLE 15. MISCELLANEOUS CRIMES [626 - 653.75] *(Title 15 enacted 1872.)*

CHAPTER 2. Of Other and Miscellaneous Offenses [639 - 653.2] *(Chapter 2 enacted 1872.)*

640. (a) (1) Any of the acts described in paragraphs (1) to (6), inclusive, of subdivision (b) is an infraction punishable by a fine not to exceed two hundred fifty dollars ($250) and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment. Except as provided in subdivision (g), any of the acts described in paragraphs (1) to (3), inclusive, of subdivision (c), upon a first or second violation, is an infraction punishable by a fine not to exceed two hundred fifty dollars ($250) and by community service for a total time not to exceed 48 hours over a period not to exceed 30 days, during a time other than during the violator's hours of school attendance or employment. Except as provided in subdivision (g), a third or subsequent violation of any of the acts described in paragraphs (1) to (3), inclusive, of subdivision (c) is a misdemeanor punishable by a fine of not more than four hundred dollars ($400) or by imprisonment in a county jail for a period of not more than 90 days, or by both that fine and imprisonment. Any of the acts described in subdivision (d) shall be punishable by a fine of not more than four hundred dollars ($400), by imprisonment in a county jail for a period of not more than 90 days, or by both that fine and imprisonment.

(2) This section shall apply only to acts committed on or in a facility or vehicle of a public transportation system.

(b) (1) Eating or drinking in or on a system facility or vehicle in areas where those activities are prohibited by that system.

(2) Playing unreasonably loud sound equipment on or in a system facility or vehicle, or failing to comply with the warning of a transit official related to disturbing another person by loud or unreasonable noise.

(3) Smoking in or on a system facility or vehicle in areas where those activities are prohibited by that system.

(4) Expectorating upon a system facility or vehicle.

(5) Skateboarding, roller skating, bicycle riding, roller blading, or operating a motorized scooter or similar device, as defined in Section 407.5 of the Vehicle Code, in a system facility, vehicle, or parking structure. This paragraph does not apply to an activity that is necessary for utilization of the transit facility by a bicyclist, including, but not limited to, an activity that is necessary for parking a bicycle or transporting a bicycle aboard a transit vehicle, if that activity is conducted with the permission of the transit agency in a manner that does not interfere with the safety of the bicyclist or other patrons of the transit facility.

(6) Selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system if the public transportation system has prohibited those acts and neither the public transportation system nor its duly authorized representatives have granted written consent to engage in those acts.

(c) (1) Evasion of the payment of a fare of the system. For purposes of this section, fare evasion includes entering an enclosed area of a public transit facility beyond posted signs prohibiting entrance without obtaining valid fare, in addition to entering a transit vehicle without valid fare.

(2) Misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare.

(3) (A) Unauthorized use of a discount ticket or failure to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket, in accordance with Section 99155 of the Public Utilities Code and posted system identification policies when entering or exiting a transit station or vehicle. Acceptable proof of eligibility must be clearly defined in the posting.

(B) If an eligible discount ticket user is not in possession of acceptable proof at the time of request, a citation issued shall be held for a period of 72 hours to allow the user to produce acceptable proof. If the proof is provided, the citation shall be voided. If the proof is not produced within that time period, the citation shall be processed.

(d) (1) Willfully disturbing others on or in a system facility or vehicle by engaging in boisterous or unruly behavior.

(2) Carrying an explosive, acid, or flammable liquid in a public transit facility or vehicle.

(3) Urinating or defecating in a system facility or vehicle, except in a lavatory. However, this paragraph shall not apply to a person who cannot comply with this paragraph as a result of a disability, age, or a medical condition.

(4) Willfully blocking the free movement of another person in a system facility or vehicle. This paragraph shall not be interpreted to affect any lawful activities permitted or First Amendment rights protected under the laws of this state or applicable federal law, including, but not limited to, laws related to collective bargaining, labor relations, or labor disputes.

(5) Willfully tampering with, removing, displacing, injuring, or destroying any part of a facility or vehicle of a public transportation system.

(e) Notwithstanding subdivision (a) or (g), a public transportation agency, as defined in paragraph (4) of subdivision (c) of Section 99580 of the Public Utilities Code, may do either of the following:

(1) Enact and enforce an ordinance providing that a person who is the subject of a citation for any of the acts described in subdivision (b) of Section 99580 of the Public Utilities Code on or in a facility or vehicle described in subdivision (a) for which the public transportation agency has jurisdiction shall, under the circumstances set forth by the ordinance, be afforded an opportunity to complete an administrative process that imposes only an administrative penalty enforced in a civil proceeding. The ordinance for imposing and enforcing the administrative penalty shall be governed by Chapter 8 (commencing with Section 99580) of Part 11 of Division 10 of the Public Utilities Code.

(2) Enforce as an infraction pursuant to subdivision (b) the act of failing to yield seating reserved for an elderly or disabled person in a facility or vehicle for which the public transportation agency has jurisdiction, provided that the governing board of the public transportation agency enacts an ordinance to that effect after a public hearing on the issue.

(f) For purposes of this section, “facility or vehicle of a public transportation system” means any of the following:

(1) A facility or vehicle of a public transportation system as defined by Section 99211 of the Public Utilities Code.

(2) A facility of, or vehicle operated by, an entity subsidized by, the Department of Transportation.

(3) A facility or vehicle of a rail authority, whether owned or leased, including, but not limited to, any part of a railroad, or track of a railroad, or any branch or branchway, switch, turnout, bridge, viaduct, culvert, embankment, station house, or other structure or fixture, or any part thereof, attached or connected to a railroad.

(4) A leased or rented facility or vehicle for which any of the entities described in paragraph (1), (2), or (3) incurs costs of cleanup, repair, or replacement as a result of any of those acts.

(g) A minor shall not be charged with an infraction or a misdemeanor for violation of paragraphs (1) to (3), inclusive, of subdivision (c). Nothing in this subdivision shall limit the ability of a public transportation agency to assess an administrative penalty as established in paragraph (1) of subdivision (e) and in Section 99580 of the Public Utilities Code, not to exceed one hundred twenty-five dollars ($125) upon a first or second violation and not to exceed two hundred dollars ($200) upon a third or subsequent violation, to permit the performance of community service in lieu of payment of the fare evasion or passenger conduct penalty pursuant to Section 99580 of the Public Utilities Code, or to allow payment of the fare evasion or passenger conduct penalty in installments or deferred payment pursuant to Section 99580 of the Public Utilities Code.

(Amended by Stats. 2017, Ch. 219, Sec. 1. (SB 614) Effective January 1, 2018.)

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PUBLIC UTILITIES CODE - PUC

DIVISION 10. TRANSIT DISTRICTS [24501 - 107025] *(Division 10 repealed and added by Stats. 1955, Ch. 1036.)*

PART 11. PROVISIONS APPLICABLE TO ALL PUBLIC TRANSIT [99150 - 99582] *(Part 11 added by Stats. 1968, Ch. 1325.)*

CHAPTER 8. Administrative Enforcement for Fare Evasion and Prohibited Conducts [99580 - 99582] *(Chapter 8 added by Stats. 2006, Ch. 258, Sec. 2.)*

99580. (a) Pursuant to subdivision (e) of Section 640 of the Penal Code, a public transportation agency may enact and enforce an ordinance to impose and enforce an administrative penalty for any of the acts described in subdivision (b).

(b) (1) Evasion of the payment of a fare of the system.

(2) Misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare.

(3) Playing unreasonably loud sound equipment on or in a system facility or vehicle, or failing to comply with the warning of a transit official related to disturbing another person by loud or unreasonable noise.

(4) Smoking a tobacco product, eating, or drinking in or on a system facility or vehicle in those areas where those activities are prohibited by that system.

(5) Expectorating upon a system facility or vehicle.

(6) Willfully disturbing others on or in a system facility or vehicle by engaging in boisterous or unruly behavior.

(7) Carrying an explosive or acid, flammable liquid, or toxic or hazardous material in a system facility or vehicle.

(8) Urinating or defecating in a system facility or vehicle, except in a lavatory. However, this paragraph shall not apply to a person who cannot comply with this paragraph as a result of a disability, age, or a medical condition.

(9) (A) Willfully blocking the free movement of another person in a system facility or vehicle.

(B) This paragraph shall not be interpreted to affect any lawful activities permitted or First Amendment rights protected under the laws of this state or applicable federal law, including, but not limited to, laws related to collective bargaining, labor relations, or labor disputes.

(10) Skateboarding, roller skating, bicycle riding, or roller blading in a system facility, including a parking structure, or in a system vehicle. This paragraph does not apply to an activity that is necessary for utilization of a system facility by a bicyclist, including, but not limited to, an activity that is necessary for parking a bicycle or transporting a bicycle aboard a system vehicle, if that activity is conducted with the permission of the agency of the system in a manner that does not interfere with the safety of the bicyclist or other patrons of the system facility.

(11) (A) Unauthorized use of a discount ticket or failure to present, upon request from a system representative, acceptable proof of eligibility to use a discount ticket, in accordance with Section 99155, and posted system identification policies when entering or exiting a system station or vehicle. Acceptable proof of eligibility must be clearly defined in the posting.

(B) If an eligible discount ticket user is not in possession of acceptable proof at the time of request, an issued notice of fare evasion or passenger conduct violation shall be held for a period of 72 hours to allow the user to produce acceptable proof. If the proof is provided, that notice shall be voided. If the proof is not produced within that time period, that notice shall be processed.

(12) Selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system without the express written consent of the public transportation system or its duly authorized representatives.

(13) Failing to yield seating reserved for an elderly or disabled person.

(c) (1) The public transportation agency may contract with a private vendor or governmental agency for the processing of notices of fare evasion or passenger conduct violation, and notices of delinquent fare evasion or passenger conduct violation pursuant to Section 99581.

(2) For the purpose of this chapter, "processing agency" means either of the following:

(A) The agency issuing the notice of fare evasion or passenger conduct violation and the notice of delinquent fare evasion or passenger conduct violation.

(B) The party responsible for processing the notice of fare evasion or passenger conduct violation and the notice of delinquent violation, if a contract is entered into pursuant to paragraph (1).

(3) For the purpose of this chapter, "fare evasion or passenger conduct violation penalty" includes, but is not limited to, a late payment penalty, administrative fee, fine, assessment, and costs of collection as provided for in the ordinance.

(4) For the purpose of this chapter, "public transportation agency" shall mean a public agency that provides public transportation as defined in paragraph (1) of subdivision (f) of Section 1 of Article XIX A of the California Constitution.

(5) All fare evasion and passenger conduct violation penalties collected pursuant to this chapter shall be deposited with the public transportation agency that issued the citation.

(d) (1) If a fare evasion or passenger conduct violation is observed by a person authorized to enforce the ordinance, a notice of fare evasion or passenger conduct violation shall be issued. The notice shall set forth the violation, including reference to the ordinance setting forth the administrative penalty, the date of the violation, the approximate time, and the location where the violation occurred. The notice shall include a printed statement indicating the date payment is required to be made, and the procedure for contesting the notice. The notice shall be served by personal service upon the violator. The notice, or copy of the notice, shall be considered a record kept in the ordinary course of business of the issuing agency and the processing agency, and shall be prima facie evidence of the facts contained in the notice establishing a rebuttable presumption affecting the burden of producing evidence.

(2) When a notice of fare evasion or passenger conduct violation has been served, the person issuing the notice shall file the notice with the processing agency.

(3) If, after a notice of fare evasion or passenger conduct violation is issued pursuant to this section, the issuing officer determines that there is incorrect data on the notice, including, but not limited to, the date or time, the issuing officer may indicate in writing on a form attached to the original notice the necessary correction to allow for the timely entry of the corrected notice on the processing agency's data system. A copy of the correction shall be mailed to the address provided by the person cited at the time the original notice of fare evasion or passenger conduct violation was served.

(4) If a person contests a notice of fare evasion or passenger conduct violation, the issuing agency shall proceed in accordance with Section 99581.

(e) In setting the amounts of administrative penalties for the violations listed in subdivision (b), the public transportation agency shall not establish penalty amounts that exceed one hundred twenty-five dollars ($125) upon a first or second violation and two hundred dollars ($200) upon a third or subsequent violation.

(f) The issuing agency shall allow payment of the fare evasion or passenger conduct penalty or penalties in installments or deferred payment if the total amount of the fines is two hundred dollars ($200) or more and the person provides satisfactory evidence of an inability to pay the penalty or penalties in full.

(g) (1) Except as provided in paragraph (2), the issuing agency shall permit the performance of community service in lieu of payment of the fare evasion or passenger conduct penalty if the person is under 18 years of age or if the person provides satisfactory evidence of an inability to pay the fare evasion or passenger conduct penalty in full. The issuing agency may require the performance of community service at transit facilities, as defined in subdivision (f) of Section 640 of the Penal Code.

(2) The issuing agency is not required to permit the performance of community service in lieu of payment for a fare evasion or passenger conduct penalty if the person has had more than three fare evasion or passenger conduct penalties for which he or she was permitted to perform community service pursuant to paragraph (1), and did not complete any community service, provided that the person was offered a community service placement and was given adequate time to comply with the community service requirement.

(h) A person who receives a notice of fare evasion or passenger conduct violation pursuant to this section shall not be subject to citation for a violation of Section 640 of the Penal Code.

(i) If an entity enacts an ordinance pursuant to this section it shall, both two years and five years after enactment of the ordinance, report all of the following information to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation:

(1) A description of the ordinance, including the circumstances under which an alleged violator is afforded the opportunity to complete the administrative process.

(2) The amount of the administrative penalties.

(3) The number and types of citations administered pursuant to the ordinance.

(4) To the extent available, a comparison of the number and types of citations administered pursuant to the ordinance with the number and types of citations issued for similar offenses and administered through the courts both in the two years prior to the ordinance and, if any, since enactment of the ordinance.

(5) A discussion of the effect of the ordinance on passenger behavior.

(6) A discussion of the effect of the ordinance on revenues to the entity described in subdivision (a) and, in consultation with the superior courts, the cost savings to the county courts. The superior courts are encouraged to collaborate on and provide data for this report.

(j) For purposes of this section, "smoking" has the same meaning as in subdivision (c) of Section 22950.5 of the Business and Professions Code.

(k) For purposes of this section, "tobacco product" means a product or device as defined in subdivision (d) of Section 22950.5 of the Business and Professions Code.

(Amended by Stats. 2017, Ch. 219, Sec. 2. (SB 614) Effective January 1, 2018.)

99580.5. A transit district's ordinance may be enforced outside of the transit district's jurisdiction only where the local jurisdiction has adopted the transit district's ordinance by reference as authorized by the local jurisdictions' governing body.

(Added by Stats. 2021, Ch. 534, Sec. 4. (AB 1337) Effective January 1, 2022.)

99581. (a) For a period of 21 calendar days from the issuance to a person of the notice of fare evasion or passenger conduct violation, the person may request an initial review of the violation by the issuing agency. The request may be made by telephone, in writing, or in person. There shall be no charge for this review. If, following the initial review, the issuing agency is satisfied that the violation did not occur or that extenuating circumstances make dismissal of the administrative penalty appropriate in the interest of justice, the issuing agency shall cancel the notice. The issuing agency shall advise the processing agency, if any, of the cancellation. The issuing agency or the processing agency shall mail the results of the initial review to the person contesting the notice and if following that review, cancellation of the notice does not occur, the agency shall include a reason for that denial, notification of the ability to request an administrative hearing, and notice of the procedure adopted pursuant to subdivision (b) for waiving prepayment of the penalty based upon inability to pay.

(b) If the person is dissatisfied with the results of the initial review, the person may request an administrative hearing of the violation no later than 21 calendar days following the mailing of the results of the issuing agency's initial review. The request may be made by telephone, in writing, or in person. The person requesting an administrative hearing shall deposit with the processing agency the amount due under the notice for which the administrative hearing is requested. The issuing agency shall adopt a written procedure to allow a person to request an administrative hearing without payment of the amount due upon satisfactory proof of an inability to pay the amount due. An administrative hearing shall be held within 90 calendar days following the receipt of a request for an administrative hearing, excluding time tolled pursuant to this chapter. The person requesting the hearing may request one continuance, not to exceed 21 calendar days.

(c) The administrative hearing process shall include all of the following:

(1) The person requesting a hearing shall have the choice of a hearing by mail or in person. An in-person hearing shall be conducted within the jurisdiction of the issuing agency. If an issuing agency contracts with a private vendor pursuant to paragraph (1) of subdivision (c) of Section 99580, hearings shall be held within the jurisdiction of the issuing agency.

(2) The administrative hearing shall be conducted in accordance with written procedures established by the issuing agency and approved by the governing body or chief executive officer of the issuing agency. The hearing shall provide an independent, objective, fair, and impartial review of contested violations.

(3) The administrative review shall be conducted before a hearing officer designated to conduct the review by the issuing agency's governing body or chief executive officer. In addition to any other requirements of employment, a hearing officer shall demonstrate those qualifications, training, and objectivity prescribed by the issuing agency's governing body or chief executive as are necessary and which are consistent with the duties and responsibilities set forth in this chapter. The hearing officer's continued employment, performance evaluation, compensation, and benefits shall not be directly or indirectly linked to the amount of fare evasion or passenger conduct violation penalties imposed by the hearing officer.

(4) The person who issued the notice of fare evasion or passenger conduct violation shall not be required to participate in an administrative hearing. The issuing agency shall not be required to produce any evidence other than the notice of fare evasion or passenger conduct violation. The documentation in proper form shall be prima facie evidence of the violation pursuant to paragraph (1) of subdivision (d) of Section 99580.

(5) The hearing officer's decision following the administrative hearing may be personally delivered to the person by the hearing officer or sent by first-class mail.

(6) Following a determination by the hearing officer that a person committed the violation, the hearing officer may, and consistent with subdivision (f) of Section 99580, shall, allow payment of the fare evasion or passenger conduct penalty in installments or deferred payment if the person provides satisfactory evidence of an inability to pay the fare evasion or passenger conduct penalty in full. The hearing officer may, and consistent with subdivision (g) of Section 99580, shall, permit the performance of community service in lieu of payment of the fare evasion or passenger conduct penalty.

(Amended by Stats. 2017, Ch. 219, Sec. 3. (SB 614) Effective January 1, 2018.)

99582. (a) Within 30 calendar days after the mailing or personal delivery of the decision described in subdivision (c) of Section 99581, the person may seek review by filing an appeal to be heard by the superior court where the same shall be heard de novo, except that the contents of the processing agency's file in the case shall be received in evidence. A copy of the notice of fare evasion or passenger

conduct violation shall be admitted into evidence as prima facie evidence of the facts stated therein establishing a rebuttable presumption affecting the burden of producing evidence. A copy of the notice of appeal shall be served in person or by first-class mail upon the processing agency by the person filing the appeal. For purposes of computing the 30-calendar-day period, Section 1013 of the Code of Civil Procedure shall be applicable. A proceeding under this subdivision is a limited civil case.

(b) Notwithstanding any other provision of law, the fee for filing the notice of appeal shall be as provided in Section 70615 of the Government Code. The court shall request that the processing agency's file on the case be forwarded to the court, to be received within 15 calendar days of the request. The court shall notify the appellant of the appearance date by mail or personal delivery. The court shall retain the fee regardless of the outcome of the appeal. If the court finds in favor of the appellant, the amount of the filing fee shall be reimbursed to the appellant by the processing agency. Any deposit of fare evasion or passenger conduct penalty shall be refunded by the processing agency in accordance with the judgment of the court.

(c) The conduct of the appeal under this section is a subordinate judicial duty that may be performed by a commissioner and other subordinate judicial officers at the direction of the presiding judge of the court.

(d) If a notice of appeal of the processing agency's decision described in subdivision (c) of Section 99581 is not filed within the period set forth in subdivision (a), that decision shall be deemed final.

(Amended by Stats. 2007, Ch. 738, Sec. 42. Effective January 1, 2008.)

Metropolitan Transit System

Administrative Penalty Program for Fare Evasion and Passenger Conduct Violations

Board of Directors

Passenger Safety & Comfort and Financial Sustainability

- *Passenger Safety & Comfort* → MTS ridership goals are heavily dependent upon people wanting to ride transit and feeling safe to do so
- *Financial Sustainability* → dependent upon people paying their fare each time they ride.
  - FY 2019 – fare revenue was 32% of operating budget ($92M out of $290M)
  - FY 2026 – fare revenue is 17% of operating budget ($81M out of $470M)

  → fare revenue not yet at pre-pandemic levels while expenses have significantly increased over last 7 years; various financial sustainability measures under consideration by Board to solve structural budget deficit

Passenger Conduct – Rules for Riding

- Passenger safety and comfort requires people to respect fellow riders, MTS property, applicable rules & laws:
  - Ordinances
    - 2 – Requiring Proof of Fare Payment;
    - 13 – Prohibited Conduct
  - Rules for Riding: https://www.sdmts.com/rider-info/how-ride/rules-riding
  - Respect the Ride – Transit Rider Etiquette Guide campaign: https://www.sdmts.com/rider-info/respect-ride

Enforcement of Rules and Laws on MTS Property

- Collaborative effort between MTS and local law enforcement agencies.
  - MTS employs Code Compliance Inspectors (CCIs) and contracts with InterCon for security guards that provide additional coverage and assistance across the MTS transit system.
    - CCIs are considered “public officers” under Penal Code section 836.5 and are authorized by MTS Ordinance No. 5 to issue citations and make arrests for certain violations.
  - Local law enforcement needed for response to more serious incidents and violations, including crimes that require transport to a local jail for processing.

Fare Enforcement Models

- Transit Agencies utilize one of three types of fare enforcement models:
  - Criminal
    - North County Transit District (NCTD), Sacramento Regional Transit (SACRT), Santa Clara Valley Transportation Agency (VTA), Metrolink, and Sonoma-Marin Area Rail Transit (SMART)
  - Administrative
    - Los Angeles County Metropolitan Transportation Authority (LA Metro) and San Francisco Municipal Transportation Agency (SFMTA)
  - Criminal/Administrative Hybrid (Hybrid)
    - MTS, Bay Area Rapid Transit (BART), and Caltrain

Previous MTS Fare and Passenger Conduct Enforcement

- Prior to September 2020:
  - All fare evasion and prohibited passenger conduct citations sent to Court (criminal fare enforcement model)
- September 2020 until February 2025:
  - Diversion Program Pilot adopted by Board to offer criminal court off-ramp for fare evasion citations (hybrid fare enforcement model)
- February 2025 to present
  - Board adopted modifications to Diversion Program
    - Removed option to immediately purchase One-Way Fare in lieu of citation
    - Expanded pay options to online and phone (previously only mail and in-person)
    - Made Diversion Program permanent (no longer a pilot)

Current Fare Enforcement Diversion Program

effective February 1, 2025

Options to Resolve MTS Fare Evasion Citation *(first 120 days)*:

1. Request One-Time Waiver within 120 days
   - If first fare evasion citation received since February 1, 2025
2. Pay $25 fine within 120 days;
   - In person,
   - By mail,
   - By phone, and
   - Online
3. 3 hours of community service within 120 days;
   - Or attend a Same Day Solutions Fair (*new participation option*)
4. Appeal to MTS within 15 days
   - If proof of valid fare or broken ticket vending machine

Citation voided and not sent to Court if successfully complete Diversion Program within 120 days

Current Fare Enforcement Diversion Program

effective February 1, 2025

- Criminal Adjudication *(after 120 days)*:
  - Citation sent to court for adjudication *(if no participation in Diversion within first 120 days)*
  - Court resolves and handles collections, etc.
  - MTS does not receive detailed reports on results or fines imposed & collected on individual cases (receive ~ $20K to $39K per year as share of fines collected)
- Late Participation in Diversion Program Option *(after 120 days)*
  - If more than 2 weeks before court hearing date, MTS will accept late Diversion participation, and submit Motion to Dismiss to the Court. *Thus far, all Motions to Dismiss have been granted but at the discretion of the Court to grant.*
  - Refer to Homeless Court Program to resolve older/adjudicated citations

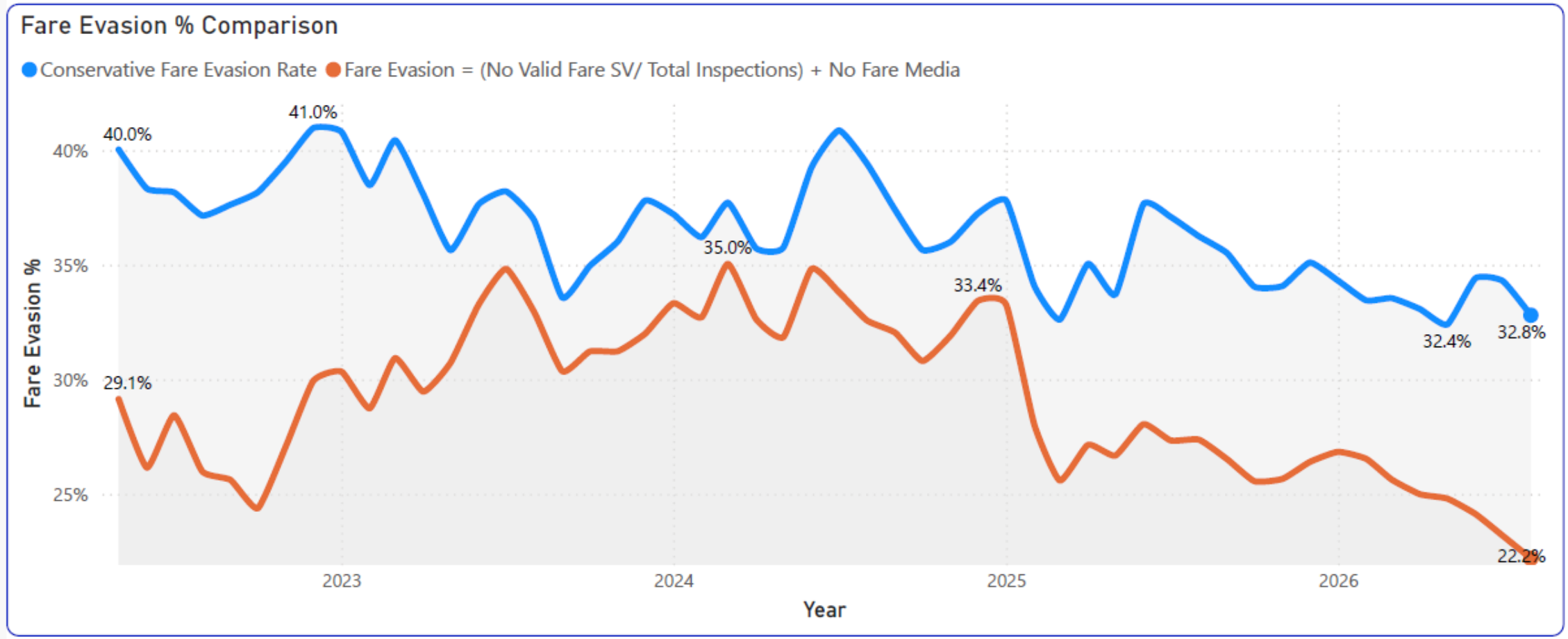
Diversion Participation
(as of 10/12/2026)

*Citations issued after April 2026 may still participate in the Diversion Program:

- Court hearing date is generally 180 days after citation
- DIVERSION PROGRAM DEADLINE: 120 days from date of citation
- SUBMITTED TO COURT: 60 days before court hearing
    - *in practice, MTS allows late participation once citation is at court but before the hearing (MTS would submit request to dismiss citation)*

Month Citation Issued	Diversion Eligible Citations Total	Diversion Participation Total	% Diversion Participation	One-time Waiver Total	Paid Reduced Fine of $25 Total	Appeal Total	Community Service Total
Jan-25	517	10	1.9%	N/A	10	0	0
Feb-25	**1969**	**265**	**13.5%**	**185**	**76**	**3**	**0**
Mar-25	**1618**	**218**	**13.5%**	**184**	**33**	**1**	**0**
Apr-25	**1672**	**270**	**16.1%**	**222**	**46**	**2**	**0**
May-25	**1675**	**216**	**12.9%**	**179**	**35**	**1**	**1**
Jun-25	**1245**	**161**	**12.9%**	**134**	**27**	**0**	**0**
July-25	**1259**	**160**	**12.7%**	**130**	**30**	**0**	**0**
Aug-25	**1911**	**321**	**16.8%**	**276**	**44**	**1**	**0**
Sept-25	**1226**	**150**	**12.2%**	**129**	**21**	**0**	**0**
Oct-25	**1365**	**176**	**12.9%**	**156**	**18**	**0**	**1**
Nov-25	**1574**	**247**	**15.7%**	**201**	**42**	**0**	**4**
Dec-25	**1290**	**196**	**15.2%**	**169**	**25**	**1**	**1**
Jan-26	**1399**	**190**	**13.6%**	**160**	**29**	**0**	**1**
Feb-26	**2112**	**429**	**20.3%**	**348**	**74**	**2**	**5**
Mar-26	**2832**	**530**	**18.7%**	**460**	**70**	**0**	**0**
*Apr-26**	*2503**	*361**	*14.4%**	*294**	*63**	*3**	*1**

Fare Evasion Data (May 2022 to August 2026)



Administrative Penalty Program

- Public Security Committee provided direction to research whether MTS should convert from a hybrid model to a statutory administrative fare enforcement model.
- Penal Code 640 and Public Utilities Code 99580-99582 → authorize transit agencies to establish an administrative penalty option (non-criminal path) for fare evasion and some passenger conduct violations
  - Statutes set forth maximum fines and required process (notice periods, appeal periods, hearing procedures, community service options for inability to pay)

Comparison: Penalty Amount

PUC 99580	MTS (Current Hybrid)	
Maximum: $125 – 1st & 2nd Offense $200 – 3rd + Offense	Maximum by MTS Statute: $75 – 1st or 2nd Offense $500 – 3rd+ Offense *In Practice:* MTS does not issue escalating citations. Diversion Program offers offramp from court: $25 for all violations; Community Service (CS) option: 3 hrs; or one-time waiver	
LA Metro	**SF Muni**	**BART**
$50 – 1st Offense with online traffic school attendance $75 – 1st + Offense CS option: 5 hrs $100 – miss 1st deadline $125 – miss 2nd deadline	$130 – 1st + Offense CS option: reduce by $20/hr of community service (6+ hrs) $158 – miss 1st deadline $211 – miss 2nd deadline $261 – if sent to collections	$75 – 1st & 2nd Offense (Adults) $55 – 1st & 2nd Offense (Minors) CS option: 5 hrs $95 – miss deadline

Comparison: Eligible Violations

PUC 99580	MTS
1. Fare evasion 2. Misuse of pass to evade fare 3. Unreasonably loud sound equipment 4. Smoking, eating, drinking when prohibited 5. Expectorating (spitting) 6. Willful Disturbance/ Boisterous or Unruly Behavior 7. Carrying Explosive or Acid, Flammable Liquid, or Toxic or Hazardous Material 8. Urinating or Defecating (excl. inability to comply b/c disability, age, medical condition) 9. Willful blocking of free movement of another (excl.1st Am activities) 10. Skateboarding, roller skating, biking when prohibited 11. Unauthorized use of discount ticket 12. Selling goods etc. on MTS property without express permission of MTS 13. Failing to yield to seating reserved for elderly or disabled person	Fare evasion or misuse of pass only

LA Metro	SF Muni	BART
All PUC 99580 listed violations	Unknown	Fare evasion only

Comparison: Disqualifying Factors

PUC 99580	MTS (Current Hybrid)	
N/A	If Citation includes an additional non-fare evasion violation, or involves misuse of a reduced fare, NOT ELIGIBLE FOR DIVERSION	
LA Metro	**SF Muni**	**BART**
3+ Citations → subject to exclusion order	Unknown	3+ Citations w/in 12 months → NOT ELIGIBLE for administrative cite False information or Obstruct issuance of citation → NOT ELIGIBLE

Comparison: Consequences for Unresolved or Multiple Violations

PUC 99580	MTS (Current Hybrid)	
N/A	After 120 days & no action → citation sent to court for resolution MTS will work with people on ad hoc basis to allow late participation and request dismissal from court	
LA Metro	**SF Muni**	**BART**
3+ Citations → subject to exclusion order (30, 60, 90 days depending on # of violations) No collections for fare violations.	Unresolved citations sent to Collections / Franchise Tax Board (FTB)	3+ Citations → subject to criminal citation Unresolved citations sent to Collections / FTB

Public Security Committee Direction

- Discussed at several Public Security Committee Meetings over the years.
- Staff developed the following proposed Administrative Penalty program based on Public Security Committee feedback and direction.
- On April 10, 2026, the Public Security Committee recommended the Board of Directors approve the draft Ordinance No. 15
  - Discussions included the importance of fare payment while also recognizing an administrative process could provide accountability without resulting in a criminal record, reserving criminal enforcement as a last resort in the event of multiple instances of violations

Draft Ordinance No. 15 (Section 99580 Penalty Program)

ADMINISTRATIVE PENALTY

- Fine Amount: $75
- Late Fee: $25 (UNCONTESTED: if not paid within 21 days of citation; CONTESTED: not paid within 21 days of denial of initial review)
- Collections fee: $25 (not paid within 90 days of first reminder notice)

Maximum Fine: $125

Draft Ordinance No. 15 (Section 99580 Penalty Program)

ELIGIBLE VIOLATONS

- Fare evasion
- Misuse of fare product
- Unauthorized use of discount ticket or failure to show proof of eligibility
- Unreasonably loud sound equipment
- Smoking, eating, drinking where/when prohibited
- Willfully disturbing others with boisterous & unruly behavior
- Willfully blocking the free movement of another person
- Skateboarding/Roller Skating/Bike Riding/Roller Blading where/when prohibited
- Selling goods etc. on MTS property without permission
- Failing to yield seating reserved for “elderly or disabled person”

Draft Ordinance No. 15 (Section 99580 Penalty Program)

EXCLUDED VIOLATIONS

- Spitting (expectorating)
- Carrying an explosive or acid, flammable liquid, or toxic or hazardous material in an MTS facility or vehicle
- Urinating or defecating in an MTS facility or vehicle

→ Excluded because the circumstances where citation would be issued would be intentional, create dangerous or unsafe conditions, and have a potential to disrupt MTS transit operations because of the safety and cleaning response required

Draft Ordinance No. 15 (Section 99580 Penalty Program)

DISQUALIFYING FACTORS

- 3rd or Subsequent Violations of the SAME PROVISION
- Eligible violation that is paired with non-eligible violations
  - E.g., fare evasion + vandalism; fare evasion + failure to comply

→These violations would follow normal criminal citation process

EXCEPT: all eligible violations by a minor (under age 18) would be processed under Ordinance 15 – even 3rd or subsequent violations

Draft Ordinance No. 15 (Section 99580 Penalty Program)

OTHER FEATURES

- Printed information about program requirements and deadlines
- Late notices will be issued after 21-day deadline missed, or after 90-day deadline for collections
- Written notice of decisions for Initial Review & Admin Hearing stages
- Right to appeal to superior court
- Option for community service or payment plan upon proof of inability to pay

Contracts Needed to Implement Transition & Program

- Administrative Fare Collection Vendor (Hearing & Late Fee Notices; Collection of Fines)
- Citation Equipment / Handheld Devices
  - Will provide ability to track repeat offenders and know whether eligible for Administrative Penalty
- Hearing Officers / Hearing Location & Virtual Technology

Staff did evaluate whether this scope could be included within upcoming Security Services procurement however it is recommended it be directly procured by MTS

Additional Transition Activities

If new Administrative Enforcement Model approved, the following activities are anticipated before implementation:

- Hire Project Manager
- Meetings and Site Visits at LA Metro, SFMTA, and/or BART
- Conduct competitive procurements for administrative fare collection vendor, citation equipment, and Hearing Officer
- Public Outreach
- Internal Training

Estimated Costs

One Time Costs: $375K

- Program Management (Mgmt.)
- Electronic Citation Device Customization
- Marketing/Outreach
- Additional research/site visit cost

Annual Costs: $600K to $725K

- Program Mgmt
- Electronic Citation Device Lease
- Software, cloud storage, etc.
- Vendor processing fees
- Hearing officer fees

Offsetting Revenue: $225K to $465K

- Citation fines collected less collections commission
- Less current Diversion Program revenue
- Less current Court revenue

Program Comparison

	Diversion Program (CURRENT)	Administrative Penalty Program (PROPOSED)
Eligible Violations	Fare Evasion and Misuse of Fare Product	Fare Evasion, Misuse of Fare Product, Loud Music, Smoking/Eating/Drinking, Willfully Distributing Others w/ Boisterous and Unruly Behavior, Willfully Blocking Movement of Others, Skateboarding/Biking/Rollerblading, Unauthorized Use of Reduced Fare, Selling Goods, Failure to Yield Disabled Seating
Disqualifying	If more than 1 violation on citation, then not eligible for Diversion Program *(Sent directly to Criminal Court instead)*	If more than 1 violation on citation, OR if more than 2 citations for the same violation type, then not eligible for Administrative Penalty *(Sent directly to Criminal Court instead)*
Time	Opt-in w/in 120 days	Opt-In w/in 21 days for no late fees; Opt-in w/in 90 days but late fee assessed
Options to Participate	Within 15 days: Informal Appeal Within 120 days: Pay $25; or Complete 3 hours community service; or Request one-time waiver	Within 21 days: Pay $75; or Request an Initial Review (Decision of Initial Review can be appealed further to an Administrative Hearing); or Request to pay fine amount in installments; or Request to complete community service in lieu of fine. Within 90 days: Pay $75 + $25 ($100 Total Fine Amount)
Limits	No limit to how many times can participate in Diversion **However, one-time waiver request option can only be utilized once**	If more than 2 citations for the same violation type, then not eligible for Administrative Penalty *(Sent directly to Criminal Court instead)*
Impact if Do Not Opt-In	If do not participate w/in 120 days, it is sent to Criminal Court for adjudication. Court fees result in citation total of about $200 or more. Collections if not paid timely.	If citation eligible for Administrative Program: If do not participate w/in 90 days, but you have less than 3 citations for same violation type, then $75 fine, +$25 late fee, +$25 collection fee ($125 Total Fine Amount) is sent to Collections. If citation not eligible for Administrative Program: If more than 2 citations for the same violation type, it is sent to Criminal Court for adjudication. Court fees result in citation total of about $200 or more. Collections if not paid timely.

Cost / Revenue Comparison

- Current MTS Hybrid Diversion Program

  Net Program Cost Estimate:

  - **Annual Revenue: +$32K to $51K**

- Proposed MTS Administrative Penalty Program

  Net Program Cost Estimate:

  - **One-Time Expense: -$375K**
  - **Annual Net Cost: -$340K to -$465K**
    - Annual Costs: -$600K to -$725K
    - Annual Revenue: +$225K to $465K
  - **After Year 1 Unknowns:**
    - Expenses may increase each year due to inflation
    - Unclear what impact to annual revenue from individuals having 3 or more citations and becoming ineligible for Administrative Penalty
    - Unclear if the Administrative Penalty Program would have a positive or negative impact on fare evasion

Timeline if Board Votes to Proceed:

- *CY 2027*
  - Hire MTS Project Manager and conduct competitive solicitations for (a) new electronic citation hardware & software; and (b) administrative program vendor
- *CY 2028*:
  - Implement new electronic citation hardware (rollout, certification, training, integration with PRONTO)
  - Draft various policies & procedures
  - Public outreach/education campaign
- *January 1, 2029*:
  - Approximate date to roll out new program

Public Security Committee Recommendation

That the MTS Board of Directors:

1) Waive the requirements of Board Policy No. 22 (Rules of Procedure for MTS Board of Directors), section 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (*unanimous vote of the Board members present is required to waive further reading*);

2) Adopt proposed Ordinance No. 15 (Establishing Administrative Penalties, Fees, and Hearing Procedures for Specified Violations Under Public Utilities Code Section 99580);

3) Instruct the CEO to begin the process of completing solicitations consistent with Board Policy No. 52 (Procurement of Goods and Services) for an Administrative Penalty Program vendor and associated electronic citation software and hardware necessary to implement Ordinance No. 15;

4) Authorize the CEO to delay implementation of Ordinance No. 15 until contracts for an Administrative Penalty Program vendor and associated electronic citation software and hardware have been solicited, approved as required by Board Policy 41 (Signature Authority), and implemented; and

5) Discontinue the MTS Diversion Program upon implementation of Ordinance No. 15.

Questions/Comments

Metropolitan Transit System

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

PRONTO LIFE Update (Mark Olson and Israel Maldonado Amanda Denham)

INFORMATION ONLY

Budget Impact

On July 17, 2026, the San Diego Association of Governments (SANDAG) Transportation Committee took action to approve proposed amendments to the San Diego region's Comprehensive Fare Ordinance. The amendments include MTS and North County Transit - San Diego Railroad (NCTD) fare increases. Phase 1 of the fare change increases the regional monthly pass rate from $72 to $85 effective October 1, 2026; Phase 2 increases that pass price from $85 to $95 effective October 1, 2027. Increases to the one-way and day pass rates will also take effect. SANDAG estimates that MTS would generate approximately an additional $9 million in fare revenue in Phase 1 ($6.8 million for FY 2027), and an additional $14 million per year upon implementation of the Phase 2 increase.

The current analysis of the PRONTO LIFE program indicates approximately 34,000 individual transit pass holders in San Diego County may qualify for the program. When compared to MTS's rider profile data, it is estimated that applying PRONTO LIFE to this assumed number of pass holders will have an annual cost of approximately $5.3 million in Phase 1 ($4.0 million in Fiscal Year (FY) 2027) and approximately $9.4 million per year upon implementation of the Phase 2 proposed increase in fares.

Implementation of PRONTO LIFE is estimated to reduce the additional annual revenue impact from the Phase 1 and Phase 2 fare increases to $3.7 million ($2.8 million for FY 2027) and $4.6 million respectively.

DISCUSSION:

SANDAG is responsible for establishing the Regional Comprehensive Fare Ordinance and, as part of that role, periodically conducts a Regional Transit Fare Structure Study in coordination with MTS and NCTD. Following an 18-month study process, the SANDAG Transportation Committee approved various transit fare changes on July 17, 2026, and the SANDAG Board of Directors ratified that action on July 24, 2026. The fare change action includes increases in one way, day pass, and monthly pass rates effective October 1, 2026. (See Attachment B.) The

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

fare changes took effect on October 1, 2026. (See updated Comprehensive Fare Ordinance in Attachment A).

In anticipation of the fare changes ultimately approved by SANDAG, at a budget workshop on June 11, 2026, the MTS Board of Directors directed staff to create a Fare Freeze Program for Vulnerable Low-Income Riders that maintains fare levels prior to the October 1, 2026 fare changes for riders who demonstrate active enrollment in any of the following public assistance programs: CalFresh, Medi-Cal, and CalWorks. The updated Comprehensive Fare Ordinance (Section 9.2.3) allows MTS to establish programs to provide free or discounted passes to special interest groups to encourage ridership and/or provide affordability for groups in need.

MTS began working on back-end solutions for a new discounted pass program for people who qualify based on income level. This program was branded as PRONTO LIFE. On August 20, 2026, MTS officially launched PRONTO LIFE allowing riders to apply for this new discounted fare option. MTS staff will provide the Board with an update on implementation plans, verification process and outreach efforts.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Regional Comprehensive Fare Ordinance
B. Fare Change Summary Chart
C. PRONTO LIFE Community Outreach Materials

SAN DIEGO ASSOCIATION OF GOVERNMENTS
COMPREHENSIVE FARE ORDINANCE

An Ordinance Establishing a Regional Fare Pricing Schedule

The San Diego Association of Governments (SANDAG) ordains as follows:

SECTION 1: FINDINGS

This Ordinance is adopted to implement a Comprehensive Fare Ordinance setting forth a fare structure for all public transit service providers in San Diego County.

SECTION 2: REGIONAL TRANSIT SERVICE DEFINITIONS

2.1 **Access:** The Americans with Disabilities Act (ADA) complementary paratransit service operated by the San Diego Metropolitan Transit System (MTS).

2.2 **ADA:** Americans with Disabilities Act, as defined in Title 49, Part 37, of the United States Code of Federal Regulations.

2.3 **ADA Complementary Paratransit Service:** Specialized origin-to-destination transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA.

2.4 **Adult Fare:** Applies to all persons aged 19 and older, except persons eligible for Senior, Disabled, and Medicare (SDM).

2.5 **BREEZE:** North County Transit – San Diego Railroad (NCTD) fixed-route bus service brand name.

2.6 **Bus:** Rubber-tired transit vehicles operated by MTS and NCTD.

2.7 **Cash Fare:** Term used to describe fares purchased with United States currency.

2.8 **Child:** Any person five years of age or under.

2.9 **COASTER:** The brand name of the commuter rail service operated by NCTD in the coastal corridor from Oceanside to San Diego.

2.10 **Companion:** In relation to the ADA complementary paratransit service, a companion is someone who accompanies an ADA passenger on board a paratransit vehicle, but is not a Personal Care Attendant.

2.11 **Day Pass:** A fare medium that allows a passenger unlimited travel on eligible modes during one Service Day.

2.12 **Demand Response:** A flexible, non-fixed route public transportation service that operates on-demand, typically providing curb-to-curb or door-to-door transportation in vans, small buses, or sedans.

2.13 **Discount:** A reduction in the price of a fare or fare product.

2.14 **Fare Capping:** Fare capping capabilities to ensure riders using the PRONTO fare system do not pay more than the day or month price. Additional boardings made during the day or month after reaching the cap are free.

2.15 **FLEX:** The brand name of the deviated fixed-route and point-deviated fixed-route service operated by NCTD.

2.16 **LIFT:** The ADA complementary paratransit service operated by NCTD.

2.17 **LOSSAN:** The Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor is a 351-mile heavy rail passenger and freight route connecting these three cities, serving as the second-busiest intercity rail network in the US. In San Diego County, it hosts Amtrak's *Pacific Surfliner,* Metrolink, COASTER commuter trains, and BNSF freight.

2.18 **Medicare Recipient:** Any person to whom the federal government has issued a Medicare identification card, regardless of age.

2.19 **Metrolink:** The Commuter rail service operated by the Southern California Regional Rail Authority.

2.20 **Mobile ticketing**: A mobile phone application allowing for the purchase of many of the fares available.

2.21 **Monthly Pass:** A fare medium that allows a passenger unlimited travel on eligible modes during one Calendar Service Month.

2.22 **MTS:** The San Diego Metropolitan Transit System, operating under and pursuant to California Public Utilities Code sections 120000, et seq., operating services in the cities of San Diego, Chula Vista, National City, Imperial Beach, Coronado, Lemon Grove, La Mesa, El Cajon, Santee, Poway, and adjacent unincorporated areas of San Diego County. MTS operates MTS Bus, MTS Rural Bus, MTS Rapid, MTS Rapid Express, MTS Trolley service, and ADA Access Service.

2.23 **NCTD:** North County Transit District, operating under and pursuant to California Public Utilities Code sections 125000, et seq., and referred to as North County Transit – San Diego Railroad, operating services in the cities of Del Mar, Solana Beach, Encinitas, Carlsbad, Oceanside, Vista, San Marcos, Escondido, and adjacent unincorporated areas of San Diego County. NCTD services include the BREEZE, COASTER, SPRINTER, FLEX, NCTD+, and LIFT.

2.24 **NCTD+:** The brand name of a demand response/microtransit service operated by NCTD.

2.25 **Open Loop Payment:** a physical credit card or mobile wallet enabled credit card used to pay a one-way fare by tapping on a PRONTO validator.

2.26 **Paratransit:** comparable transportation service required by 42 United States Code section 12143 for individuals with disabilities who are unable to use fixed route transportation systems.

2.27 **Person with Disability:** A person with a permanent or temporary mental or physical disability that entitles them to a fare discount under federal law (See 49 CFR Part 37, 49 USC 5307(d); 49 CFR 609.23; 49 CFR 609.3 and 49 CFR 609 Appendix A) or state law (Cal. Pub. Util. Code § 99155, Cal. Pub. Util. Code § 99206.5; Cal. Veh. Code § 295.5 and Cal. Veh. Code § 295.7).

2.28 **Personal Care Attendant (PCA):** In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee.

2.29 **PRONTO:** The region's Fare Collection system that allows passengers to pay the fare to ride transit services using a PRONTO card or through the PRONTO mobile app.

2.30 **Post-Secondary Institution:** An institution that provides education to students beyond the secondary school level (beyond grade 12). This includes, but is not limited to, colleges, trade schools, or language academies.

2.31 **Rapid:** MTS brand name for a premium rapid transit service operated wholly or partly on exclusive bus lanes, guideways, Managed Lanes, or use of other transit priority measures. Depending on specific route characteristics, individual Rapid routes may be classified as MTS Rapid or MTS Rapid Express for purposes of Tables 1 through 3.

2.32 **Regional Fare System:** The Regional Fare System is governed by SANDAG Board Policy No. 018: Transit Service Policies, SANDAG Board Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance, this Ordinance, MTS and NCTD transit operations ordinances and policies, and any other fare agreements, including agreements entered into by SANDAG with transit operators.

2.33 **Rural:** MTS bus routes operating in the eastern, rural portion of San Diego County. Compared with most other bus routes, rural routes typically operate over longer distances.

2.34 **Scan:** The act of reading a barcode associated with a virtual PRONTO card to validate trips or deduct fares from Stored Value.

2.35 **Senior:** Any person aged 65 and older.

2.36 **Senior, Disabled, and Medicare (SDM):** A fare category referring to Senior, Disabled, and Medicare eligible passengers who qualify for discounted fares.

2.37 **Service Day:** From 3:00 AM to 2:59 AM on the following day.

2.38 **SPRINTER:** The brand name of the Oceanside to Escondido hybrid rail service operated by NCTD.

2.39 **Station:** A passenger boarding / deboarding facility with a platform, which may include stairs, elevators, escalators, passenger controls, canopies, wind shelters, lighting, signs, and buildings.

2.40 **Stored Value:** Cash value placed on PRONTO accounts that can be deducted to purchase fare products.

2.41 **Sworn Peace Officers:** San Diego County, state, and federal sworn peace officers. Sworn peace officers include but are not limited to all municipal police department officials, all County Sheriff Department deputies, County Marshals, all County of San Diego Probation Officers, State Highway Patrol officers, State Police, U.S. Marshals, Federal Bureau of Investigation Officers, the MTS Chief of Police, and U.S. Immigration and Customs officers.

2.42 **Tap:** The act of placing a PRONTO card/app or Open Loop Payment on a validator to pay a transit fare.

2.43 **Transfer:** The action of a passenger leaving one bus, train, or other transit vehicle and boarding a subsequent bus, train, or other transit vehicle.

2.44 **Trolley:** Light-rail transit service operated by MTS.

2.45 **TVM:** Ticket Vending Machine used for the sale of fare products.

2.46 **Universal Pass (U-Pass):** Provides unlimited rides on select transit services for an agreed upon period of time to individuals associated with a sponsoring entity, where the sponsoring entity guarantees universal participation/purchase by its employees, students, or other membership.

2.47 **Validator:** A validator is a device which may be a feature within a TVM, a handheld machine used by fare inspectors, or a standalone device on a rail platform or transit vehicle.

2.48 **Youth:** A person aged 6 through 18.

SECTION 3: ONE-WAY FARES, DAY PASSES, AND MONTHLY PASSES

3.1 Fare Product Limitations

3.1.1 Regional fare products may only be used on MTS Trolley, Bus, and Rapid, and NCTD BREEZE and SPRINTER.

3.1.2 Premium Regional fare products may only be used on MTS Trolley, Bus, Rapid, Rapid Express, and Rural services, and NCTD BREEZE, SPRINTER, and FLEX routes.

3.1.3 COASTER Regional fare products may only be used on MTS Trolley, Bus, Rapid, Rapid Express, and Rural services, and NCTD BREEZE, SPRINTER, FLEX, and COASTER routes.

3.1.4 SPRINTER/BREEZE fare products may only be used on NCTD BREEZE and SPRINTER.

3.2 Fares and Pass Products

Tables 1 through 3 list transit fares available. The tables show the fare for each type of service by passenger category and which passes are accepted on specific services.

Table 1: One-Way Fares

	One-Way Fare Effective October 1, 2026		One-Way Fare Effective October 1, 2027	
Service	Adult	SDM & Youth	Adult	SDM & Youth
Regional: MTS Bus, Rapid, Trolley, NCTD BREEZE and SPRINTER	$3.00	$1.50	$3.25	$1.50
Premium Regional: MTS Rapid Express	$6.00	$3.00	$7.00	$3.00
NCTD FLEX	$6.00	$3.00	$6.50	$3.00

MTS Rural	$10.00	$5.00	$11.00	$5.00
NCTD COASTER	$6.50	$3.25	$7.00	$3.50
MTS Access/NCTD LIFT	$6.00		$6.50	

Table 2: Day Pass Prices

	Day Pass Price Effective October 1, 2026		Day Pass Price Effective October 1, 2027	
Service	Adult	SDM & Youth	Adult	SDM & Youth
Regional*	$7.00	$3.50	$7.00	$3.50
SPRINTER/BREEZE*	$4.50	$4.50	$4.50	$4.50
Premium Regional*	$14.00	$7.00	$16.00	$7.00
COASTER Regional	$15.00	$7.50	$17.00	$8.50

* Regional, SPRINTER/BREEZE, and Premium Regional Day Passes are only available for institutions and organizations via Limited Use (LU) cards, or via marketing promotions. Passengers can obtain a Day Pass through fare capping, by riding with Stored Value and validating on eligible modes.

Table 3: Monthly Pass Prices

	Monthly Pass Price Effective October 1, 2026		Monthly Pass Price Effective October 1, 2027	
Service	Adult	SDM & Youth	Adult	SDM & Youth
SPRINTER/BREEZE	$65.00	$20.00	$70.00	$23.00
Regional	$85.00	$28.00	$95.00	$30.00
Premium Regional	$125.00	$42.00	$140.00	$45.00
COASTER Regional	$185.00	$60.00	$190.00	$70.00

3.3 Free Transfers for one-way fares

Riders using the PRONTO Stored Value feature or Open Loop Payment can transfer free to Regional services (transfers from Regional to Regional, Premium Regional to Regional, Rural to Regional) within two (2) hours of paying a one-way fare. No transfers are allowed for NCTD+, MTS Access, and NCTD LIFT. No transfers are allowed for a SPRINTER paper ticket. There are no transfers allowed for cash fares paid on bus. A single COASTER transfer is allowed to SPRINTER, BREEZE, or FLEX (not MTS service) within two (2) hours of paying a one-way COASTER fare.

3.4 Senior/Disabled/Medicare and Youth

The one-way Cash Fare for persons eligible for SDM and Youth fares shall be no more than 50 percent of the one-way regular fare, rounded down to the nearest $0.05.

3.5 Children

NCTD and MTS may each determine (in Board approved Policies and referenced in their Rider's Guides) how many children five years old and under may ride free on all bus, light rail, and commuter rail services when traveling with a paying passenger.

3.6 Classroom Day Pass

Classroom Day Passes may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group must consist of a minimum of 12 people. One chaperone per every five students may ride at the Classroom Day Pass price.

Valid on	Price
MTS Bus, SPRINTER, BREEZE, and Rapid Express	$1.50
COASTER only	$5.00
COASTER plus any of the following: MTS Bus, MTS Trolley, Rapid Express, SPRINTER, and BREEZE	$6.50
Coronado/San Diego Bay Ferry	$3.50 One-Way/$7 Round-Trip

A maximum of 135 students and adults per group are permitted to ride a single scheduled COASTER train. Advance confirmation of the availability of space is required at the time of purchase for all COASTER Classroom Day Pass.

3.7 Juror Day Pass

Any state or federal court in San Diego County may purchase Juror Passes after signing an agreement with MTS and NCTD. The agreement may include a portion of passes to be supplied free of charge to the courts in exchange for promoting transit use in all juror summons.

A Regional Juror Day Pass is valid for travel on all NCTD and MTS services except Rapid Express, COASTER, FLEX, Rural services, NCTD+, MTS Access, and NCTD LIFT. A COASTER Regional Juror Day Pass is valid for

travel on all NCTD and MTS services, except NCTD+, MTS Access, and NCTD LIFT. Transit agencies reserve the right to determine the expiration dates of the passes.

The price for Regional Juror Day Passes sold to the courts will be based on the price of the Regional Day Pass and included in the agreement with the court. The price for COASTER Regional Juror Day Passes sold to the courts will be based on the price of the COASTER Regional Day Pass and included in the agreement with the court.

Each Juror Day Pass becomes activated/valid on the day it is tapped by the passenger.

3.8 Advance Purchase Group Day Pass Sales

Entities (e.g., social service agencies/groups, employers, schools) wishing to purchase Day Passes in bulk or for other authorized purposes, are entitled to obtain passes at discount rates set by each transit operator for services they operate. Transit agencies reserve the right to set and modify expiration dates, terms, and conditions for advance purchase group day passes.

3.9 Monthly Passes

All Monthly Passes are valid until the end of the Service Day on the last day of the calendar month.

SECTION 4: MULTI RIDE TICKETS

4.1 Round Trip Tickets

Any transit operator may, at its option, sell round trip tickets at two times the price of a one-way ticket for any fare category or service. Outbound and return trips must be taken on the same Service Day and are valid roundtrip from the point of origin to the destination.

4.2 Multi-Trip Ticket Packs

Any transit operator may, at their option, bundle multiple one-way tickets or day passes for any service they operate, and sell the tickets for the full face value of the tickets or with a discount of up to 50 percent.

SECTION 5: PRONTO CARDS

5.1 Card Acquisition and Registration

MTS, the administrator of the PRONTO card program, may require a nonrefundable fee for passengers wishing to acquire a PRONTO card. The fee will not exceed $7.

PRONTO card users may elect to register their card. If registered, users will be entitled to one free replacement if the card is lost or stolen. Additionally, registered users of the PRONTO card are entitled to balance protection. Upon request, the remaining stored value or transit product on the registered user's card at the time it is reported lost or stolen will be provided on a new, replacement PRONTO card. An unregistered user may not transfer a PRONTO card balance if the card is lost or stolen. Registered PRONTO cards are not transferable.

Whether or not a user participates in the registration program, the PRONTO card is the property of MTS and may be revoked and/or confiscated by MTS or NCTD.

5.2 Paying Fare

Riders must pay their fare using their PRONTO card/app with stored value or a pre-paid day, monthly, or promotional fare product; Open Loop Payment; a paper-ticket; or cash directly on the bus. Fare products are not transferrable between riders.

5.3 Validating a PRONTO Fare

PRONTO card or PRONTO app users, or paper ticket holders who have a transit fare product or Stored Value loaded on their physical or virtual card must validate their card each time they board a bus or train. Passengers who fail to tap or scan and validate their fare as required may result in a violation of MTS and NCTD ordinances and rules and may be subject to citations and/or fines.

5.4 Inspection and Use of PRONTO Card/App, Paper Tickets, and Open Loop Payment

Riders must produce a PRONTO card/app, their Open Loop Payment, or paper ticket for inspection by authorized MTS or NCTD personnel or their designated agents. Passengers who do not produce the necessary fare product are in violation of MTS and NCTD ordinances and rules and may be subject to citations and/or fines.

5.5 Refunds of Stored Value and Transit Products

All fare media purchases are non-refundable. Refunds for unused fare products or Stored Value will not be issued.

5.6 Photographs of Cardholders

A photograph of a registered card holder may be printed onto a PRONTO card and/or saved onto their PRONTO account. MTS or NCTD may charge a fee for placement of a photograph on the PRONTO card. PRONTO cards bearing a photograph only may be used by the person whose photograph appears on the card.

5.7 Stored Value

The Stored Value feature allows passengers to load cash value into the PRONTO account for use with the PRONTO card or app. A PRONTO card with Stored Value may not be used to purchase an additional or replacement PRONTO card. A PRONTO card with Stored Value may not be used to purchase fare products or Stored Value to be loaded onto a different PRONTO card.

5.8 Fare Capping Using Stored Value

For PRONTO card/app users, the system will deduct stored value for each trip until the maximum fare for the Day has been reached for Regional and Premium Regional modes. Trips taken within a calendar month for Regional and Premium Regional modes will be capped at the at the monthly rate. Additional boardings during the day or the month after reaching the cap are free. COASTER service is not subject to fare capping. These capping rules may apply to future fare media as technology evolves.

SECTION 6: DISCOUNTED POST-SECONDARY INSTITUTION AND GROUP PASSES

6.1 Post-Secondary Institution Discounted Passes

MTS and NCTD each have the right to negotiate agreements, individually or jointly, with post-secondary institutions. MTS and NCTD may establish their own policies, terms or eligibility rules regarding the sale or purchase of the passes in the sales agreements; however, the prices to the post-secondary institutions must conform to this Ordinance.

6.1.1 Discounted Post-Secondary Institution Monthly Pass

Post-secondary institutions are eligible to receive a 20 percent discount on all Adult Monthly pass types. The discounted pass is valid for unlimited travel during a calendar month.

6.1.2 Discounted Post-Secondary Institution Semester Pass

Post-secondary institutions are eligible to receive a 40 percent discount on all Adult Monthly pass types, multiplied by four months.

Pass validity shall be no less than four months, but final dates are at the discretion of MTS and NCTD. The discounted Post-Secondary Institution Pass is valid for unlimited travel during the pass period. All Pass rules apply to the Post-Secondary Institution Semester Pass.

6.2 Group Pass Program

6.2.1 PRONTO Partners Plus (PPP) Group Sales Pass Program

MTS and NCTD have the ability to negotiate fare discounts and terms with businesses, public agencies, or groups (collectively "group") for advance bulk transit pass orders. This program is for businesses, public agencies, or groups who pre-purchase monthly passes as part of a PPP participation agreement. To be eligible for a PPP participation agreement bulk discount, the participating group must pre-purchase at least 12-months of Adult monthly passes for 25 or more individuals. No additional discount is provided for SDM or Youth monthly passes beyond the discount provided in Section 3.2 (Table 3) as part of a PPP participation agreement.

One three-month trial program is permitted per employer, public agency, or group interested in testing the program.

6.2.2 Universal Pass (U-Pass) Program

MTS and NCTD each have the right to negotiate U-Pass agreements, individually or jointly, with sponsoring entities. MTS and NCTD may establish their own policies, terms, prices, or eligibility rules regarding the sale of the U-Pass in the sales agreements.

SECTION 7: TRANSFERS WITH OTHER TRANSIT OPERATORS

MTS, NCTD, LOSSAN, and/or Metrolink may develop policies for transfers and joint ticketing as deemed necessary by the respective entities. Policies for transfers and joint ticketing shall be included on the respective agency

websites and in rider information guides. These policies may include the acceptance of fare media outside of the PRONTO system.

SECTION 8: PARTICIPATION IN THE REGIONAL FARE SYSTEM

The requirements for participation in the Regional Fare System by transportation providers are as follows:

8.1 Transit operators participating in the Regional Fare System must operate fixed-route transit service with fixed, published schedules.

8.2 Transit Operators must serve an area not currently served by an existing publicly subsidized, fixed-route bus operator.

8.3 New transit operators will be incorporated into the PRONTO card system to the extent feasible and practical as determined jointly by MTS and NCTD.

8.4 Any transit provider selling or receiving PRONTO card/app, or other MTS and NCTD fare media shall have a secure handling procedure for all fare media. All tickets, passes, and transfers shall be handled as cash-value media, with appropriate security provided for acceptance, inspection, storage, distribution, and disposal.

SECTION 9: SPECIAL FARES

9.1 Sworn Peace Officers

MTS and NCTD transit operators will allow all San Diego County, state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes without charge. Officers must show identification when requested by MTS or NCTD.

9.2 Pilot and Promotional, and Free or Reduced Fare Programs

9.2.1 Pilot Fares

MTS and NCTD may implement pilot fares. Pilot fares are defined as fares implemented for no more than 36 months, to allow the transit operator the necessary time to gather data and feedback on the fare impact, in order to determine if the fare can become permanent. Any pilot fare which meets or exceeds six months in length must comply with FTA requirements.

9.2.2 Promotional Fares for Marketing Purposes

MTS and NCTD may establish promotional fares for no more than 12 consecutive months. Promotional fares are temporary fares designed to encourage ridership for seasonal events or other marketing purposes. These fares, because of their temporary nature, are not included in this Ordinance. Discounts and promotions are determined by the transit operator. Any promotional fare which meets or exceeds six months in length must comply with FTA requirements.

9.2.3 Free or Reduced Fare Programs

Subject to funding availability, MTS and NCTD may establish programs to provide free or heavily discounted passes to special interest groups to encourage ridership and/or provide affordability for groups in need. Examples of these are youth (Youth Opportunity Pass), foster youth, persons with low-incomes, and other population groups. Any free or reduced fare program which meets or exceeds six months in length must comply with FTA requirements.

SECTION 10: REDUCED FARE ELIGIBILTY AND REQUIREMENTS

10.1 Eligibility

To be eligible for a reduced fare PRONTO account, a passenger must complete a reduced fare application.

10.2 Seniors

If a person is 65 years or older, they automatically qualify for the SDM fare with NCTD and MTS. Seniors can apply for a SDM fare PRONTO account or purchase a discounted Fare with a valid government-issued photo-identification card.

10.3 Persons with Medicare

If a person has Medicare, they automatically qualify for the SDM fare with NCTD and MTS. Persons with Medicare can apply for a SDM fare PRONTO account or purchase a SDM Fare with a valid Medicare card with a corresponding government-issued photo identification card. No third-party cards are accepted.

10.4 Persons with Disabilities

A person of any age with a qualifying Disability can apply to NCTD and MTS's SDM fare program.

10.4.1 Cash Fares and Paper Tickets

All persons with a valid SDM PRONTO card, public transit agency disabled identification card, ADA Complementary Paratransit ID card, Department of Motor Vehicles (DMV) disabled license or placard with evidence of issuance to that person, are permitted to pay the SDM one-way cash fare.

10.4.2 Reduced Fare PRONTO Accounts

Each transit agency will determine whether a person with a disability is eligible for the SDM based on the definition in Section 2.27.

10.5 Youth

If a person is between the ages of 6 through 18, they automatically qualify for the reduced Youth fare rate with NCTD and MTS. Youth can purchase a discounted fare on transit vehicles or purchase paper tickets with a valid K-12 school and/or government-issued photo identification card.

10.6 Proof of Eligibility

Transit agencies reserve the right to request additional identification to validate eligibility of the reduced fare and/or the ownership of the PRONTO card. Possession of a valid fare or proof of reduced fare eligibility on MTS and NCTD transit vehicles or within the paid fare zone of an MTS trolley or NCTD rail station is required. If the cardholder's photograph is on file with PRONTO, that will satisfy the proof of eligibility requirement. If there is no photo associated with their PRONTO account, Senior and Youth must provide valid K-12 school or government-issued photo identification to verify. SDM riders must provide the items outlined under Sections 10.2, 10.3, and 10.4 above. Please refer to each agency for specific eligibility requirements.

SECTION 11: Demand Response Services

11.1 ADA Complementary Paratransit Fares

11.1.1 ADA-Certified Passengers

The fare charged to an ADA complementary paratransit certified passenger may be up to double the fare that would be charged to an individual paying the full fare (i.e., without regard to discounts), for a trip of similar length, at a similar time of day, on the fixed route system. For purposes of this provision, fixed route Monthly Passes, fixed route Day Passes, reduced fares for SDM, and promotional fares lasting fewer than sixty days are considered discounts that would not be used to calculate the fare charged on an ADA complementary paratransit trip.

11.1.2 Personal Care Attendants

One personal care attendant (PCA) may ride free with each ADA-certified passenger riding an ADA complementary paratransit service if a PCA requirement is designated. The requirement for agencies to transport PCAs without charging a fare only applies to complementary paratransit service and not to fixed route or public demand response services.

11.1.3 Companions

Transit agencies may charge a Companion of an ADA-certified paratransit passenger the same fare they charge the ADA-certified paratransit passenger.

11.1.4 ADA Fare Media

ADA fare media is only accepted by the agency that issued it. Each transit agency may determine what type of fare media or other fare payment will be accepted to pay for complementary paratransit trips. MTS and NCTD may establish their own policies and prices regarding the sale/issuance of daily/monthly/annual passes for fixed-route buses and trains to ADA-certified passengers; however, the prices to these customers must not exceed the SDM prices in Section 3.

11.2 LIFT and Access Transfers

Paratransit customers needing to transfer between MTS Access and NCTD LIFT will need to pay the corresponding fares for each service.

11.3 Other Demand Response Services

Transit operators that provide other demand response services (e.g. NCTD+ or other future microtransit services distinct from ADA Complementary Paratransit), may establish their own policies, prices, and discounts for such services. Fares shall comply with all applicable FTA regulations and guidance.

SECTION 12: REGIONAL TICKET AND PASS ADMINISTRATION, REVENUE SHARING

Processes and rules regarding regional ticket and pass administration and revenue sharing may be the subject of one or more separate agreements between MTS and NCTD.

SECTION 13: EFFECTIVE DATE OF ORDINANCE OR AMENDMENTS

This Ordinance Amendment shall go into effect on August 24, 2026. Notwithstanding Board Policy No. 004: Rules of Procedure for Board of Directors and Committees, all amendments shall go into effect not less than 30 days after the second reading and approval of the Board of Directors or the Transportation Committee, unless approved in accordance with Board Policy No. 004 as an urgency measure.

PASSED AND ADOPTED this 17th of July 2026.

CHAIRPERSON ATTEST: SECRETARY

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego. ADVISORY MEMBERS: California Department of Transportation, San Diego Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, Mexico, and the Association of Planning Groups.

STATE OF CALIFORNIA

COUNTY OF SAN DIEGO

I, Clerk of the Board of SANDAG, do hereby certify that the foregoing is a true copy of an Ordinance approved by the SANDAG Transportation Committee at a regular meeting on 17th of July 2026, at the time and by the vote stated above, which said Ordinance is on file in the office of SANDAG.

DATED: July 17, 2026

Clerk of the Board

FARE CHANGES

		Current	October 1, 2026	October 1, 2027
Adult Regional	One-Way	$2.50	$3	$3.25
PRONTO LIFE	One-Way	$2.50	$2.50	$2.50
SDM/Youth# Regional	One-Way	$1.25	$1.50	$1.50
Adult Regional	Day Pass	$6	$7	$7
PRONTO LIFE	Day Pass	$6	$6	$6
SDM/Youth# Regional	Day Pass	$3	$3.50	$3.50
Adult Regional	Month Pass	$72	$85	$95
PRONTO LIFE	Month Pass	$72	$72	$72
SDM/Youth# Regional	Month Pass	$23	$28	$30
Adult Premium Regional	One-Way	$5	$6	$7
SDM/Youth# Premium Regional	One-Way	$2.50	$3	$3
Adult Premium Regional	Day Pass	$12	$14	$16
SDM/Youth# Premium Regional	Day Pass	$6	$7	$7
Adult Premium Regional	Month Pass	$100	$125	$140
SDM/Youth# Premium Regional	Month Pass	$32	$42	$45
Adult Rural	One-Way	$8	$10	$11
SDM/Youth# Rural	One-Way	$4	$5	$5
MTS Access/NCTD LIFT	One-Way Fare	$5	$6	$6.50
Adult COASTER	One-Way*	$5 - 6.50*	$6.50	$7
SDM/Youth# COASTER	One-Way*	$2.50 - $3.25*	$3.25	$3.50
Adult COASTER Regional	Day Pass	$15	$15	$17
SDM/Youth# COASTER Regional	Day Pass	$7.50	$7.50	$8.50
Adult COASTER Regional	Month Pass*	$140 - 182*	$185	$190
SDM/Youth# COASTER Regional	Month Pass	$58	$60	$70
Adult FLEX	One-Way	$5	$6	$6.50
SDM/Youth# FLEX	One-Way	$2.50	$3	$3
Adult SPRINTER/BREEZE	Month Pass†	$59	$65	$70
SDM/Youth# SPRINTER/BREEZE	Month Pass†	$19	$20	$23

Footnotes:

SDM riders are seniors, people with disabilities, and Medicare recipients who qualify for reduced fares through a verification process.

Regional includes: SPRINTER, BREEZE, MTS Bus, MTS Trolley, MTS *Rapid*.

Premium Regional includes: SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS *Rapid*, MTS *Rapid* Express, MTS Rural.

COASTER Regional includes: COASTER, SPRINTER, BREEZE, FLEX, MTS Bus, MTS Trolley, MTS *Rapid*, MTS *Rapid* Express, MTS Rural.

Using a PRONTO Youth Opportunity Pass, anyone 18 and under can take unlimited rides on the bus, Trolley, COASTER, and SPRINTER for free.

*** COASTER** currently has a 3-zone fare system for these fares. With the approved changes, riders will be charged the same fare regardless of distance.

† Pass only valid on SPRINTER and BREEZE.

PRONTO LIFE is a new reduced fare available on the PRONTO fare collection system (physical or virtual card) for actively enrolled CalFresh, Medi-Cal, or CalWORKs. Visit sdmts.com or gonctd.org for more information.

Discounted Post-Secondary Institution and Group Passes, Classroom Day Passes, Juror Day Passes, Advance Purchase Group Day Pass Sales, Round Trip Tickets, and Multi-Trip Ticket Packs are available to eligible entities as defined in the proposed amendment to the Comprehensive Fare Ordinance.

Metropolitan Transit System

PRONTO LIFE Outreach Assets

September/October 2026







STATION BANNERS







BUS BENCHES


NEW FARE CHANGES
Effective October 1
PRONTO LIFE
Launches October 1
Applications open August 20


NUEVOS CAMBIOS EN LAS TARIFAS
En vigor a partir del 1 de octubre
PRONTO LIFE
se lanza el 1 de octubre
Las solicitudes se abrirán el 20 de agosto


NUEVOS CAMBIOS EN LAS TARIFAS
En vigor a partir del 1 de octubre
PRONTO LIFE
se lanza el 1 de octubre
NEW FARE CHANGES
Effective October 1
PRONTO LIFE
Launches October 1
ahiipoke
NOODLES COMPANY


NEW FARE CHANGES
Effective October 1
PRONTO LIFE
Launches October 1

RIDER INSIDER







PRINT PUBLICATION ADS









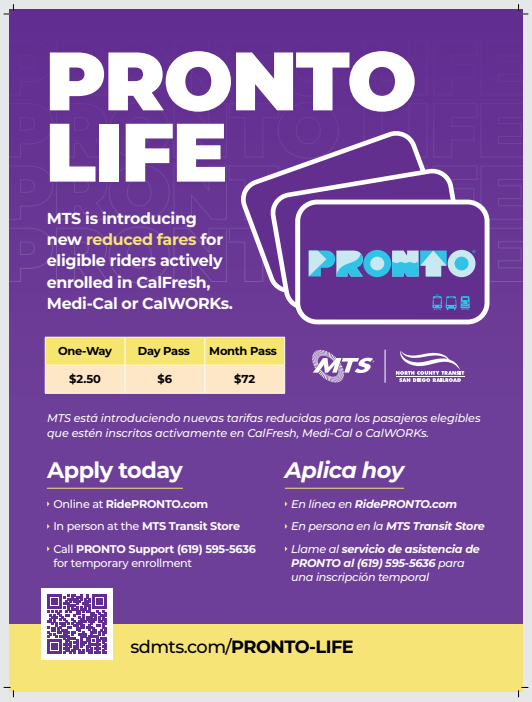
TRANSIT STORE WINDOW CLING





OUTREACH POSTERS







DIGITAL SHELTER









TICKET MACHINE SCREENSAVER







GASLAMP BOARD







TRANSIT STORE MONITORS













BUSINESS CARDS





Metropolitan Transit System

PRONTO Low-Income Fare Eligible (LIFE) Program Update

MTS Board of Directors

Board Direction Recap

The Board directed staff at its June 11, 2026 meeting to:

- *Develop and Implement* a fare freeze program for eligible low-income riders enrolled in:
  - CalFresh
  - Medi-Cal
  - CalWorks
- Maintain pre-Oct. 1 fare levels for eligible participants
- Limit eligibility to riders not already served through existing MTS reduced-fare programs

Progress To Date

- Coordinated with County HHSA regarding eligibility verification and data-sharing requirements
- Defined eligibility criteria and enrollment processes
- Developed branding and implemented rider communication plans
- Began accepting and approving applications on Aug. 20.



PRONTO LIFE Eligibility & Qualifying Fares

- Who qualifies?
  - Recipients of CalFresh, CalWORKs and Medi-Cal
- Frozen Fares Included (valid on MTS and NCTD Regional services only)
  - Adult One-Way Fare: $2.50
  - Adult Daily Cap: $6.00
  - Adult Monthly Cap: $72.00
  - Adult Monthly Pass: $72.00



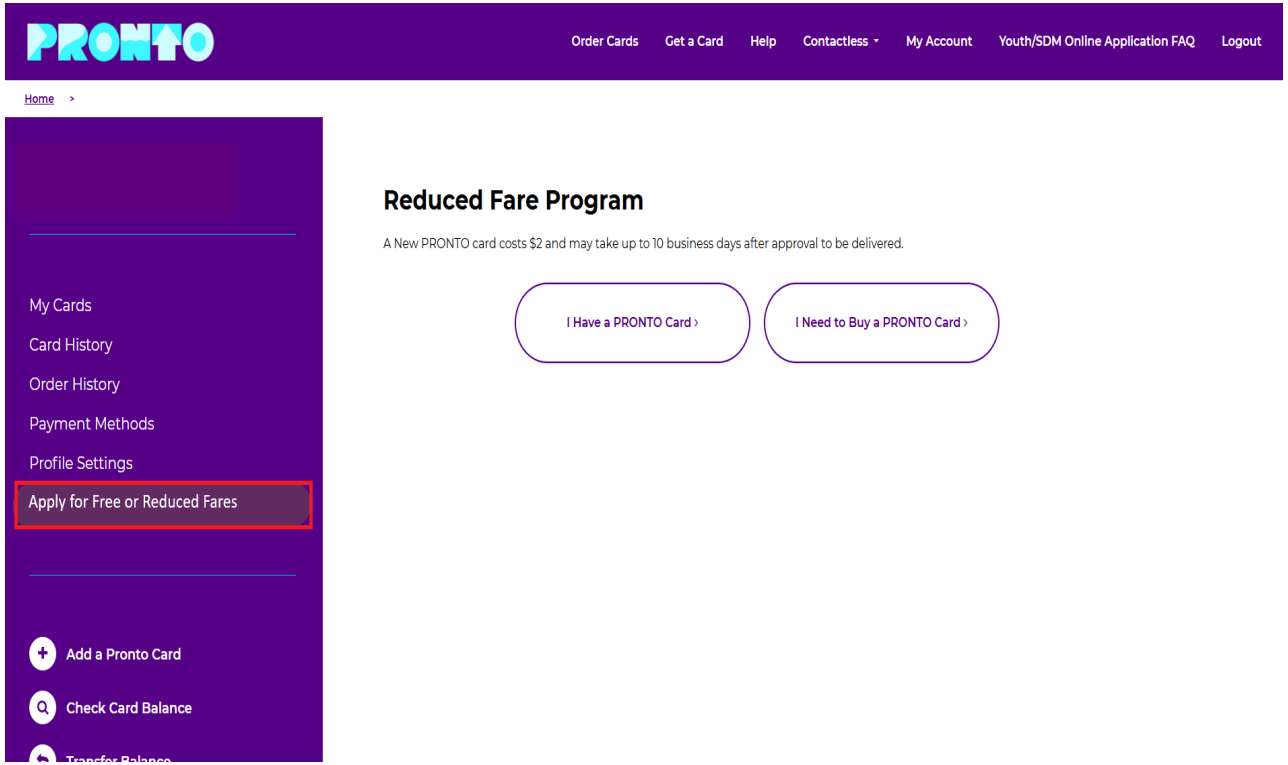
PRONTO LIFE Application Process

- Where to Apply
  - MTS Transit Store/NCTD Customer Service Centers
  - Online Reduced Fare Application
- How It Works
  - Submit Application
  - Receive Temporary Approval
  - Eligibility Verified by the Health and Human Services Agency
  - PRONTO LIFE Fare Benefits Applied
- Application Requirements
  - Current Verification of Benefits Letter
  - Government-Issued Photo ID
  - Profile Photo
  - Signed Authorization for Release of Information Submitted to HHSA



Back End Solution & System Integration

- Development involved coordination and efforts among:
  - INIT – PRONTO Fare Collection System Vendor
  - Marathon – ridePRONTO.com Website Vendor
  - MTS Digital Content Developer
  - PRONTO Technical and Operational Teams



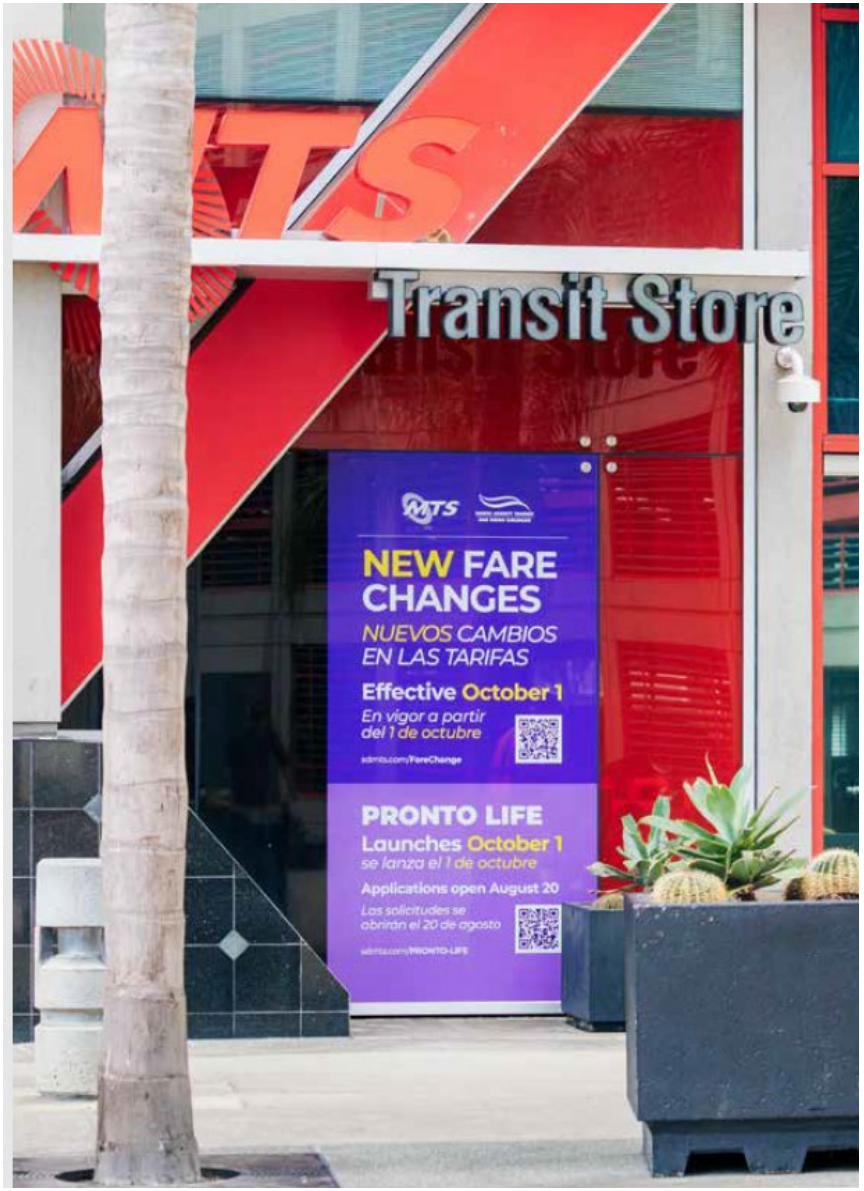
Implementation

- <u>HHSA Eligibility Verification Partnership</u>
  - Define Business Process and Workflow
  - Implement Process for Secure Rider Data Transfer
- <u>Challenges</u>
  - Aggressive implementation timeline
  - Increased administrative workload
  - Enable PRONTO LIFE riders to pay Adult fares on non-PRONTO LIFE services
  - Prevent loss of products and fare capping earned during rider conversion
- Implementation required by September 20, before October Monthly Pass sales began. (Went live August 20)

Preliminary Results

- **Total Applications Received** – 2,000+
  - Online – 77%
  - In Person – 23%
  - Approval rate – 75%
  - Average days to approve – 2.7 days

- **Eligibility Type by program**
  - MediCal - 52%
  - CalFresh – 45%
  - CalWorks – 3%



Customer Communication Strategy

Launch Strategy

PRONTO LIFE

- Low-Income Fare Eligible

Customer Outreach

- PRONTO app notifications
- Rider email communications
- Website and digital channels
- Transit Center outreach
- On-system advertising
- Community-based organization outreach
- Local community publications



- **Goal:** Maximize awareness with eligible riders

Online Verification User Experience Survey

75% thought application process was easy

67% thought it was easy to understand what documents were required

63% thought it was easy to upload documents

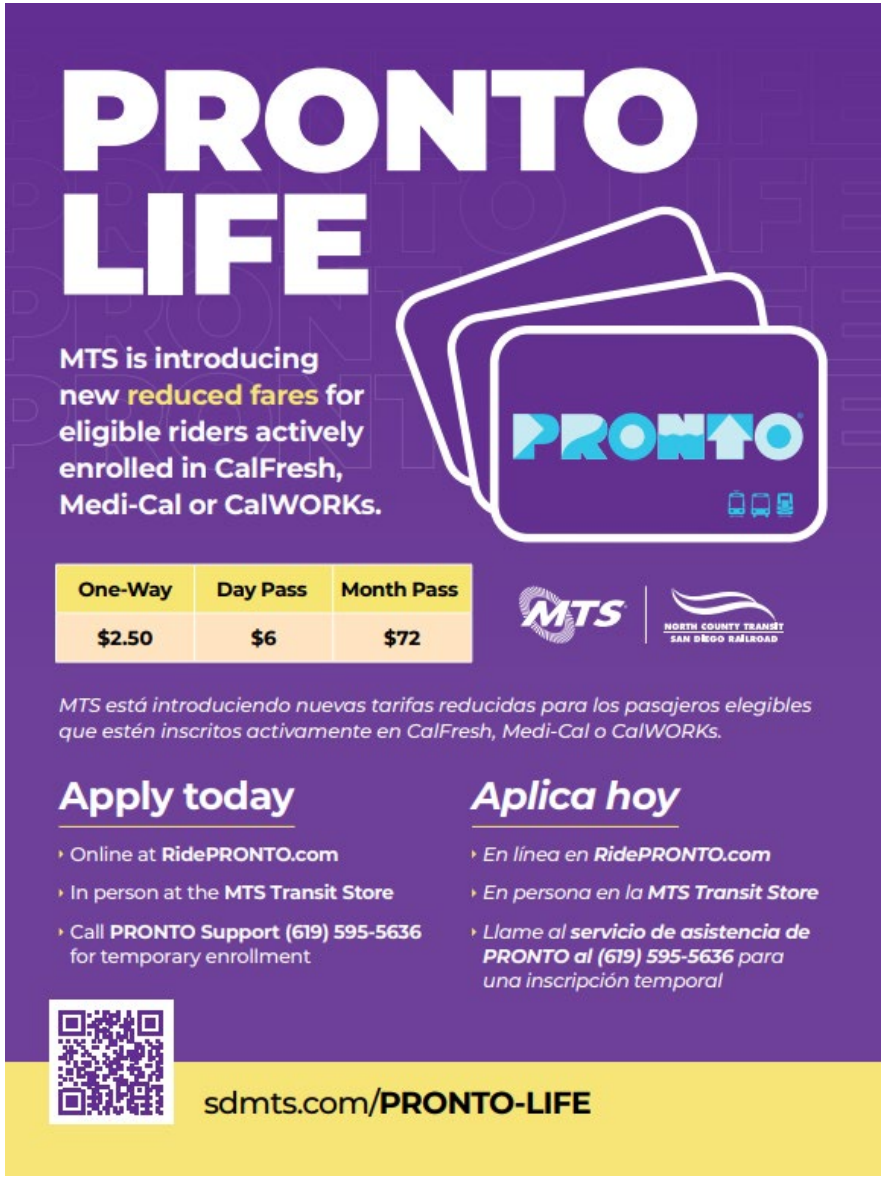
64% thought it was easy to understand requirement to submit release authorization form to HHSA

80% learned about PRONTO LIFE from MTS promotional materials



Next Steps

- Continue promotional efforts
  - County HHSA support through Family Resource Centers, customer text messages, etc.
- Analyze feedback to improve application process



Questions/Comments

Metropolitan Transit System

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 15, 2026

SUBJECT:

Fiscal Year (FY) 2026 Annual Performance Monitoring Report (Brent Boyd)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment," establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically.

Staff from the Planning and Scheduling Department will provide a summary of service performance for FY 2026.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY 2026 Annual Performance Monitoring Report
B. FY 2026 Q4 Performance Monitoring Report

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

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2026: ANNUAL

OBJECTIVE | Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	FY 2025	FY 2026	% Change FY25 - FY26
System Total	**81,181,071**	**81,236,120**	**0.1%**
Fixed Route (Bus + Rail) Total	**80,830,294**	**80,862,204**	**0.0%**
Light Rail (Blue, Orange, Green, & Copper)	**42,594,791**	**41,993,507**	**-1.4%**
Bus	**38,235,503**	**38,868,697**	**1.7%**
Urban Frequent	*24,122,553*	*24,286,314*	*0.7%*
Urban Standard	*5,869,524*	*5,966,236*	*1.6%*
Rapid	*6,956,391*	*7,229,937*	*3.9%*
Express	*506,437*	*583,883*	*15.3%*
Circulator	*608,727*	*614,398*	*0.9%*
Premium/Rapid Express	*114,617*	*124,462*	*8.6%*
Rural	*57,254*	*63,467*	*10.9%*
Demand Response Total	**350,777**	**373,916**	**6.6%**
MTS Access	*284,124*	*270,918*	*-4.6%*
Access Taxi	*66,653*	*102,998*	*54.5%*

NOTES: Strike May 11 - June 1, 2026. Taxi trips increased to offset the difference in service.
Express Route 910 started service Jan 2025.

Average Weekday Passengers

Route Categories	FY 2025	FY 2026	% Change FY25 - FY26
System Total	**254,338**	**251,401**	**-1.2%**
Fixed Route (Bus + Rail) Total	**253,104**	**250,105**	**-1.2%**
Light Rail (Blue, Orange, Green, & Copper)	**128,083**	**123,201**	**-3.8%**
Bus	**125,021**	**126,904**	**1.5%**
Urban Frequent	*77,588*	*77,871*	*0.4%*
Urban Standard	*19,933*	*20,279*	*1.7%*
Rapid	*22,886*	*23,899*	*4.4%*
Express	*1,699*	*1,934*	*13.8%*
Circulator	*2,239*	*2,182*	*-2.5%*
Premium/Rapid Express	*451*	*490*	*8.6%*
Rural	*225*	*250*	*10.9%*
Demand-Resp. Subtotal	**1,234**	***1,296***	**5.0%**
Demand-Resp. (MTS Access)	*1,004*	*932*	*-7.1%*
Demand-Resp. (Access Taxi)	*231*	*364*	*58.0%*

Passengers Per Revenue Hour

The 'passengers per revenue hour' metric shows how any added or removed **revenue hours** (in-service hours plus layover hours) relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses.

Route Categories	FY 2025	FY 2026	% Change FY25 - FY26
System Total	**34.2**	**34.9**	**2.1%**
Fixed Route (Bus + Rail) Total	**37.5**	**38.0**	**1.3%**
Light Rail (Blue, Orange, Green, & Copper)	**170.2**	**168.6**	**-1.0%**
Bus	**20.1**	**20.7**	**3.1%**
Urban Frequent	*21.5*	*22.0*	*2.4%*
Urban Standard	*14.5*	*14.9*	*2.9%*
Rapid	*26.5*	*28.0*	*5.3%*
Express	*12.1*	*13.1*	*8.3%*
Circulator	*10.2*	*10.8*	*6.1%*
Premium/Rapid Express	*15.3*	*16.8*	*9.7%*
Rural	*11.0*	*12.2*	*11.4%*
Demand-Resp. Subtotal	**1.6**	***1.8***	**16.1%**
Demand-Resp. (MTS Access)	*1.4*	*1.6*	*14.5%*
Demand-Resp. (Access Taxi)	*2.7*	*2.6*	*-4.0%*

Passengers per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service (instead of how efficiently MTS is grouping trips and breaks together for a vehicle to operate [revenue hours]).

Route Categories	FY 2025	FY 2026	% Change FY25 - FY26
System	**42.5**	**43.6**	**2.6%**
Fixed Route (Bus + Rail) Total	**47.9**	**48.7**	**1.8%**
Light Rail (Blue, Orange, Green, & Copper)	**203.2**	**202.4**	**-0.4%**
Bus	**25.8**	**26.8**	**3.5%**
Urban Frequent	*27.2*	*27.9*	*2.6%*
Urban Standard	*19.7*	*20.4*	*3.4%*
Rapid	*33.4*	*35.7*	*6.9%*
Express	*14.6*	*15.9*	*9.1%*
Circulator	*14.3*	*15.0*	*5.3%*
Premium/Rapid Express	*17.8*	*20.1*	*12.6%*
Rural	*15.0*	*14.7*	*-2.0%*
Demand-Resp. Subtotal	**1.6**	***1.8***	**16.1%**
Demand-Resp. (MTS Access)	*1.4*	*1.6*	*14.5%*
Demand-Resp. (Access Taxi)	*2.7*	*2.6*	*-4.0%*

NOTES: The Passengers per In-Service Hour metric generally followed the same trends as Passengers per Revenue Hour. Through FY2025 average weekday passengers per in-service hours were used. Beginning FY2026 all days are used in calculations. FY2025 totals here will not match FY2025 Performance Monitoring Report.

On-Time Performance

On-time performance (OTP) is measured at each bus & Trolley timepoint for every trip; departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS's goal for on-time performance is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. **Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.**

Route Categories	Quarter				*GOAL*
	Q1 FY26	Q2 FY26	Q3 FY26	Q4 FY26	
System	**87.8%**	**87.4%**	**87.3%**	**87.5%**	
Light Rail (Blue, Orange, Green, & Copper)	**95.1%**	**94.1%**	**93.1%**	**94.6%**	*90.0%*
Bus	**87.0%**	**87.0%**	**86.8%**	**87.0%**	
Urban Frequent	85.9%	86.1%	85.7%	85.9%	*85.0%*
Urban Standard	88.4%	87.6%	88.1%	88.1%	*90.0%*
Rapid	90.1%	89.8%	88.6%	89.5%	*85.0%*
Express	87.1%	86.9%	89.7%	88.5%	*90.0%*
Circulator	87.6%	88.3%	87.8%	88.0%	*90.0%*
Premium/Rapid Express	88.9%	88.3%	88.7%	88.4%	*90.0%*
Rural	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	

NOTES: (Early Trips + On Time Trips)/Total Trips

Preventable Accidents per 100,000 Miles

Preventable accidents are defined as those in which MTS safety staff determined that the bus or train operator did not do everything possible to avoid an accident. It does not necessarily indicate that the MTS operator was at-fault or cited.

Operator	FY 2025	FY 2026	% Change FY25 - FY26
MTS Directly-Operated Bus	1.19	0.88	-26.1%
MTS Contracted Fixed-Route Bus	1.24	1.09	-12.1%
Demand-Resp. (Access & Taxi)	0.92	0.93	1.1%
MTS Rail	0.19	0.22	14.7%

Mean Distance Between Failures (MDBF)

In this metric, a higher number is better: it means the fleet is traveling farther between breakdowns. Consistent with the National Transit Database definition, a "failure" is a mechanical

Operator	FY 2025	FY 2026	% Change FY25 - FY26
MTS Directly-Operated Bus	7,473	6,011	-19.6%
MTS Contracted Fixed-Route Bus	5,704	6,594	15.6%
Demand-Resp. (Access & Taxi)	59,865	72,059	20.4%
MTS Rail	17,350	11,421	-34.2%

Complaints per 100,000 Passengers

This metric utilizes data from MTS' Customer Resource Management system, which tracks our customer service contacts.

Operator	FY 2025	FY 2026	% Change FY25 - FY26
MTS Directly-Operated Bus	4.8	5.5	14.6%
MTS Contracted Fixed-Route Bus	8.6	10.2	18.6%
Demand-Resp. (Access & Taxi)	138.3	210.5	52.2%
MTS Rail	1.8	2.0	11.1%
System	**4.8**	**5.8**	**21.5%**

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Scheduled In-Service Hours (Weekly Total)

Operator	June 2025	June 2026	# Diff	% Diff
System	**32,847**	**31,718**	**(1,129)**	**-3.4%**
Directly-Operated Bus	12,116	11,720	(396)	-3.3%
Contracted Fixed-Route Bus	16,746	16,013	(733)	-4.4%
Light Rail	3,985	3,985	1	0.0%

Scheduled In-Service Miles (Weekly Total)

Operator	June 2025	June 2026	# Diff	% Diff
System	**491,788**	**478,177**	**(13,611)**	**-2.8%**
Directly-Operated Bus	176,265	170,824	(5,441)	-3.1%
Contracted Fixed-Route Bus	230,212	222,035	(8,177)	-3.6%
Rail	85,311	85,318	7	0.0%

Scheduled In-Service Speed (MPH) (Weekday)

Operator	June 2025	June 2026	% Change FY25 - FY26
Directly-Operated Bus	14.5	14.6	0.4%
Contracted Fixed-Route Bus	14.0	13.8	-1.1%
Rail	21.4	21.4	0.1%

Contracted Fixed-Route Bus = Avg weekday speed across Southbay, East County and Copley Garages

Scheduled In-Service Miles/Total Miles (Weekday)

The 'in-service miles per total miles' ratio is only calculated for MTS in-house operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	June 2025	June 2026	% Change FY25 - FY26
Directly-Operated Bus	88.1%	88.4%	0.3%
Contracted Fixed-Route Bus	N/A	N/A	N/A
Rail	96.7%	96.7%	0.0%

Scheduled In-Service Hours/Total Hours (Weekday)

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house operations.

Operator	June 2025	June 2026	% Change FY25 - FY26
Directly-Operated Bus	75.5%	75.8%	0.4%
Contracted Fixed-Route Bus	N/A	N/A	N/A
Rail	80.3%	80.3%	0.0%

Scheduled Weekday Peak-Vehicle Requirement

This measure shows the maximum number of buses and railcars that are scheduled in service at any one time (a weekday peak period) in order to demonstrate the levels of service that are planned.

Operator	June 2025	June 2026	# Change FY25 - FY26
Directly-Operated Bus	194	189	(5)
Contracted Fixed-Route Bus	289	284	(5)
Rail	116	116	0

NOTES: Rail includes 3-car Preuss School PM Peak Trip.

FY 2026 ROUTE STATISTICS

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Passengers	FY25 - 26 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Actual Rev.Svc. Hours	Actual Rev.Svc. Miles
1	Frq	3,7,9,**LM**	968,197	0.2%	3,168	21.3	26.3	$ 4.19	$ 1.20	$ 2.99	$1,160,766	$4,059,330	$2,898,564	28.6%	45,412	443,288
2	Frq	3	599,166	1.9%	1,896	19.5	25.2	$ 8.94	$ 1.20	$ 7.74	$716,091	$5,354,837	$4,638,746	13.4%	30,713	240,076
3	Frq	3,4,8,9	1,100,829	2.1%	3,636	20.4	24.3	$ 3.55	$ 1.20	$ 2.35	$1,319,778	$3,904,992	$2,585,215	33.8%	54,001	426,434
4	Std	3,4,8,9	498,739	1.8%	1,630	20.2	24.9	$ 8.63	$ 1.20	$ 7.43	$596,066	$4,303,327	$3,707,261	13.9%	24,682	260,437
5	Frq	3,4,8,9	467,476	2.0%	1,580	20.7	30.1	$ 3.43	$ 1.20	$ 2.23	$560,454	$1,602,155	$1,041,701	35.0%	22,590	174,959
6	Frq	3,7	215,383	(6.8%)	655	16.2	19.9	$ 10.73	$ 1.20	$ 9.53	$257,414	$2,311,020	$2,053,606	11.1%	13,255	113,321
7	Frq	3,4,9	1,928,335	1.5%	5,713	29.7	36.4	$ 5.87	$ 1.20	$ 4.68	$2,304,641	$11,321,470	$9,016,829	20.4%	64,935	504,033
8	Frq	2,3	620,557	1.7%	1,697	18.6	25.3	$ 9.37	$ 1.20	$ 8.17	$741,656	$5,814,077	$5,072,421	12.8%	33,347	342,312
9	Frq	2,3	265,662	1.7%	697	16.8	23.9	$ 10.41	$ 1.20	$ 9.21	$317,505	$2,765,030	$2,447,525	11.5%	15,859	149,656
10	Frq	2,3,4,9	1,031,468	(0.1%)	3,410	25.6	32.5	$ 6.82	$ 1.20	$ 5.62	$1,232,754	$7,034,532	$5,801,778	17.5%	40,347	349,427
11	Frq	3,9	505,373	(1.5%)	1,601	15.9	19.6	$ 10.99	$ 1.20	$ 9.80	$603,994	$5,555,340	$4,951,346	10.9%	31,863	310,176
12	Frq	3,4,8,9	893,804	(3.5%)	2,905	22.3	29.0	$ 7.82	$ 1.20	$ 6.62	$1,068,226	$6,987,283	$5,919,057	15.3%	40,076	397,100
13	Frq	4,7,9,**NC**	1,836,931	(3.4%)	6,058	30.8	37.1	$ 5.65	$ 1.20	$ 4.46	$2,195,400	$10,387,298	$8,191,899	21.1%	59,577	591,876
14	Circ	7,9,**LM**	46,098	(9.1%)	181	7.1	9.0	$ 9.87	$ 1.14	$ 8.73	$52,610	$454,943	$402,333	11.6%	6,477	65,317
18	Circ	3,7	16,566	(3.7%)	65	6.3	8.4	$ 16.73	$ 1.14	$ 15.59	$18,906	$277,102	$258,196	6.8%	2,633	39,784
20	Exp	3,5,6,7	416,808	3.3%	1,376	12.1	14.8	$ 14.37	$ 1.20	$ 13.18	$498,146	$5,989,997	$5,491,850	8.3%	34,356	646,853
25	Circ	6,7	52,846	(6.6%)	208	8.4	11.3	$ 10.35	$ 1.14	$ 9.21	$60,311	$546,842	$486,531	11.0%	6,273	78,511
27	Std	2,6	291,295	5.4%	877	14.1	19.9	$ 5.71	$ 1.20	$ 4.51	$349,232	$1,663,079	$1,313,847	21.0%	20,690	181,612
28	Std	2,3	258,549	3.0%	827	21.4	34.3	$ 2.94	$ 1.20	$ 1.74	$309,973	$761,010	$451,037	40.7%	12,096	83,104
30	Frq	1,2,3	1,229,089	8.5%	3,640	21.4	25.2	$ 8.14	$ 1.20	$ 6.94	$1,468,940	$9,999,542	$8,530,602	14.7%	57,353	719,854
31	Std	1,6	78,847	(5.2%)	310	16.9	21.4	$ 10.29	$ 1.20	$ 9.10	$94,234	$811,429	$717,195	11.6%	4,654	59,126
35	Frq	2,3	397,104	7.3%	1,198	18.3	27.6	$ 3.08	$ 1.20	$ 1.89	$476,086	$1,224,828	$748,742	38.9%	21,680	133,754
41	Frq	1,6,7	798,344	(2.4%)	2,760	22.1	28.2	$ 7.90	$ 1.20	$ 6.70	$954,137	$6,303,305	$5,349,168	15.1%	36,153	461,199
43	Frq	2,6	454,523	0.6%	1,435	18.6	27.0	$ 9.38	$ 1.20	$ 8.18	$543,221	$4,263,052	$3,719,831	12.7%	24,451	247,802
44	Frq	2,3,6,7	817,937	(0.2%)	2,675	23.9	31.8	$ 7.30	$ 1.20	$ 6.11	$977,554	$5,972,736	$4,995,182	16.4%	34,257	356,026
60	Exp	1,3,4,6,9	54,607	4.7%	215	15.5	18.7	$ 11.22	$ 1.20	$ 10.02	$65,263	$612,494	$547,231	10.7%	3,513	59,209
83	Circ	3	17,884	(10.0%)	70	5.6	7.5	$ 10.10	$ 1.14	$ 8.96	$20,410	$180,704	$160,294	11.3%	3,215	25,944
84	Circ	2	14,352	(6.6%)	57	4.8	6.5	$ 17.26	$ 1.14	$ 16.11	$16,379	$247,660	$231,281	6.6%	2,990	35,557
88	Circ	3,7	107,868	27.6%	313	20.0	31.4	$ 4.31	$ 1.20	$ 3.11	$129,322	$464,560	$335,238	27.8%	5,394	50,731
105	Std	1,2,3,6	191,471	(5.8%)	683	12.6	16.6	$ 13.85	$ 1.20	$ 12.65	$228,836	$2,651,004	$2,422,168	8.6%	15,205	182,155
110	Exp	3,6	19,727	(2.3%)	78	10.9	12.9	$ 15.97	$ 1.20	$ 14.78	$23,577	$315,052	$291,475	7.5%	1,807	37,474
115	Std	7,9,**LM**,**EC**	207,068	1.1%	737	12.6	17.4	$ 9.55	$ 1.31	$ 8.25	$270,353	$1,978,400	$1,708,047	13.7%	16,460	193,645
120	Frq	3,6,7	469,141	(9.0%)	1,496	15.2	19.4	$ 11.48	$ 1.20	$ 10.28	$560,692	$5,383,430	$4,822,738	10.4%	30,877	320,220
201^	Rpd	1	1,371,214	6.0%	4,920	62.4	82.1	$ 2.79	$ 0.65	$ 2.15	$885,325	$3,828,395	$2,943,070	23.1%	21,958	195,238
202^	Rpd	1	1,184,690	0.3%	4,200	59.7	75.6	$ 2.92	$ 0.65	$ 2.27	$764,896	$3,459,295	$2,694,399	22.1%	19,841	185,051
204^	Rpd	1	66,913	(0.3%)	263	16.6	33.3	$ 10.48	$ 0.65	$ 9.84	$43,202	$701,413	$658,211	6.2%	4,023	28,495
215^	Rpd	3,9	1,522,836	3.8%	4,584	24.4	30.7	$ 7.14	$ 1.17	$ 5.97	$1,787,770	$10,880,537	$9,092,767	16.4%	62,406	582,084
225^	Rpd	3,8,**CV**	677,149	6.1%	2,144	17.7	22.0	$ 9.60	$ 1.38	$ 8.21	$937,537	$6,497,631	$5,560,094	14.4%	38,218	718,639
227~	Rpd	8,**IB**	912,380	2.1%	2,862	26.5	37.7	$ 6.11	$ 1.20	$ 4.91	$1,090,734	$5,573,075	$4,482,341	19.6%	34,378	620,964
235^	Rpd	3,5,6,9,**Esc**	1,309,032	5.2%	4,195	19.8	24.1	$ 8.80	$ 1.21	$ 7.59	$1,586,628	$11,521,799	$9,935,171	13.8%	66,084	1,557,295
237^	Rpd	1,6	185,723	8.0%	731	15.8	20.5	$ 11.01	$ 1.40	$ 9.61	$260,409	$2,045,658	$1,785,249	12.7%	11,733	145,415
280	RpEx	3,5,**Esc**	63,310	20.4%	249	16.3	18.2	$ 18.55	$ 3.33	$ 15.21	$211,129	$1,174,225	$963,097	18.0%	3,878	118,749
290	RpEx	3,5	61,152	(1.4%)	241	17.4	22.4	$ 14.13	$ 3.33	$ 10.79	$203,932	$863,891	$659,959	23.6%	3,512	87,365
701	Frq	**CV**	330,724	(0.3%)	1,176	16.4	20.5	$ 5.76	$ 1.20	$ 4.56	$396,503	$1,905,620	$1,509,117	20.8%	20,160	208,098
704	Std	**CV**	365,288	1.0%	1,281	17.4	22.2	$ 5.65	$ 1.20	$ 4.45	$437,942	$2,063,446	$1,625,504	21.2%	21,028	225,333
705	Std	**CV**,**NC**,**Cty**	175,959	(0.2%)	626	15.8	23.9	$ 5.24	$ 1.20	$ 4.04	$210,956	$922,435	$711,479	22.9%	11,116	100,732
707	Std	**CV**	93,115	(1.3%)	367	13.5	20.7	$ 6.69	$ 1.20	$ 5.49	$111,635	$622,661	$511,026	17.9%	6,878	67,996
709	Frq	**CV**	704,279	2.7%	2,500	23.0	29.4	$ 4.40	$ 1.20	$ 3.20	$844,356	$3,097,472	$2,253,116	27.3%	30,668	338,251
712	Frq	**CV**	547,459	3.0%	1,939	25.2	33.0	$ 3.77	$ 1.20	$ 2.57	$656,345	$2,063,236	$1,406,890	31.8%	21,750	225,310
815	Frq	**EC**	328,447	(0.9%)	1,088	19.5	27.6	$ 3.74	$ 1.31	$ 2.43	$428,828	$1,226,997	$798,169	34.9%	16,830	120,098
816	Std	**EC**,**Cty**	105,721	5.8%	416	12.0	17.1	$ 9.18	$ 1.31	$ 7.87	$138,032	$970,325	$832,293	14.2%	8,826	94,975
832	Std	**ST**	34,296	(6.1%)	122	12.3	20.6	$ 8.33	$ 1.31	$ 7.02	$44,778	$285,575	$240,798	15.7%	2,792	27,952
833	Std	**EC**,**ST**	66,950	(13.6%)	228	9.2	11.7	$ 7.49	$ 1.14	$ 6.35	$76,408	$501,777	$425,370	15.2%	7,303	72,041
834	Std	**ST**	26,863	16.4%	106	9.9	17.4	$ 9.42	$ 1.31	$ 8.12	$35,073	$253,076	$218,003	13.9%	2,704	24,771
838	Std	**Cty**	96,748	(4.2%)	277	9.6	14.3	$ 10.95	$ 1.14	$ 9.81	$110,415	$1,059,345	$948,930	10.4%	10,096	152,092
848	Std	**EC**,**Cty**	262,190	1.2%	857	16.6	22.1	$ 5.98	$ 1.31	$ 4.67	$342,321	$1,566,884	$1,224,563	21.8%	15,757	153,366
851	Circ	**LM**,**Cty**	58,983	(8.5%)	232	16.8	22.4	$ 7.06	$ 1.31	$ 5.76	$77,010	$416,655	$339,645	18.5%	3,504	40,782
852	Std	4,9,**LM**	253,925	5.5%	811	13.7	18.0	$ 6.75	$ 1.31	$ 5.45	$331,530	$1,715,158	$1,383,628	19.3%	18,535	167,879
854	Std	7,**LM**	63,587	5.5%	250	11.4	18.0	$ 9.86	$ 1.31	$ 8.55	$83,021	$626,780	$543,760	13.2%	5,577	61,349
855	Std	**LM**,**Cty**	197,414	(4.9%)	686	21.7	32.8	$ 4.45	$ 1.31	$ 3.14	$257,748	$877,558	$619,809	29.4%	9,108	85,895
856	Std	4,9,**LG**,**Cty**	467,355	1.9%	1,677	20.7	25.7	$ 5.38	$ 1.31	$ 4.07	$610,190	$2,514,273	$1,904,083	24.3%	22,524	246,096
864	Std	**EC**,**Cty**	268,979	(2.5%)	859	18.7	27.7	$ 5.03	$ 1.31	$ 3.72	$351,185	$1,352,795	$1,001,609	26.0%	14,370	132,411
872	Std	**EC**	39,193	2.8%	154	11.1	20.6	$ 5.35	$ 1.31	$ 4.05	$51,171	$209,839	$158,668	24.4%	3,532	20,539
874	Std	**EC**	129,919	(0.0%)	434	15.2	19.4	$ 6.44	$ 1.31	$ 5.14	$169,625	$837,028	$667,403	20.3%	8,545	81,928
875	Std	**EC**	120,285	(0.5%)	394	13.8	17.3	$ 7.08	$ 1.31	$ 5.77	$157,047	$851,444	$694,397	18.4%	8,712	83,339

TITLE VI MONITORING (FY 2026 Statistics) ~

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
1	✓	85%	0%	15 min.	15	15	1.50	0%	No
2		85%	0%	15 min.	12	15	1.50	0%	No
3	✓	85%	0%	15 min.	12	12	1.50	0%	No
4	✓	85%	0%	30 min.	30	30	1.50	0%	No
5	✓	85%	0%	15 min.	12	12	1.50	0%	No
6		85%	0%	15 min.	15	15	1.50	0%	No
7	✓	85%	0%	15 min.	10	10	1.50	0%	No
8		85%	0%	15 min.	20	20	1.50	0%	No
9		85%	0%	15 min.	20	20	1.50	0%	No
10	✓	85%	0%	15 min.	12	15	1.50	0%	No
11		85%	0%	15 min.	15	15	1.50	0%	No
12	✓	85%	0%	15 min.	7.5/15	15	1.50	0%	No
13	✓	85%	0%	15 min.	12	12	1.50	0%	No
14		90%	0%	60 min.	60	60	1.00	0%	No
18		90%	0%	60 min.	30	30	1.00	0%	No
20	✓	90%	0%	30 min.	15/30	30	1.50	0%	No
25		90%	0%	60 min.	60	60	1.00	0%	No
27		85%	0%	30 min.	30	30	1.50	0%	No
28		85%	0%	30 min.	15/30	30	1.50	0%	No
30		85%	0%	15 min.	15	15	1.50	0%	No
31		85%	0%	30 min.	30	-	1.50	0%	No
35		85%	0%	15 min.	15	15	1.50	0%	No
41		85%	0%	15 min.	7.5/15	15	1.50	0%	No
43	✓	85%	0%	15 min.	15	15	1.50	0%	No
44	✓	85%	0%	15 min.	7.5/15	15	1.50	0%	No
60	✓	90%	0%	30 min.	20/30	-	1.50	0%	No
83		90%	0%	60 min.	60	60	1.00	0%	No
84		90%	0%	60 min.	60	60	1.00	0%	No
88		90%	0%	60 min.	30	30	1.00	0%	No
105		85%	0%	30 min.	30	30	1.50	0%	No
110	✓	90%	0%	30 min.	20/30	-	1.50	0%	No
115		85%	0%	30 min.	30	30	1.50	0%	No
120	✓	85%	0%	15 min.	15/30	15/30	1.50	0%	No
201^	✓	0%	0%	15 min.	5	10	1.50	0%	No
202^	✓	0%	0%	15 min.	5	10	1.50	0%	No
204^		85%	0%	15 min.	30	30	1.50	0%	No
215^	✓	85%	0%	15 min.	10	15	1.50	0%	No
225^	✓	85%	0%	15 min.	15	30	1.50	0%	No
227~	✓	85%	0%	15 min.	15	30	1.50	0%	No
235^		85%	0%	15 min.	15	15	1.50	0%	No
237^	✓	85%	0%	15 min.	15	-	1.50	0%	No
280		90%	0%	30 min.	15	-	1.00	0%	No
290		90%	0%	30 min.	10	-	1.00	0%	No
701	✓	85%	0%	15 min.	15	15	1.50	0%	No
704	✓	85%	0%	30 min.	30	30	1.50	0%	No
705	✓	85%	0%	30 min.	30/60	30/60	1.50	0%	No
707	✓	85%	0%	30 min.	30	30	1.50	0%	No
709	✓	85%	0%	15 min.	7.5/15	15	1.50	0%	No
712	✓	85%	0%	15 min.	15	15	1.50	0%	No
815		85%	0%	15 min.	15	15	1.50	0%	No
816		85%	0%	30 min.	30	30	1.50	0%	No
832		85%	0%	30 min.	60	60	1.50	0%	No
833		85%	0%	30 min.	35-45	35-45	1.50	0%	No
834		85%	0%	30 min.	60	60	1.50	0%	No
838		85%	0%	30 min.	60	60	1.50	0%	No
848		85%	0%	30 min.	30	30	1.50	0%	No
851	✓	90%	0%	60 min.	60	60	1.00	0%	No
852	✓	85%	0%	30 min.	30	30	1.50	0%	No
854		85%	0%	30 min.	30/60	30/60	1.50	0%	No
855	✓	85%	0%	30 min.	30	30	1.50	0%	No
856	✓	85%	0%	30 min.	30	30	1.50	0%	No
864		85%	0%	30 min.	30	30	1.50	0%	No
872		85%	0%	30 min.	30	30	1.50	0%	No
874		0%	0%	30 min.	30	30	1.50	0%	No
875		0%	0%	30 min.	30	30	1.50	0%	No

FY 2026 ROUTE STATISTICS

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Passengers	FY25 - 26 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Actual Rev.Svc. Hours	Actual Rev.Svc. Miles
888	Rural	**EC,Cty**	800	4.8%	3	1.4	1.5	$ 237.08	$ 3.76	$ 233.32	$3,008	$189,668	$186,659	1.6%	585	16,596
891	Rural	**EC,Cty**	304	15.6%	1	1.0	1.1	$ 347.18	$ 3.76	$ 343.42	$1,143	$105,542	$104,399	1.1%	313	9,235
892	Rural	**EC,Cty**	238	7.7%	1	0.8	0.9	$ 425.35	$ 3.76	$ 421.59	$895	$101,234	$100,339	0.9%	299	8,858
894	Rural	**EC,Cty**	62,125	10.9%	245	15.6	19.2	$ 18.23	$ 3.76	$ 14.47	$233,604	$1,132,520	$898,916	20.6%	3,994	99,096
901	**Frq**	3,8,**IB,Cor**	616,276	5.4%	1,885	15.8	19.4	$ 7.47	$ 1.20	$ 6.27	$738,850	$4,604,923	$3,866,073	16.0%	39,058	502,868
904*	Circ	**Cor**	76,205	14.0%	194	12.8	20.3	$ 2.73	$ 1.14	$ 1.59	$86,970	$207,826	$120,856	41.8%	5,942	29,838
905	Std	8	239,317	9.8%	875	15.8	22.4	$ 8.06	$ 1.20	$ 6.86	$286,916	$1,928,779	$1,641,863	14.9%	15,150	210,627
906	**Frq**	8	584,076	4.6%	1,853	26.8	35.7	$ 2.42	$ 1.20	$ 1.23	$700,245	$1,416,051	$715,806	49.5%	21,789	154,636
907	**Frq**	8	628,636	1.1%	1,997	27.9	37.7	$ 2.18	$ 1.20	$ 0.98	$753,668	$1,369,559	$615,891	55.0%	22,560	149,559
909	Circ	8	48,491	13.1%	191	12.9	17.5	$ 8.77	$ 1.20	$ 7.57	$58,136	$425,229	$367,094	13.7%	3,759	46,436
910**	Exp	3,8,**CV,NC**	92,741	203.6%	265	18.7	22.9	$ 9.20	$ 1.20	$ 8.01	$111,187	$853,636	$742,449	13.0%	4,952	93,219
916	Std	4,**LG**	60,968	(1.0%)	215	10.9	13.4	$ 9.86	$ 1.20	$ 8.66	$73,094	$601,160	$528,066	12.2%	5,579	65,648
917	Std	4,**LG**	68,570	5.5%	241	11.7	14.3	$ 8.80	$ 1.20	$ 7.60	$82,208	$603,449	$521,241	13.6%	5,849	65,898
921	Std	1,6	248,318	12.6%	799	15.6	22.8	$ 6.37	$ 1.31	$ 5.06	$324,210	$1,580,799	$1,256,590	20.5%	15,892	154,728
923	Std	2,3	145,543	3.7%	573	10.8	13.2	$ 7.75	$ 1.20	$ 6.55	$174,491	$1,127,760	$953,270	15.5%	13,491	123,154
928	Std	6,7	161,863	2.4%	567	10.1	14.3	$ 9.45	$ 1.20	$ 8.26	$194,057	$1,530,261	$1,336,205	12.7%	16,095	167,108
929	**Frq**	3,8,**CV,NC**	1,435,380	(2.0%)	4,610	21.2	25.5	$ 4.01	$ 1.20	$ 2.81	$1,720,869	$5,760,778	$4,039,909	29.9%	67,781	629,090
932	**Frq**	8,**CV,NC**	823,660	0.8%	2,809	20.5	25.1	$ 4.37	$ 1.20	$ 3.17	$987,481	$3,600,539	$2,613,058	27.4%	40,184	393,187
933	**Frq**	8,**IB**	637,839	2.0%	2,081	24.0	28.4	$ 4.33	$ 1.20	$ 3.13	$764,702	$2,758,908	$1,994,206	27.7%	26,606	301,279
934	**Frq**	8,**IB**	610,421	0.4%	2,018	22.9	27.3	$ 4.38	$ 1.20	$ 3.18	$731,830	$2,675,494	$1,943,664	27.4%	26,694	292,170
936	Std	4,9,**LG,Cty**	372,193	3.4%	1,080	18.4	25.2	$ 4.46	$ 1.31	$ 3.16	$485,944	$1,660,632	$1,174,688	29.3%	20,272	162,542
944	Std	5,**PW**	50,237	(1.7%)	184	7.2	12.4	$ 10.38	$ 1.14	$ 9.30	$57,334	$521,342	$464,009	11.0%	6,943	74,850
945	Std	5,**PW**	110,887	(2.0%)	375	9.0	11.2	$ 10.71	$ 1.14	$ 9.63	$126,551	$1,187,058	$1,060,507	10.7%	12,275	170,428
955	**Frq**	4,8,9,**NC**	1,038,487	0.6%	3,404	24.4	30.7	$ 3.41	$ 1.20	$ 2.21	$1,245,036	$3,543,324	$2,298,288	35.1%	42,619	386,939
961	**Frq**	4,**NC**	516,858	4.0%	1,657	21.8	29.3	$ 4.29	$ 1.20	$ 3.09	$619,658	$2,218,754	$1,599,096	27.9%	23,721	242,293
962	**Frq**	4,**NC,Cty**	485,663	2.9%	1,536	20.1	27.8	$ 4.66	$ 1.20	$ 3.46	$582,259	$2,264,275	$1,682,017	25.7%	24,214	247,264
963	Std	4,**NC**	118,858	1.5%	384	12.8	18.2	$ 5.63	$ 1.20	$ 4.43	$142,498	$668,841	$526,343	21.3%	9,287	73,039
964	Circ	5,6	97,860	(9.9%)	385	10.7	15.0	$ 6.00	$ 1.14	$ 4.85	$111,684	$586,766	$475,082	19.0%	9,163	84,243
965	Circ	9	43,116	(6.8%)	150	9.8	14.1	$ 6.68	$ 1.14	$ 5.54	$49,207	$288,058	$238,851	17.1%	4,422	41,357
967	Std	4,**NC**	41,380	6.7%	163	11.5	16.1	$ 7.09	$ 1.20	$ 5.89	$49,610	$293,309	$243,699	16.9%	3,599	32,030
968	Std	**NC**	54,346	4.6%	214	13.0	17.1	$ 7.04	$ 1.20	$ 5.84	$65,155	$382,712	$317,557	17.0%	4,188	41,793
985	Circ	1	34,129	(3.6%)	134	10.6	14.7	$ 6.73	$ 1.14	$ 5.58	$38,950	$229,537	$190,587	17.0%	3,229	32,955
992	**Frq**	2,3	398,790	3.6%	1,097	17.7	23.4	$ 4.13	$ 1.20	$ 2.93	$478,107	$1,647,997	$1,169,890	29.0%	22,570	179,965
Access	D.R.	ALL	270,918	(4.6%)	932	1.6	1.6	$ 130.74	$ 4.58	$ 121.58	$1,240,101	$17,709,574	$16,469,473	7.0%	164,624	2,508,677
Taxi	D.R.	ALL	102,998	54.5%	364	2.6	2.6	$ 81.85	$ 4.58	$ 72.70	$471,463	$4,215,362	$3,743,898	11.2%	39,185	1,085,995
Blue	**LRT**	3,8,**NC,CV**	25,940,687	(0.0%)	77,373	213.9	252.3	$ 3.10	$ 0.80	$ 2.30	$20,764,752	$80,510,340	$59,745,588	25.8%	121,267	2,231,236
Orange	**LRT**	3,4,8,9,**LG,LM,EC**	6,445,670	(7.1%)	19,273	127.0	151.0	$ 5.23	$ 0.80	$ 4.43	$5,159,568	$33,686,779	$28,527,211	15.3%	50,740	832,594
Green	**LRT**	2,3,7,9,**LM,EC**	9,020,491	(2.4%)	24,795	141.9	174.5	$ 4.68	$ 0.80	$ 3.88	$7,220,636	$42,192,127	$34,971,491	17.1%	63,551	1,143,409
Copper	**LRT**	EC,ST	586,659	26.2%	1,760	43.3	57.1	$ 15.35	$ 0.80	$ 14.55	$469,603	$9,004,608	$8,535,004	5.2%	13,563	197,353
TOTAL			**81,236,120**	0.1%	**251,401**	**34.9**	**43.6**	**$ 5.29**	**$ 1.00**	**$ 4.28**	**$81,292,317**	**$429,373,673**	**$348,081,357**	**18.9%**	**2,329,541**	**28,533,692**

TITLE VI MONITORING (FY 2026 Statistics) ~

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
888									
891									
892									
894									
901	✓	85%	0%	15 min.	15	30	1.50	0%	No
904*		90%	0%	60 min.	60	60	1.50	0%	No
905	✓	85%	0%	30 min.	15/30	30	1.50	0%	No
906	✓	0%	0%	15 min.	15	15	1.50	0%	No
907	✓	0%	0%	15 min.	15	15	1.50	0%	No
909	✓	90%	0%	60 min.	60+	60+	1.5	0%	No
910		90%	0%	60 min.	60+	60+	1.5	0%	No
916	✓	0%	0%	30 min.	30/60	30/60	1.50	0%	No
917	✓	0%	0%	30 min.	30/60	30/60	1.50	0%	No
921	✓	85%	0%	30 min.	30	30	1.50	0%	No
923		85%	0%	30 min.	30	30	1.50	0%	No
928		85%	0%	30 min.	30	30	1.50	0%	No
929	✓	85%	0%	15 min.	12	15	1.00	0%	No
932	✓	85%	0%	15 min.	15	15	1.50	0%	No
933	✓	0%	0%	15 min.	12	15	1.50	0%	No
934	✓	0%	0%	15 min.	12	15	1.50	0%	No
936	✓	85%	0%	30 min.	30	30	1.50	0%	No
944		85%	0%	30 min.	30	30	1.00	0%	No
945		85%	0%	30 min.	30	30	1.50	0%	No
955	✓	85%	0%	15 min.	12	12	1.50	0%	No
961	✓	85%	0%	15 min.	15/30	15/30	1.50	0%	No
962	✓	85%	0%	15 min.	15	15	1.50	0%	No
963	✓	85%	0%	30 min.	30	30	1.50	0%	No
964	✓	90%	0%	60 min.	30	30	1.00	0%	No
965	✓	90%	0%	60 min.	35-45	35-45	1.00	0%	No
967	✓	85%	0%	30 min.	60	60	1.50	0%	No
968	✓	85%	0%	30 min.	60+	60+	1.50	0%	No
985	✓	90%		15 min.	15	15			
992		85%	0%	15 min.	15	15	1.50	0%	No

*FTA defines **Minority** persons to include the following: (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, (5) Native Hawaiian or Other Pacific Islander.*

*FTA defines **Minority Route** as one with at least 1/3 of its total mileage in a census block(s) with a percentage of minority population that exceeds the percentage of minority population in the entire MTS service area.*

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
Blue	✓	90%	0%	15 min.	7.5	15	3.00	0%	No
Orange	✓	90%	0%	15 min.	15	15	3.00	0%	No
Green		90%	0%	15 min.	15	15	3.00	0%	No
Copper		90%	0%	15 min.	15	15	3.00	0%	No

Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/dovs/FTA_Title_VI_FINAL.pdf

Route Category	Passengers	FY25 - 26 % Change	Avg. Wkday. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Revenue Hours	Revenue Miles
System Total	**81,236,120**	**0.1%**	**251,401**	**34.9**	**43.6**	**$ 5.29**	**$ 1.00**	**$ 4.28**	**$81,292,317**	**$429,373,673**	**$348,081,357**	**18.9%**	**2,329,541**	**28,533,692**
Fixed Route (Bus + Rail) Total	**80,862,204**	**0.0%**	**250,105**	**38.0**	**48.7**	**$ 5.04**	**$ 0.98**	**$ 4.05**	**$79,580,752**	**$407,448,737**	**$327,867,985**	**19.5%**	**2,125,732**	**24,939,020**
Light Rail (Blue, Orange, Green, & Copper)	**41,993,507**	**-1.4%**	**123,201**	**168.6**	**202.4**	**$ 3.94**	**$ 0.80**	**$ 3.14**	**$33,614,559**	**$165,393,853**	**$131,779,294**	**20.3%**	**249,121**	**4,404,592**
Bus	**38,868,697**	**1.7%**	**126,904**	**20.7**	**26.8**	**$ 6.23**	**$ 1.18**	**$ 5.04**	**$45,966,193**	**$242,054,884**	**$196,088,691**	**19.0%**	**1,876,611**	**20,534,428**
Urban Frequent	*24,286,314*	*0.7%*	*77,871*	*22.0*	*27.9*	*$ 5.78*	*$ 1.14*	*$ 4.64*	*$27,692,021*	*$140,398,185*	*$112,706,164*	*19.7%*	*1,103,950*	*10,652,520*
Urban Standard	*5,966,236*	*1.6%*	*20,279*	*14.9*	*20.4*	*$ 6.95*	*$ 1.46*	*$ 5.49*	$8,716,085	*$41,484,754*	*$32,768,669*	*21.0%*	*399,810*	*4,100,618*
Rapid ^	*7,229,937*	*3.9%*	*23,899*	*28.0*	*35.7*	*$ 6.16*	*$ 1.02*	*$ 5.14*	*$7,356,502*	*$44,507,803*	*$37,151,301*	*16.5%*	*258,641*	*4,033,181*
Express	*583,883*	*15.3%*	*1,934*	*13.1*	*15.9*	*$ 13.31*	*$ 1.40*	*$ 11.91*	*$818,434*	*$7,771,179*	*$6,952,745*	*10.5%*	*44,628*	*836,755*
Circulator	*614,398*	*0.9%*	*2,182*	*10.8*	*15.0*	*$ 7.04*	*$ 1.19*	*$ 5.85*	*$729,440*	*$4,325,883*	*$3,596,443*	*16.9%*	*57,001*	*571,455*
Premium/Rapid Express	*124,462*	*8.6%*	*490*	*16.8*	*20.1*	*$ 16.38*	*$ 3.33*	*$ 13.04*	*$415,061*	*$2,038,116*	*$1,623,055*	*20.4%*	*7,390*	*206,114*
*Rural ^^*	*63,467*	*10.9%*	*250*	*12.2*	*14.7*	*$ 24.09*	*$ 3.76*	*$ 20.33*	*$238,650*	*$1,528,964*	*$1,290,314*	*15.6%*	*5,191*	*133,785*
Demand-Resp Subtotal	**373,916**	**6.6%**	**1,296**	**1.8**	**1.8**	**$ 58.64**	**$ 4.58**	**$ 54.06**	**$1,711,564**	**$21,924,936**	**$20,213,372**	**7.8%**	**203,809**	**3,594,672**
MTS Access	*270,918*	*-4.6%*	*932*	*1.6*	*1.6*	*$ 65.37*	*$ 4.58*	*$ 60.79*	*$1,240,101*	*$17,709,574*	*$16,469,473*	*7.0%*	*164,624*	*2,508,677*
Access Taxi	*102,998*	*54.5%*	*364*	*2.6*	*2.6*	*$ 40.93*	*$ 4.58*	*$ 36.35*	*$471,463*	*$4,215,362*	*$3,743,898*	*11.2%*	*39,185*	*1,085,995*

* City of Coronado subsidized fares for summer service on Route 904.

^ SANDAG reimburses MTS for net operating costs for Routes 201-237 with TransNet funds (except Route 227).

^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.

** New 910 Express route started service on Jan 26, 2025.

~ Copper Line started service on Sept 29, 2024

~ System summary totals include Transit Center costs not associated with specific routes.

NC=National City, CV=Chula Vista
IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa
EC=El Cajon, ST=Santee, PW=Poway
Cor=Coronado, Cty=County Uninc., Esc=Escondido
SD Dist.=City of San Diego Council District

38,868,697	######	1.18

SERVICE AVAILABILITY

Goal	Actual	
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	*% of **residents** within 1/2 mile of a bus stop or rail station in urban areas:* **99.2%**	*% of **jobs** within 1/2 mile of a bus stop or rail station in urban areas:* **95.9%**
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station: **100.0%**	
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	*Available Service:* ***Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.***	

See attached map entitled 'Metropolitan Transit System Area of Jurisdiction.'

Percentage Sources: American Community Survey (2019) and 2020 U.S. Census Bureau

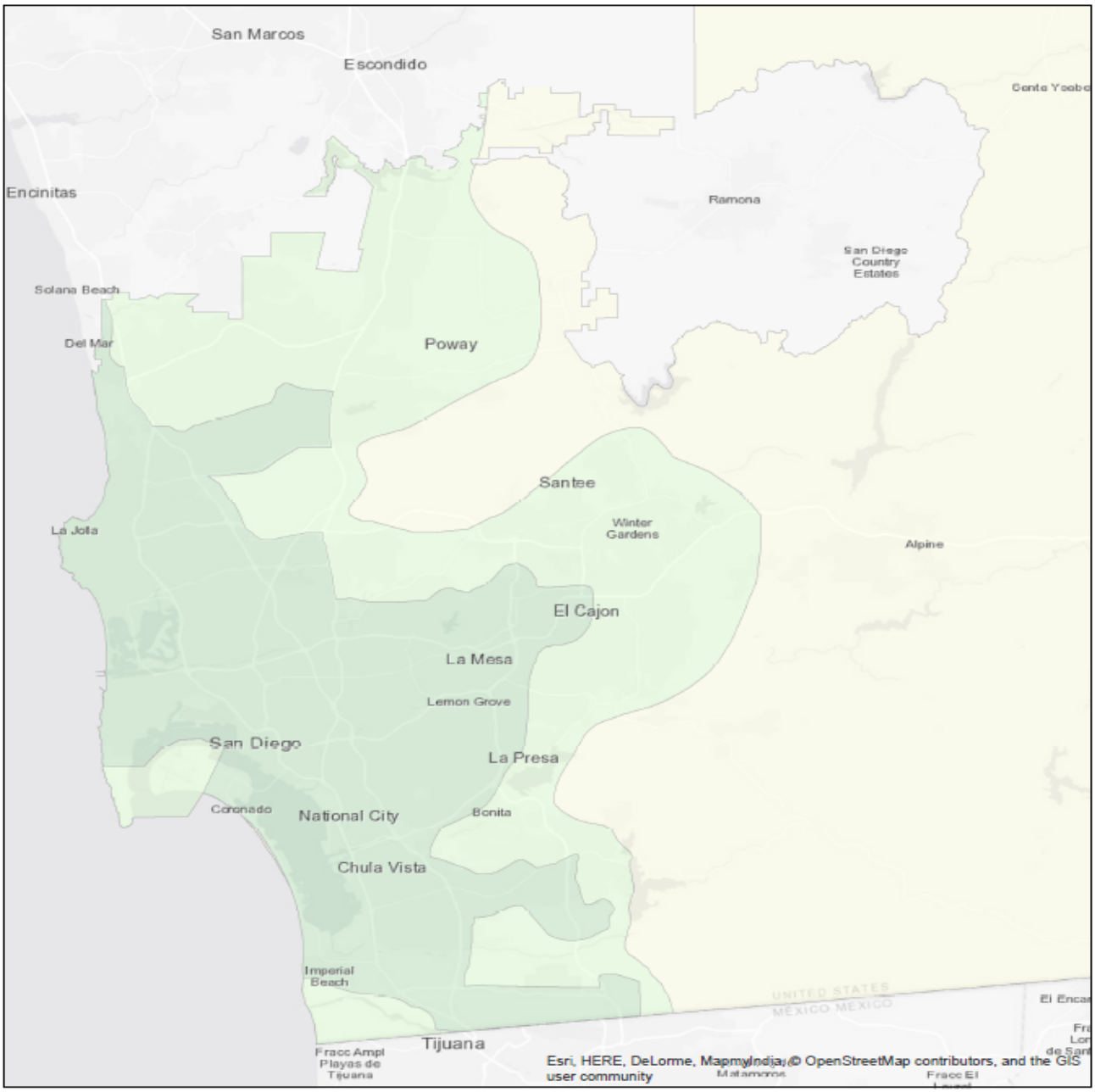
^ Minority Route report updated using ACS 2021 (10/26/2023)

~ Title VI Monitoring statistics are updated on an annual basis

~~ No trips averaged above the vehicle load factor target (1.5 for most bus routes, 3.0 for Trolley).

NOTE: Rural and Demand Response services have no specific Policy 42 goals for OTP, headway, or vehicle load.

** Service Availability updated from PR request for Urban & Suburban Transit Access (1/27/2023)*



MTS Area of Jurisdiction

December 2024

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2026, QUARTER 4: APRIL 2026 - JUNE 2026

OBJECTIVE | Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	FY 2025 Q4	FY 2026 Q4	% Change FY25 - FY26
System Total	**20,670,613**	**21,092,325**	**2.0%**
Fixed Route (Bus + Rail) Total	**20,577,332**	**21,002,264**	**2.1%**
Light Rail (Blue, Orange, Green, & Copper)	**10,925,735**	**10,959,449**	**0.3%**
Bus	**9,651,597**	**10,042,815**	**4.1%**
Urban Frequent	*6,035,871*	*6,301,764*	*4.4%*
Urban Standard	*1,460,787*	*1,526,555*	*4.5%*
Rapid	*1,823,873*	*1,881,360*	*3.2%*
Express	*143,315*	*147,793*	*3.1%*
Circulator	*140,915*	*134,377*	*-4.6%*
Premium/Rapid Express	*33,067*	*33,410*	*1.0%*
Rural	*13,769*	*17,556*	*27.5%*
Demand Response Total	**93,281**	**90,061**	**-3.5%**
MTS Access	*76,974*	*52,389*	*-31.9%*
Access Taxi	*16,307*	*37,672*	*131.0%*

NOTES: Strike May 11 - June 1, 2026. Taxi trips increased to offset the difference in service.
Express Route 910 started service January 2025.

Average Weekday Passengers

Route Categories	FY 2025 Q4	FY 2026 Q4	% Change FY25 - FY26
System Total	**256,380**	**261,519**	**2.0%**
Fixed Route (Bus + Rail) Total	**255,081**	**260,274**	**2.0%**
Light Rail (Blue, Orange, Green, & Copper)	**129,336**	**129,922**	**0.5%**
Bus	**125,746**	**130,352**	**3.7%**
Urban Frequent	*77,376*	*80,353*	*3.8%*
Urban Standard	*19,804*	*20,680*	*4.4%*
Rapid	*23,843*	*24,702*	*3.6%*
Express	*1,888*	*1,934*	*2.4%*
Circulator	*2,103*	*1,888*	*-10.2%*
Premium/Rapid Express	*517*	*522*	*1.0%*
Rural	*215*	*274*	*27.5%*
Demand-Resp. Subtotal	**1,298**	***1,245***	**-4.0%**
Demand-Resp. (MTS Access)	*1,073*	*718*	*-33.1%*
Demand-Resp. (Access Taxi)	*226*	*527*	*133.4%*

Passengers Per Revenue Hour

The 'passengers per revenue hour' metric shows how any added or removed **revenue hours** (in-service hours plus layover hours) relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses.

Route Categories	FY 2025 Q4	FY 2026 Q4	% Change FY25 - FY26
System Total	**34.2**	**37.1**	**8.3%**
Fixed Route (Bus + Rail) Total	**37.7**	**40.1**	**6.3%**
Light Rail (Blue, Orange, Green, & Copper)	**172.9**	**176.2**	**1.9%**
Bus	**20.1**	**21.8**	**8.4%**
Urban Frequent	*21.2*	*23.3*	*9.5%*
Urban Standard	*14.4*	*15.4*	*7.0%*
Rapid	*27.6*	*29.1*	*5.3%*
Express	*12.5*	*13.7*	*9.6%*
Circulator	*9.8*	*10.1*	*3.4%*
Premium/Rapid Express	*17.8*	*18.0*	*1.1%*
Rural	*10.5*	*13.3*	*27.2%*
Demand-Resp. Subtotal	**1.6**	***2.0***	**23.6%**
Demand-Resp. (MTS Access)	*1.5*	*1.7*	*13.9%*
Demand-Resp. (Access Taxi)	*2.8*	*2.7*	*-5.6%*

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Passengers per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service (instead of how efficiently MTS is grouping trips and breaks together for a vehicle to operate [revenue hours]).

Route Categories	FY 2025 Q4	FY 2026 Q4	% Change FY25 - FY26
System	**44.9**	**48.6**	**8.1%**
Fixed Route (Bus + Rail) Total	**48.8**	**51.5**	**5.6%**
Light Rail (Blue, Orange, Green, & Copper)	**211.0**	**211.6**	**0.3%**
Bus	**26.1**	**28.2**	**8.2%**
Urban Frequent	*27.1*	*29.6*	*9.0%*
Urban Standard	*19.7*	*21.2*	*7.8%*
Rapid	*35.7*	*37.2*	*4.4%*
Express	*15.4*	*16.7*	*8.4%*
Circulator	*13.6*	*14.8*	*9.0%*
Premium/Rapid Express	*20.6*	*21.5*	*4.4%*
Rural	*12.8*	*15.8*	*23.7%*
Demand-Resp. Subtotal	**1.6**	***2.0***	**23.6%**
Demand-Resp. (MTS Access)	*1.5*	*1.7*	*13.9%*
Demand-Resp. (Access Taxi)	*2.8*	*2.7*	*-5.6%*

NOTES: The Passengers per In-Service Hour metric generally followed the same trends as Passengers per Revenue Hour. Through FY2025 average weekday passengers per in-service hours were used. Beginning FY2026 all days are used in calculations. FY2025 Q4 totals here will not match FY2025 Q4 Performance Monitoring Report.

On-Time Performance

On-time performance (OTP) is measured at each bus & Trolley timepoint for every trip; departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS's goal for on-time performance is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. **Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.**

Route Categories	Quarter				*GOAL*
	Q1 FY26	Q2 FY26	Q3 FY26	Q4 FY26	
System	**87.8%**	**87.4%**	**87.3%**	**87.9%**	
Light Rail (Blue, Orange, Green, & Copper)	**95.1%**	**94.1%**	**93.1%**	**95.0%**	*90.0%*
Bus	**87.0%**	**87.0%**	**86.8%**	**87.4%**	
Urban Frequent	85.9%	86.1%	85.7%	86.2%	*85.0%*
Urban Standard	88.4%	87.6%	88.1%	88.6%	*90.0%*
Rapid	90.1%	89.8%	88.6%	89.7%	*85.0%*
Express	87.1%	86.9%	89.7%	91.0%	*90.0%*
Circulator	87.6%	88.3%	87.8%	88.6%	*90.0%*
Premium/Rapid Express	88.9%	88.3%	88.7%	88.0%	*90.0%*
Rural	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	

NOTES: (Early Trips + On Time Trips)/Total Trips

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
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OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Scheduled In-Service Hours (Weekly Total)

Operator	Q4 FY25	Q4 FY26	# Diff	% Diff
System	**32,847**	**31,959**	**(888)**	**-2.7%**
Directly-Operated Bus	12,116	11,926	(190)	-1.6%
Contracted Fixed-Route Bus	16,746	16,047	(699)	-4.2%
Light Rail	3,985	3,985	0	0.0%

Q4 = Jan Service Period. Light Rail hours increased due to SB125 funding for 15 min frequencies

Scheduled In-Service Miles (Weekly Total)

Operator	Q4 FY25	Q4 FY26	# Diff	% Diff
System	**491,788**	**483,652**	**(8,136)**	**-1.7%**
Directly-Operated Bus	176,265	174,436	(1,829)	-1.0%
Contracted Fixed-Route Bus	230,212	223,897	(6,315)	-2.7%
Rail	85,311	85,318	7	0.0%

Q4 = Jan Service Period

Scheduled In-Service Speed (MPH) (Weekday)

Operator	Q4 FY25	Q4 FY26	% Change FY25 - FY26
Directly-Operated Bus	14.5	14.6	0.6%
Contracted Fixed-Route Bus	13.8	13.8	0.3%
Rail	21.4	21.4	0.1%

Contracted Fixed-Route Bus = Avg weekday speed across Southbay, East County and Copley Garages

Scheduled In-Service Miles/Total Miles (Weekday)

The 'in-service miles per total miles' ratio is only calculated for MTS in-house operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	Q4 FY25	Q4 FY26	% Change FY25 - FY26
Directly-Operated Bus	87.0%	86.9%	-0.1%
Contracted Fixed-Route Bus	N/A	N/A	N/A
Rail	96.7%	96.7%	0.0%

Scheduled In-Service Hours/Total Hours (Weekday)

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house operations.

Operator	Q4 FY25	Q4 FY26	% Change FY25 - FY26
Directly-Operated Bus	74.8%	74.8%	0.0%
Contracted Fixed-Route Bus	N/A	N/A	N/A
Rail	80.3%	80.3%	0.0%

Scheduled Weekday Peak-Vehicle Requirement

This measure shows the maximum number of buses and railcars that are scheduled in service at any one time (a weekday peak period) in order to demonstrate the levels of service that are planned.

Operator	Q4 FY25	Q4 FY26	# Change FY25 - FY26
Directly-Operated Bus	194	207	13
Contracted Fixed-Route Bus	280	286	6
Rail	113	115	2

NOTES: Rail includes 3-car Preuss School PM Peak Trip.

FY 2026 ROUTE STATISTICS (Q4)

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Q4 Passengers	FY25 - 26 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles
1	Frq	3,7,9,**LM**	253,459	5.0%	3,299	22.3	27.5	$ 4.03	$ 1.21	$ 2.85	$299,145	$1,022,447	$723,302	29.3%	11,385	111,185
2	Frq	3	152,316	3.7%	1,906	20.4	26.2	$ 8.40	$ 1.21	$ 7.19	$184,539	$1,279,973	$1,095,434	14.4%	7,483	58,853
3	Frq	3,4,8,9	290,959	6.9%	3,832	21.5	25.6	$ 3.38	$ 1.18	$ 2.20	$343,404	$983,741	$640,337	34.9%	13,555	106,976
4	Std	3,4,8,9	131,897	15.2%	1,716	21.8	26.7	$ 7.86	$ 1.21	$ 6.65	$159,800	$1,037,252	$877,452	15.4%	6,064	64,274
5	Frq	3,4,8,9	122,790	6.8%	1,643	21.7	31.6	$ 3.29	$ 1.18	$ 2.11	$144,923	$404,169	$259,246	35.9%	5,663	43,951
6	Frq	3,7	54,715	(5.8%)	664	16.5	20.2	$ 10.37	$ 1.21	$ 9.15	$66,290	$567,204	$500,914	11.7%	3,316	28,348
7	Frq	3,4,9	500,498	7.0%	5,920	30.9	37.8	$ 5.54	$ 1.21	$ 4.32	$606,379	$2,770,680	$2,164,302	21.9%	16,198	126,007
8	Frq	2,3	160,330	1.0%	1,774	19.9	27.2	$ 8.61	$ 1.21	$ 7.39	$194,248	$1,379,867	$1,185,619	14.1%	8,067	82,451
9	Frq	2,3	69,626	4.4%	736	19.0	27.3	$ 9.01	$ 1.21	$ 7.80	$84,355	$627,585	$543,230	13.4%	3,669	34,427
10	Frq	2,3,4,9	265,567	1.6%	3,503	26.2	33.4	$ 6.52	$ 1.21	$ 5.31	$321,748	$1,732,573	$1,410,825	18.6%	10,129	87,608
11	Frq	3,9	128,745	4.7%	1,631	16.1	20.0	$ 10.60	$ 1.21	$ 9.39	$155,981	$1,364,985	$1,209,004	11.4%	7,980	77,646
12	Frq	3,4,8,9	220,480	(2.4%)	2,834	24.9	32.6	$ 6.86	$ 1.21	$ 5.65	$267,123	$1,513,115	$1,245,992	17.7%	8,846	91,965
13	Frq	4,7,9,**NC**	472,200	(0.3%)	6,198	31.6	38.0	$ 5.42	$ 1.21	$ 4.21	$572,094	$2,557,893	$1,985,799	22.4%	14,954	148,293
14	Circ	7,9,**LM**	8,979	(27.4%)	140	5.5	7.0	$ 12.32	$ 1.19	$ 11.13	$10,685	$110,592	$99,907	9.7%	1,633	16,465
18	Circ	3,7	3,810	(14.1%)	60	5.7	7.7	$ 17.68	$ 1.19	$ 16.49	$8,819	$67,342	$4,534	6.7%	664	10,026
20	Exp	3,5,6,7	103,942	(1.6%)	1,363	12.3	15.0	$ 13.87	$ 1.21	$ 12.66	$125,931	$1,441,787	$1,315,856	8.7%	8,429	158,529
25	Circ	6,7	10,173	(29.7%)	159	6.4	8.6	$ 13.07	$ 1.19	$ 11.88	$12,106	$132,992	$12,106	9.1%	1,582	19,800
27	Std	2,6	76,385	9.9%	923	14.8	20.8	$ 5.47	$ 1.18	$ 4.29	$90,153	$417,604	$90,153	21.6%	5,173	45,412
28	Std	2,3	63,106	(0.2%)	799	21.1	33.6	$ 3.01	$ 1.18	$ 1.83	$74,481	$189,997	$74,481	39.2%	2,988	20,661
30	Frq	1,2,3	329,970	9.0%	3,854	22.9	26.9	$ 7.48	$ 1.21	$ 6.27	$399,775	$2,469,118	$2,069,343	16.2%	14,435	181,282
31	Std	1,6	20,206	(2.6%)	316	17.3	21.8	$ 9.86	$ 1.21	$ 8.65	$24,481	$199,274	$174,794	12.3%	1,165	14,923
35	Frq	2,3	102,048	5.5%	1,211	19.7	30.2	$ 2.83	$ 1.18	$ 1.65	$120,442	$289,294	$168,852	41.6%	5,167	31,459
41	Frq	1,6,7	204,558	0.6%	2,819	22.3	28.4	$ 7.69	$ 1.21	$ 6.48	$247,832	$1,572,470	$1,324,637	15.8%	9,193	116,810
43	Frq	2,6	114,969	7.5%	1,442	18.9	27.3	$ 9.05	$ 1.21	$ 7.83	$139,291	$1,039,989	$900,698	13.4%	6,080	62,016
44	Frq	2,3,6,7	204,745	4.6%	2,668	23.9	31.8	$ 7.16	$ 1.21	$ 5.94	$248,059	$1,465,050	$1,216,991	16.9%	8,565	88,997
60	Exp	1,3,4,6,9	13,881	5.7%	217	15.7	18.9	$ 10.88	$ 1.21	$ 9.67	$16,818	$151,038	$134,220	11.1%	883	14,920
83	Circ	3	3,399	(36.5%)	53	4.2	5.7	$ 12.92	$ 1.19	$ 11.73	$4,045	$43,914	$39,869	9.2%	810	6,538
84	Circ	2	2,924	(27.0%)	46	3.9	5.3	$ 20.58	$ 1.19	$ 19.39	$3,480	$60,176	$56,696	5.8%	753	8,959
88	Circ	3,7	29,016	30.6%	333	21.5	33.9	$ 4.01	$ 1.18	$ 2.83	$34,246	$116,485	$82,238	29.4%	1,347	12,667
105	Std	1,2,3,6	48,200	(4.2%)	684	12.6	16.6	$ 13.61	$ 1.21	$ 12.39	$58,397	$655,809	$597,412	8.9%	3,834	45,705
110	Exp	3,6	4,012	(27.6%)	63	12.0	13.2	$ 14.24	$ 1.21	$ 13.03	$4,861	$57,131	$52,270	8.5%	334	7,432
115	Std	7,9,**LM,EC**	49,956	3.4%	705	12.1	16.7	$ 10.00	$ 1.31	$ 8.69	$65,280	$499,432	$434,152	13.1%	4,121	48,499
120	Frq	3,6,7	107,199	(16.6%)	1,340	15.6	19.7	$ 10.97	$ 1.21	$ 9.76	$129,877	$1,176,487	$1,046,610	11.0%	6,878	71,486
201^	Rpd	1	366,316	4.4%	5,174	64.9	85.4	$ 2.64	$ 0.66	$ 1.98	$240,474	$966,095	$725,620	24.9%	5,648	49,985
202^	Rpd	1	320,952	(2.8%)	4,488	63.4	80.3	$ 2.70	$ 0.66	$ 2.04	$210,694	$866,372	$655,678	24.3%	5,065	47,161
204^	Rpd	1	17,572	2.1%	275	17.2	34.7	$ 9.93	$ 0.66	$ 9.27	$11,535	$174,472	$162,936	6.6%	1,020	7,181
215^	Rpd	3,9	373,762	1.8%	4,478	24.0	30.1	$ 7.13	$ 1.26	$ 5.87	$472,524	$2,665,997	$2,193,474	17.7%	15,586	145,394
225^	Rpd	3,8,**CV**	176,762	5.7%	2,233	18.5	23.0	$ 9.11	$ 1.36	$ 7.75	$240,751	$1,610,737	$1,369,985	14.9%	9,549	179,644
227~	Rpd	8,**IB**	244,773	5.5%	3,056	29.3	42.3	$ 5.92	$ 1.31	$ 4.61	$321,221	$1,448,586	$1,127,365	22.2%	8,351	150,579
235^	Rpd	3,5,6,9,**Esc**	333,786	6.1%	4,256	20.2	24.6	$ 8.48	$ 1.29	$ 7.19	$432,073	$2,831,232	$2,399,160	15.3%	16,552	389,752
237^	Rpd	1,6	47,437	6.1%	741	16.0	20.8	$ 10.66	$ 1.36	$ 9.30	$64,452	$505,797	$441,345	12.7%	2,957	36,644
280	RpEx	3,5,**Esc**	17,969	19.2%	281	18.2	20.5	$ 16.59	$ 3.29	$ 13.31	$59,069	$298,170	$239,101	19.8%	990	29,933
290	RpEx	3,5	15,441	(14.2%)	241	17.8	22.9	$ 13.70	$ 3.29	$ 10.42	$50,759	$211,607	$160,848	24.0%	869	21,243
701	Frq	**CV**	89,261	8.4%	1,267	17.6	22.0	$ 5.38	$ 1.18	$ 4.20	$105,350	$480,431	$375,081	21.9%	5,061	52,244
704	Std	**CV**	96,155	5.3%	1,336	18.2	23.3	$ 5.41	$ 1.18	$ 4.23	$113,487	$520,323	$406,836	21.8%	5,275	56,582
705	Std	**CV,NC,Cty**	45,905	6.6%	649	16.4	24.8	$ 5.07	$ 1.18	$ 3.89	$54,179	$232,758	$178,578	23.3%	2,796	25,311
707	Std	**CV**	24,272	5.0%	379	14.0	21.4	$ 6.48	$ 1.18	$ 5.30	$28,647	$157,351	$128,704	18.2%	1,731	17,111
709	Frq	**CV**	179,793	7.3%	2,531	23.5	30.1	$ 4.32	$ 1.18	$ 3.14	$212,201	$776,263	$564,063	27.3%	7,656	84,414
712	Frq	**CV**	140,151	5.5%	1,972	25.7	33.8	$ 3.70	$ 1.18	$ 2.52	$165,413	$518,621	$353,208	31.9%	5,447	56,397
815	Frq	**EC**	81,610	(3.3%)	1,066	19.9	28.6	$ 3.67	$ 1.31	$ 2.36	$106,644	$299,264	$192,619	35.6%	4,109	29,061
816	Std	**EC,Cty**	28,492	12.5%	445	12.8	18.3	$ 8.65	$ 1.31	$ 7.35	$37,232	$246,549	$209,317	15.1%	2,225	23,942
832	Std	**ST**	8,964	1.2%	128	12.8	21.5	$ 8.03	$ 1.31	$ 6.72	$11,714	$71,961	$60,247	16.3%	700	6,988
833	Std	**EC,ST**	15,304	(20.9%)	210	8.7	11.3	$ 7.60	$ 1.19	$ 6.41	$18,212	$116,254	$98,042	15.7%	1,754	17,308
834	Std	**ST**	7,272	39.3%	114	10.7	18.7	$ 8.83	$ 1.31	$ 7.52	$9,503	$64,176	$54,673	14.8%	681	6,232
838	Std	**Cty**	21,535	(13.3%)	245	9.1	14.1	$ 11.10	$ 1.19	$ 9.91	$25,627	$239,003	$213,376	10.7%	2,355	35,583
848	Std	**EC,Cty**	68,288	2.6%	890	17.3	23.0	$ 5.79	$ 1.31	$ 4.48	$89,236	$395,424	$306,189	22.6%	3,942	38,399
851	Circ	**LM,Cty**	14,356	(7.2%)	224	16.3	21.7	$ 7.37	$ 1.31	$ 6.06	$18,760	$105,738	$86,978	17.7%	882	10,268
852	Std	4,9,**LM**	66,404	8.4%	848	14.4	18.9	$ 6.50	$ 1.31	$ 5.19	$86,774	$431,425	$344,652	20.1%	4,626	41,895
854	Std	7,**LM**	15,757	12.5%	246	11.4	18.0	$ 9.93	$ 1.31	$ 8.62	$20,591	$156,403	$135,812	13.2%	1,383	15,188
855	Std	**LM,Cty**	51,364	1.9%	711	22.5	34.1	$ 4.31	$ 1.31	$ 3.01	$67,120	$221,577	$154,457	30.3%	2,282	21,517
856	Std	4,9,**LG,Cty**	116,235	(0.5%)	1,662	20.6	25.5	$ 5.47	$ 1.31	$ 4.16	$151,891	$635,744	$483,853	23.9%	5,652	61,736
864	Std	**EC,Cty**	64,787	(3.6%)	814	18.0	26.6	$ 5.27	$ 1.31	$ 3.97	$84,661	$341,608	$256,947	24.8%	3,602	33,173
872	Std	**EC**	9,209	(11.7%)	144	9.8	22.7	$ 4.95	$ 1.31	$ 3.65	$12,034	$45,609	$33,575	26.4%	937	4,429
874	Std	**EC**	33,647	2.9%	449	15.7	20.0	$ 6.29	$ 1.31	$ 4.98	$43,968	$211,547	$167,579	20.8%	2,143	20,543
875	Std	**EC**	31,723	4.4%	415	14.4	18.2	$ 6.78	$ 1.31	$ 5.48	$41,454	$215,193	$173,738	19.3%	2,205	20,897

TITLE VI MONITORING (FY 2026 Q4 Statistics) ~

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
1	✓	85%	81%	15 min.	15	15	1.50	0%	No
2		85%	93%	15 min.	12	15	1.50	0%	No
3	✓	85%	80%	15 min.	12	12	1.50	0%	No
4	✓	85%	90%	30 min.	30	30	1.50	0%	No
5	✓	85%	92%	15 min.	12	12	1.50	0%	No
6		85%	92%	15 min.	15	15	1.50	0%	No
7	✓	85%	83%	15 min.	10	10	1.50	0%	No
8		85%	84%	15 min.	20	20	1.50	0%	No
9		85%	94%	15 min.	20	20	1.50	0%	No
10	✓	85%	84%	15 min.	12	15	1.50	0%	No
11		85%	83%	15 min.	15	15	1.50	0%	No
12	✓	85%	94%	15 min.	7.5/15	15	1.50	0%	No
13	✓	85%	88%	15 min.	12	12	1.50	0%	No
14		90%	84%	60 min.	60	60	1.00	0%	No
18		90%	94%	60 min.	30	30	1.00	0%	No
20	✓	90%	92%	30 min.	15/30	30	1.50	0%	No
25		90%	90%	60 min.	60	60	1.00	0%	No
27		85%	87%	30 min.	30	30	1.50	0%	No
28		85%	93%	30 min.	15/30	30	1.50	0%	No
30		85%	80%	15 min.	15	15	1.50	0%	No
31		85%	93%	30 min.	30	-	1.50	0%	No
35		85%	93%	15 min.	15	15	1.50	0%	No
41		85%	90%	15 min.	7.5/15	15	1.50	0%	No
43	✓	85%	93%	15 min.	15	15	1.50	0%	No
44	✓	85%	91%	15 min.	7.5/15	15	1.50	0%	No
60	✓	90%	91%	30 min.	20/30	-	1.50	0%	No
83		90%	92%	60 min.	60	60	1.00	0%	No
84		90%	91%	60 min.	60	60	1.00	0%	No
88		90%	86%	60 min.	30	30	1.00	0%	No
105		85%	92%	30 min.	30	30	1.50	0%	No
110	✓	90%	98%	30 min.	20/30	-	1.50	0%	No
115		85%	89%	30 min.	30	30	1.50	0%	No
120	✓	85%	82%	15 min.	15/30	15/30	1.50	0%	No
201^	✓	85%	97%	15 min.	5	10	1.50	0%	No
202^	✓	85%	95%	15 min.	5	10	1.50	0%	No
204^		85%	99%	15 min.	30	30	1.50	0%	No
215^	✓	85%	88%	15 min.	10	15	1.50	0%	No
225^	✓	85%	89%	15 min.	15	30	1.50	0%	No
227~	✓	85%	89%	15 min.	15	30	1.50	0%	No
235^		85%	86%	15 min.	15	15	1.50	0%	No
237^	✓	85%	93%	15 min.	15	-	1.50	0%	No
280		90%	86%	30 min.	15	-	1.00	0%	No
290		90%	90%	30 min.	10	-	1.00	0%	No
701	✓	85%	83%	15 min.	15	15	1.50	0%	No
704	✓	85%	84%	30 min.	30	30	1.50	0%	No
705	✓	85%	92%	30 min.	30/60	30/60	1.50	0%	No
707	✓	85%	92%	30 min.	30	30	1.50	0%	No
709	✓	85%	87%	15 min.	7.5/15	15	1.50	0%	No
712	✓	85%	88%	15 min.	15	15	1.50	0%	No
815		85%	92%	15 min.	15	15	1.50	0%	No
816		85%	88%	30 min.	30	30	1.50	0%	No
832		85%	90%	30 min.	60	60	1.50	0%	No
833		85%	89%	30 min.	35-45	35-45	1.50	0%	No
834		85%	84%	30 min.	60	60	1.50	0%	No
838		85%	83%	30 min.	60	60	1.50	0%	No
848		85%	89%	30 min.	30	30	1.50	0%	No
851	✓	90%	95%	60 min.	60	60	1.00	0%	No
852	✓	85%	86%	30 min.	30	30	1.50	0%	No
854		85%	96%	30 min.	30/60	30/60	1.50	0%	No
855	✓	85%	89%	30 min.	30	30	1.50	0%	No
856	✓	85%	87%	30 min.	30	30	1.50	0%	No
864		85%	83%	30 min.	30	30	1.50	0%	No
872		85%	92%	30 min.	30	30	1.50	0%	No
874		85%	88%	30 min.	30	30	1.50	0%	No
875		85%	88%	30 min.	30	30	1.50	0%	No

FY 2026 ROUTE STATISTICS (Q4)

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Q4 Passengers	FY25 - 26 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles
888	Rural	**EC,Cty**	198	(7.9%)	3	1.4	1.5	$ 203.78	$ 4.20	$ 199.58	$832	$40,349	$39,517	2.1%	142	4,133
891	Rural	**EC,Cty**	109	65.2%	2	1.4	1.5	$ 209.14	$ 4.20	$ 204.93	$458	$22,796	$22,338	2.0%	80	2,335
892	Rural	**EC,Cty**	89	154.3%	1	1.2	1.4	$ 239.35	$ 4.20	$ 235.15	$374	$21,302	$20,928	1.8%	73	2,182
894	Rural	**EC,Cty**	17,160	27.6%	268	16.7	20.4	$ 14.44	$ 4.20	$ 10.24	$72,110	$247,767	$175,658	29.1%	1,026	25,379
901	**Frq**	3,8,**IB,Cor**	171,430	14.0%	2,077	17.4	21.7	$ 6.77	$ 1.18	$ 5.59	$202,330	$1,160,486	$958,156	17.4%	9,845	126,196
904*	Circ	**Cor**	15,607	253.6%	167	11.3	17.8	$ 2.99	$ 1.19	$ 1.80	$18,572	$46,661	$28,089	39.8%	1,381	6,947
905	Std	8	65,397	13.1%	951	17.2	24.5	$ 7.42	$ 1.18	$ 6.24	$77,185	$485,571	$408,387	15.9%	3,810	52,803
906	**Frq**	8	152,683	8.4%	1,924	28.0	37.3	$ 2.33	$ 1.18	$ 1.15	$180,204	$355,578	$175,374	50.7%	5,449	38,667
907	**Frq**	8	166,215	8.1%	2,101	29.5	39.9	$ 2.06	$ 1.18	$ 0.88	$196,175	$342,511	$146,336	57.3%	5,639	37,246
909	Circ	8	13,927	21.8%	218	14.7	20.0	$ 7.71	$ 1.18	$ 6.53	$16,437	$107,399	$90,962	15.3%	946	11,679
910**	Exp	3,8,**CV,NC**	25,958	36.2%	291	23.2	28.1	$ 7.45	$ 1.18	$ 6.27	$30,637	$193,335	$162,698	15.8%	1,119	21,024
916	Std	4,**LG**	15,013	(4.1%)	209	11.0	13.5	$ 9.78	$ 1.18	$ 8.60	$17,719	$146,886	$129,167	12.1%	1,362	15,973
917	Std	4,**LG**	17,392	7.3%	243	12.2	14.8	$ 8.54	$ 1.18	$ 7.36	$20,527	$148,606	$128,079	13.8%	1,427	16,160
921	Std	1,6	68,273	24.7%	881	17.0	24.9	$ 5.87	$ 1.31	$ 4.56	$89,216	$400,769	$311,553	22.3%	4,015	38,918
923	Std	2,3	39,480	13.7%	617	11.6	14.2	$ 7.23	$ 1.18	$ 6.05	$46,596	$285,303	$238,707	16.3%	3,399	31,025
928	Std	6,7	42,060	8.7%	588	10.4	14.7	$ 9.18	$ 1.18	$ 8.00	$49,641	$386,265	$336,624	12.9%	4,048	42,004
929	**Frq**	3,8,**CV,NC**	376,109	2.5%	4,825	24.8	30.1	$ 3.61	$ 1.18	$ 2.43	$443,902	$1,356,470	$912,567	32.7%	15,157	147,508
932	**Frq**	8,**CV,NC**	215,489	4.6%	2,926	21.3	26.2	$ 4.20	$ 1.18	$ 3.02	$254,331	$905,889	$651,558	28.1%	10,104	98,510
933	**Frq**	8,**IB**	174,629	9.1%	2,277	26.1	31.1	$ 3.97	$ 1.18	$ 2.79	$206,106	$693,905	$487,799	29.7%	6,687	75,458
934	**Frq**	8,**IB**	165,384	8.2%	2,182	24.7	29.6	$ 4.07	$ 1.18	$ 2.89	$195,194	$672,423	$477,229	29.0%	6,695	73,122
936	Std	4,9,**LG,Cty**	95,244	6.0%	1,100	18.8	25.7	$ 4.39	$ 1.31	$ 3.08	$124,461	$417,863	$293,403	29.8%	5,079	40,578
944	Std	5,**PW**	9,856	(28.1%)	147	8.2	17.5	$ 8.78	$ 1.19	$ 7.59	$11,729	$86,525	$74,797	13.6%	1,197	12,882
945	Std	5,**PW**	23,255	(13.4%)	331	8.8	11.0	$ 10.44	$ 1.19	$ 9.25	$27,674	$242,737	$215,064	11.4%	2,637	36,139
955	**Frq**	4,8,9,**NC**	265,687	5.1%	3,449	24.8	31.4	$ 3.35	$ 1.18	$ 2.17	$313,577	$890,366	$576,789	35.2%	10,692	96,822
961	**Frq**	4,**NC**	138,427	12.2%	1,772	23.3	31.3	$ 4.03	$ 1.18	$ 2.85	$163,378	$558,201	$394,822	29.3%	5,940	60,701
962	**Frq**	4,**NC,Cty**	125,964	4.6%	1,572	22.6	31.2	$ 4.18	$ 1.18	$ 3.00	$148,669	$526,613	$377,944	28.2%	5,565	57,266
963	Std	4,**NC**	31,384	7.7%	407	13.8	21.0	$ 4.91	$ 1.18	$ 3.73	$37,041	$154,188	$117,147	24.0%	2,269	16,767
964	Circ	5,6	17,301	(32.8%)	270	9.9	16.4	$ 5.88	$ 1.19	$ 4.69	$20,588	$101,679	$81,090	20.2%	1,744	15,138
965	Circ	9	8,255	(29.5%)	114	9.1	17.8	$ 5.98	$ 1.19	$ 4.79	$9,823	$49,402	$39,578	19.9%	909	7,355
967	Std	4,**NC**	10,138	2.3%	158	11.2	15.7	$ 7.31	$ 1.18	$ 6.13	$11,965	$74,073	$62,108	16.2%	904	8,055
968	Std	**NC**	14,000	9.5%	219	13.2	17.4	$ 6.94	$ 1.18	$ 5.76	$16,523	$97,100	$80,576	17.0%	1,058	10,559
985	Circ	1	6,630	(28.7%)	104	9.9	18.9	$ 5.85	$ 1.19	$ 4.66	$7,890	$38,783	$30,893	20.3%	667	5,774
992	**Frq**	2,3	103,758	7.9%	1,138	19.7	28.2	$ 3.72	$ 1.18	$ 2.54	$122,460	$386,495	$264,034	31.7%	5,280	42,029
Access	D.R.	ALL	52,389	(31.9%)	718	1.7	1.7	$ 72.95	$ 4.73	$ 68.21	$247,974	$3,821,688	$3,573,714	6.5%	31,127	511,096
Taxi	D.R.	ALL	37,672	131.0%	527	2.7	2.7	$ 45.72	$ 4.73	$ 40.99	$178,313	$1,722,442	$1,544,129	10.4%	14,029	369,352
Blue	**LRT**	3,8,**NC,CV**	6,861,615	2.5%	82,984	226.4	267.1	$ 3.02	$ 0.82	$ 2.19	$5,658,755	$20,713,834	$15,055,079	27.3%	30,312	557,708
Orange	**LRT**	3,4,8,9,**LG,LM,EC**	1,657,998	(4.1%)	20,051	130.8	155.6	$ 5.22	$ 0.82	$ 4.40	$1,367,346	$8,660,148	$7,292,802	15.8%	12,673	206,419
Green	**LRT**	2,3,7,9,**LM,EC**	2,333,934	(0.0%)	25,532	147.3	181.2	$ 4.64	$ 0.82	$ 3.81	$1,924,789	$10,825,014	$8,900,226	17.8%	15,841	280,733
Copper	**LRT**	EC,ST	105,902	(37.4%)	1,354	31.2	41.3	$ 21.87	$ 0.82	$ 21.04	$87,337	$2,315,888	$2,228,550	3.8%	3,389	48,544
TOTAL			**21,092,325**	**2.0%**	**261,519**	**37.1**	**48.6**	**$ 5.08**	**$ 1.02**	**$ 4.07**	**$21,421,888**	**$107,163,059**	**$85,741,171**	**20.0%**	**569,090**	**7,032,490**

TITLE VI MONITORING (FY 2026 Q4 Statistics) ~

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
888									
891									
892									
894									
901	✓	85%	83%	15 min.	15	30	1.50	0%	No
904*		90%	85%	60 min.	60	60	1.50	0%	No
905	✓	85%	92%	30 min.	15/30	30	1.50	0%	No
906	✓	85%	87%	15 min.	15	15	1.50	0%	No
907	✓	85%	87%	15 min.	15	15	1.50	0%	No
909	✓	90%	89%	60 min.	60+	60+	1.5	0%	No
910		90%	80%	60 min.	60+	60+	1.5	0%	No
916	✓	85%	84%	30 min.	30/60	30/60	1.50	0%	No
917	✓	85%	87%	30 min.	30/60	30/60	1.50	0%	No
921	✓	85%	87%	30 min.	30	30	1.50	0%	No
923		85%	92%	30 min.	30	30	1.50	0%	No
928		85%	91%	30 min.	30	30	1.50	0%	No
929	✓	85%	86%	15 min.	12	15	1.00	0%	No
932	✓	85%	85%	15 min.	15	15	1.50	0%	No
933	✓	85%	82%	15 min.	12	15	1.50	0%	No
934	✓	85%	86%	15 min.	12	15	1.50	0%	No
936	✓	85%	89%	30 min.	30	30	1.50	0%	No
944		85%	90%	30 min.	30	30	1.00	0%	No
945		85%	81%	30 min.	30	30	1.50	0%	No
955	✓	85%	87%	15 min.	12	12	1.50	0%	No
961	✓	85%	90%	15 min.	15/30	15/30	1.50	0%	No
962	✓	85%	88%	15 min.	15	15	1.50	0%	No
963	✓	85%	93%	30 min.	30	30	1.50	0%	No
964	✓	90%	89%	60 min.	30	30	1.00	0%	No
965	✓	90%	83%	60 min.	35-45	35-45	1.00	0%	No
967	✓	85%	89%	30 min.	60	60	1.50	0%	No
968	✓	85%	86%	30 min.	60+	60+	1.50	0%	No
985	✓	90%		15 min.	15	15			
992		85%	79%	15 min.	15	15	1.50	0%	No
Blue	✓	90%	94%	15 min.	7.5	15	3.00	0%	No
Orange	✓	90%	95%	15 min.	15	15	3.00	0%	No
Green		90%	96%	15 min.	15	15	3.00	0%	No
Copper		90%	99.7%	15 min.	15	15	3.00	0%	No

*FTA defines **Minority** persons to include the following: (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, (5) Native Hawaiian or Other Pacific Islander.*

*FTA defines **Minority Route** as one with at least 1/3 of its total mileage in a census block(s) with a percentage of minority population that exceeds the percentage of minority population in the entire MTS service area.*

Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/dovs/FTA_Title_VI_FINAL.pdf

Route Category	Q4 Passengers	FY25 - 26 % Change	Avg. Wkday. Psgrs.	Psgrs./ Rev. Hr.	Psgrs./ InSvc. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Revenue	Expense	Total Subsidy	Farebox Recovery	Revenue Hours	Revenue Miles
System Total	**21,092,325**	**2.0%**	**261,519**	**37.1**	**48.6**	**$ 5.08**	**$ 1.02**	**$ 4.07**	**$21,421,888**	**$107,163,059**	**$85,741,171**	**20.0%**	**569,090**	**7,032,490**
Fixed Route (Bus + Rail) Total	**21,002,264**	**2.1%**	**260,274**	**40.1**	**51.5**	**$ 4.84**	**$ 1.00**	**$ 3.84**	**$20,995,601**	**$101,618,929**	**$80,623,328**	**20.7%**	**523,934**	**6,152,042**
Light Rail (Blue, Orange, Green, & Copper)	**10,959,449**	**0.3%**	**129,922**	**176.2**	**211.6**	**$ 3.88**	**$ 0.82**	**$ 3.05**	**$9,038,227**	**$42,514,884**	**$33,476,657**	**21.3%**	**62,215**	**1,093,404**
Bus	**10,042,815**	**4.1%**	**130,352**	**21.8**	**28.2**	**$ 5.89**	**$ 1.19**	**$ 4.69**	**$11,957,374**	**$59,104,045**	**$47,146,671**	**20.2%**	**461,719**	**5,058,638**
Urban Frequent	*6,301,764*	*4.4%*	*80,353*	*23.3*	*29.6*	*$ 5.42*	*$ 1.14*	*$ 4.28*	*$7,170,512*	*$34,140,155*	*$26,969,643*	*21.0%*	*270,889*	*2,625,401*
Urban Standard	*1,526,555*	*4.5%*	*20,680*	*15.4*	*21.2*	*$ 6.70*	*$ 1.46*	*$ 5.24*	*$2,235,023*	*$10,228,195*	*$7,993,172*	*21.9%*	*98,839*	*1,008,171*
Rapid ^	*1,881,360*	*3.2%*	*24,702*	*29.1*	*37.2*	*$ 5.88*	*$ 1.06*	*$ 4.82*	*$1,993,725*	*$11,069,288*	*$9,075,563*	*18.0%*	*64,728*	*1,006,340*
Express	*147,793*	*3.1%*	*1,934*	*13.7*	*16.7*	*$ 12.47*	*$ 1.37*	*$ 11.10*	*$202,301*	*$1,843,290*	*$1,640,989*	*11.0%*	*10,765*	*201,905*
Circulator	*134,377*	*-4.6%*	*1,888*	*10.1*	*14.8*	*$ 7.30*	*$ 1.28*	*$ 6.02*	*$172,213*	*$981,162*	*$808,949*	*17.6%*	*13,318*	*131,616*
Premium/Rapid Express	*33,410*	*1.0%*	*522*	*18.0*	*21.5*	*$ 15.26*	*$ 3.29*	*$ 11.97*	*$109,828*	*$509,776*	*$399,948*	*21.5%*	*1,859*	*51,176*
*Rural ^^*	*17,556*	*27.5%*	*274*	*13.3*	*15.8*	*$ 18.92*	*$ 4.20*	*$ 14.72*	*$73,774*	*$332,214*	*$258,441*	*22.2%*	*1,321*	*34,029*
Demand-Resp Subtotal	**90,061**	**-3.5%**	**1,245**	**2.0**	**2.0**	**$ 61.56**	**$ 4.73**	**$ 56.83**	**$426,287**	**$5,544,130**	**$5,117,843**	**7.7%**	**45,156**	**880,448**
MTS Access	*52,389*	*-31.9%*	*718*	*1.7*	*1.7*	*$ 72.95*	*$ 4.73*	*$ 68.21*	*$247,974*	*$3,821,688*	*$3,573,714*	*6.5%*	*31,127*	*511,096*
Access Taxi	*37,672*	*131.0%*	*527*	*2.7*	*2.7*	*$ 45.72*	*$ 4.73*	*$ 40.99*	*$178,313*	*$1,722,442*	*$1,544,129*	*10.4%*	*14,029*	*369,352*

* City of Coronado subsidized fares for summer service on Route 904.

^ SANDAG reimburses MTS for net operating costs for Routes 201-237 with TransNet funds (except Route 227).

^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.

** New 910 Express route started service on Jan 26, 2025.

~ Copper Line started service on Sept 29, 2024

~ System summary totals include Transit Center costs not associated with specific routes.

NC=National City, CV=Chula Vista
IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa
EC=El Cajon, ST=Santee, PW=Poway
Cor=Coronado, Cty=County Uninc., Esc=Escondido
SD Dist.=City of San Diego Council District

SERVICE AVAILABILITY

Goal	Actual	
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	*% of **residents** within 1/2 mile of a bus stop or rail station in urban areas:* **99.2%**	*% of **jobs** within 1/2 mile of a bus stop or rail station in urban areas:* **95.9%**
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station: **100.0%**	
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	*Available Service:* ***Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.***	

See attached map entitled 'Metropolitan Transit System Area of Jurisdiction.'

Percentage Sources: American Community Survey (2019) and 2020 U.S. Census Bureau

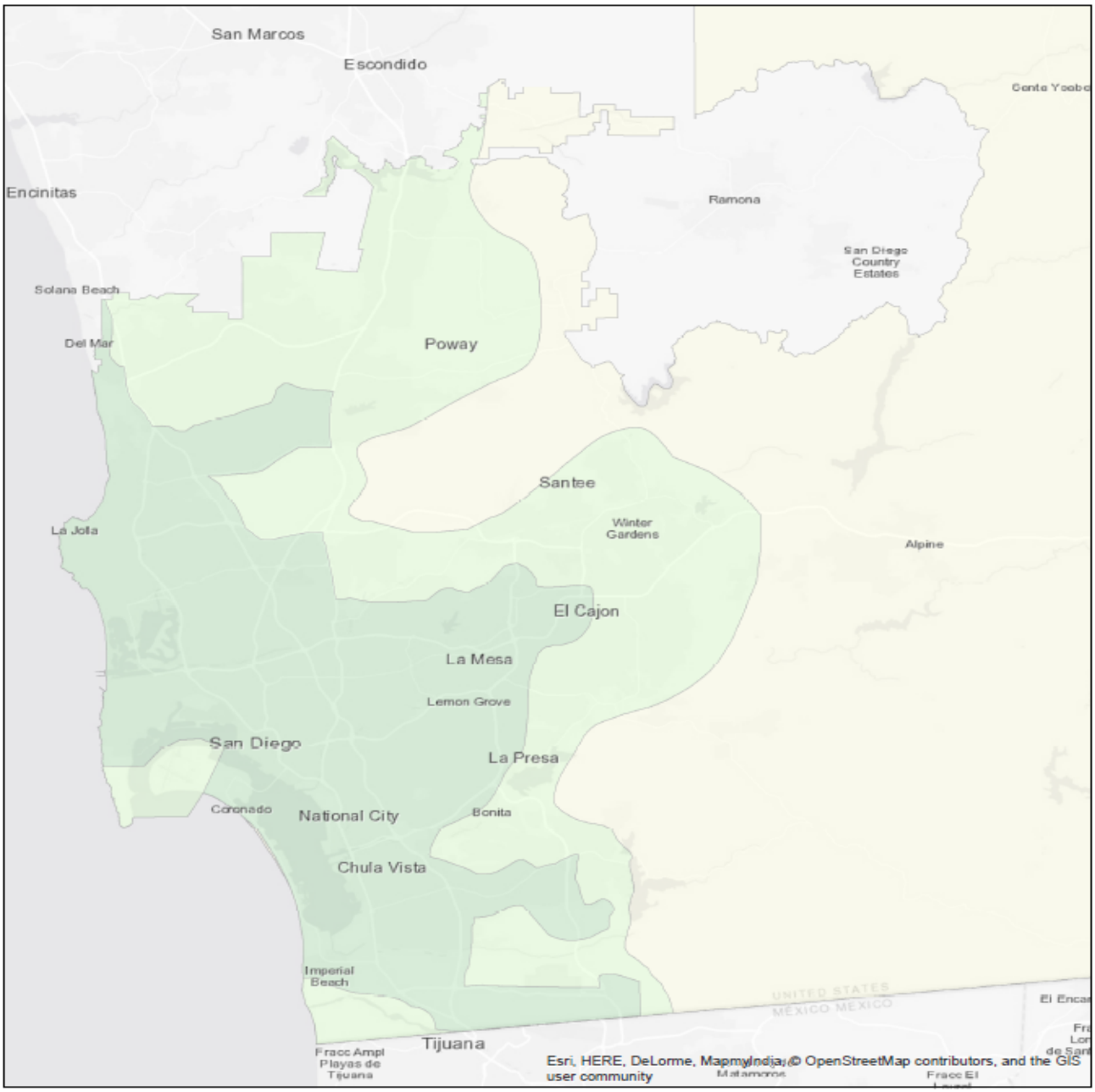
^ Minority Route report updated using ACS 2021 (10/26/2023)

~ Title VI Monitoring statistics are updated on an annual basis

~~ No trips averaged above the vehicle load factor target (1.5 for most bus routes, 3.0 for Trolley).

NOTE: Rural and Demand Response services have no specific Policy 42 goals for OTP, headway, or vehicle load.

** Service Availability updated from PR request for Urban & Suburban Transit Access (1/27/2023)*



MTS Urban Service Area
MTS Suburban Service Area
MTS Rural Service Area

MTS Area of Jurisdiction

December 2024

Metropolitan Transit System

FY 2026 Q4 & FY 2026 Annual Performance Monitoring Report

Board of Directors

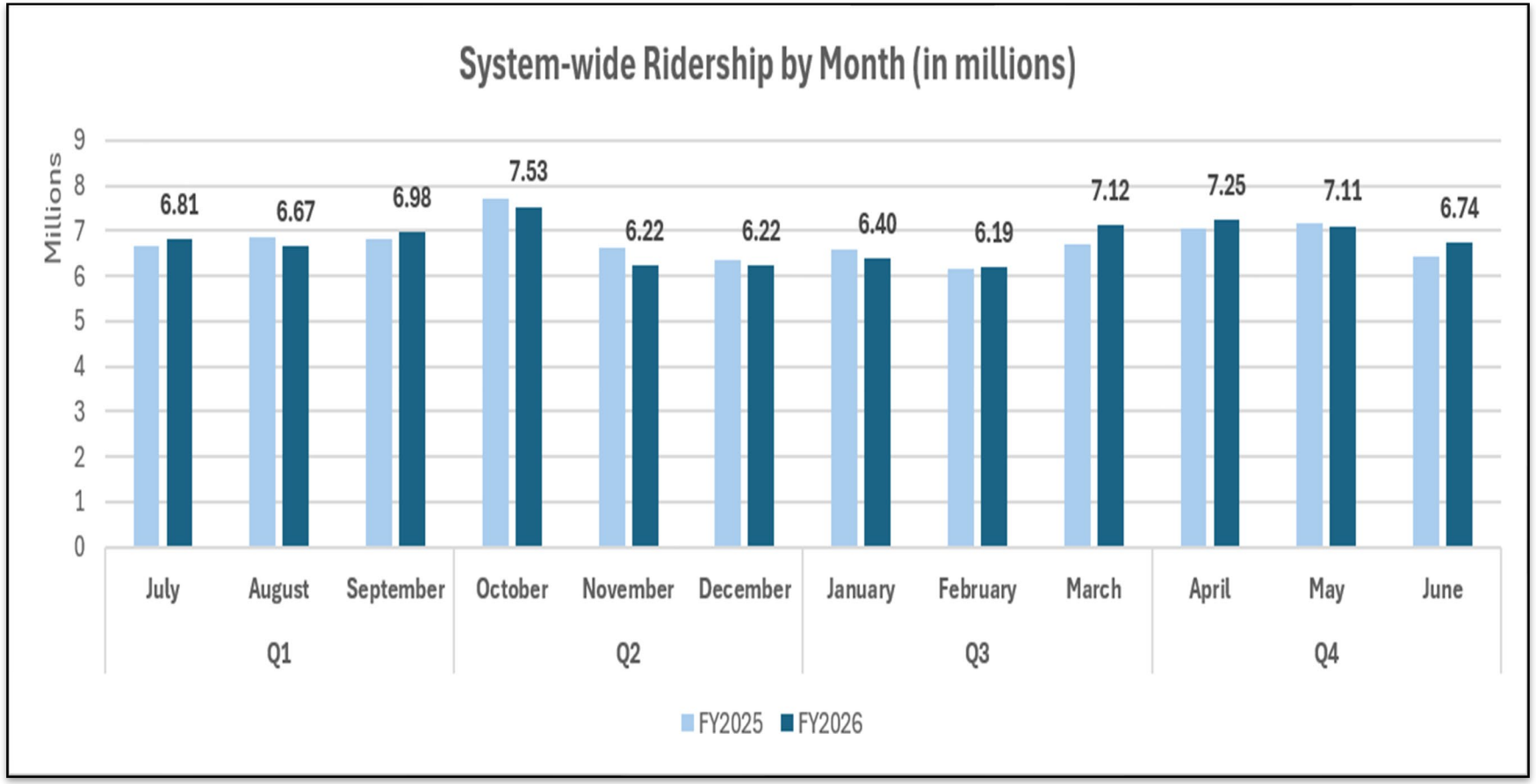
Board Policy 42

- Board policy to establish:
  - A process for evaluating and adjusting existing transit services to improve performance
  - Procedures for implementing service changes
- Adopted vision is for a customer-focused, competitive, integrated, and sustainable system
- Categorizes services by types:
  - Bus: premium express, express, Rapid, urban frequent, urban standard, circulator, Rural
  - Light Rail (Trolley)
  - Demand Response
- Performance indicators are analyzed with performance targets established
- Board receives annual and quarterly updates

Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		INTEGRATED	SUSTAINABLE	
PRODUCTIVITY	**QUALITY**	**CONNECTIVITY**	**RESOURCES**	**EFFICIENCY**
• **Total Passengers** • **Average Weekday Passengers** • **Passengers/ Revenue Hour** • Passengers/ In-Service Hour	• Passenger Load Factor • **On-Time Performance** • Accidents/ 100,000 Miles • Comments/ 100,000 Passengers • Mean Distance Between Failures	• Route Headway • Span-of- Service Consistency • Service Availability	• In-Service Miles • In-Service Hours • Peak Vehicle Requirement	• In-Service Speed • In-Service/Total Miles • In-Service/Total Hours • **Farebox Recovery Ratio** • **Subsidy/Passenger**

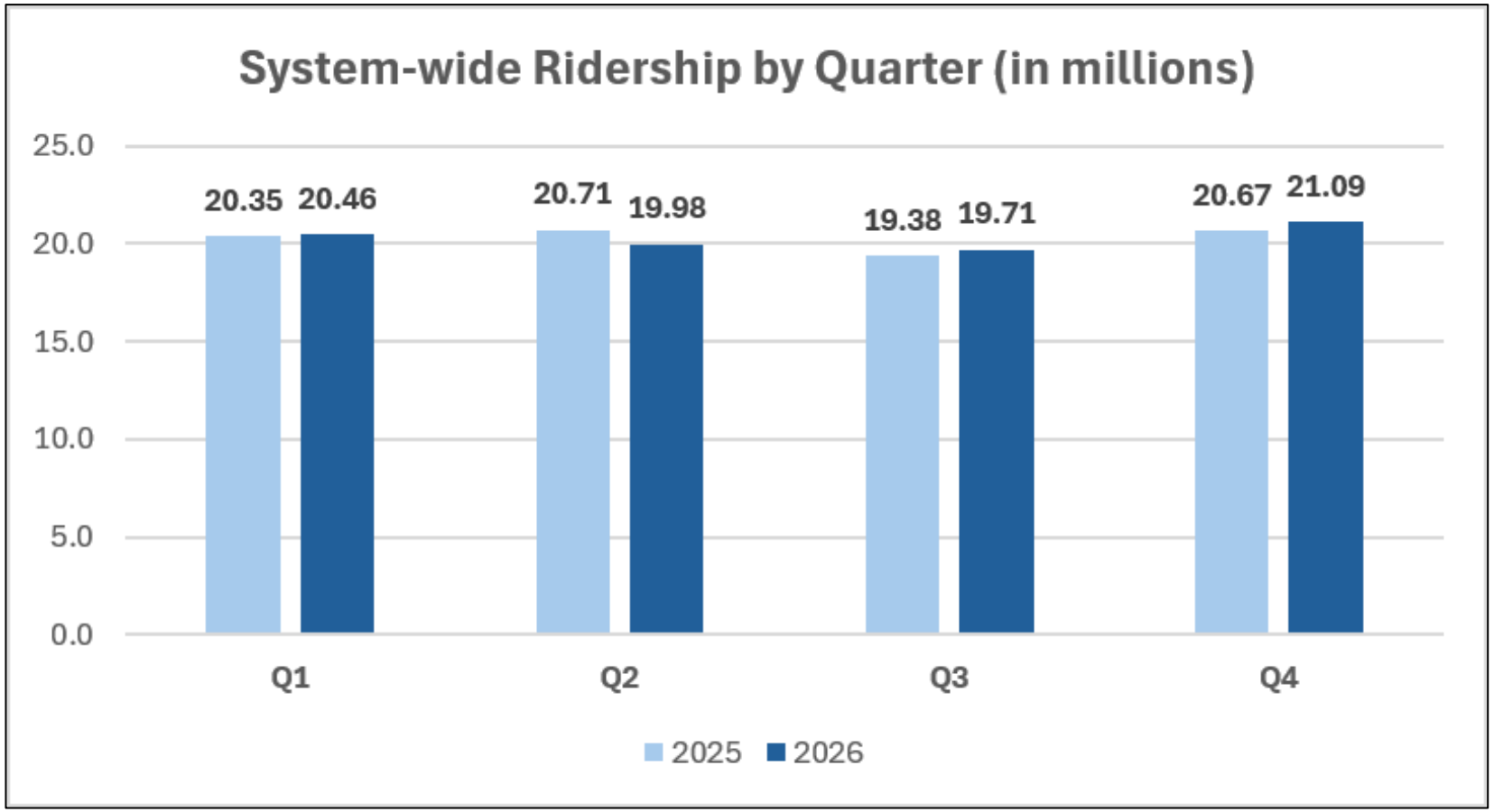
Total Ridership by Month



Overall Trends

- Comparing month to month, ridership in FY26 was fairly flat and following similar seasonal fluctuations to previous fiscal year.

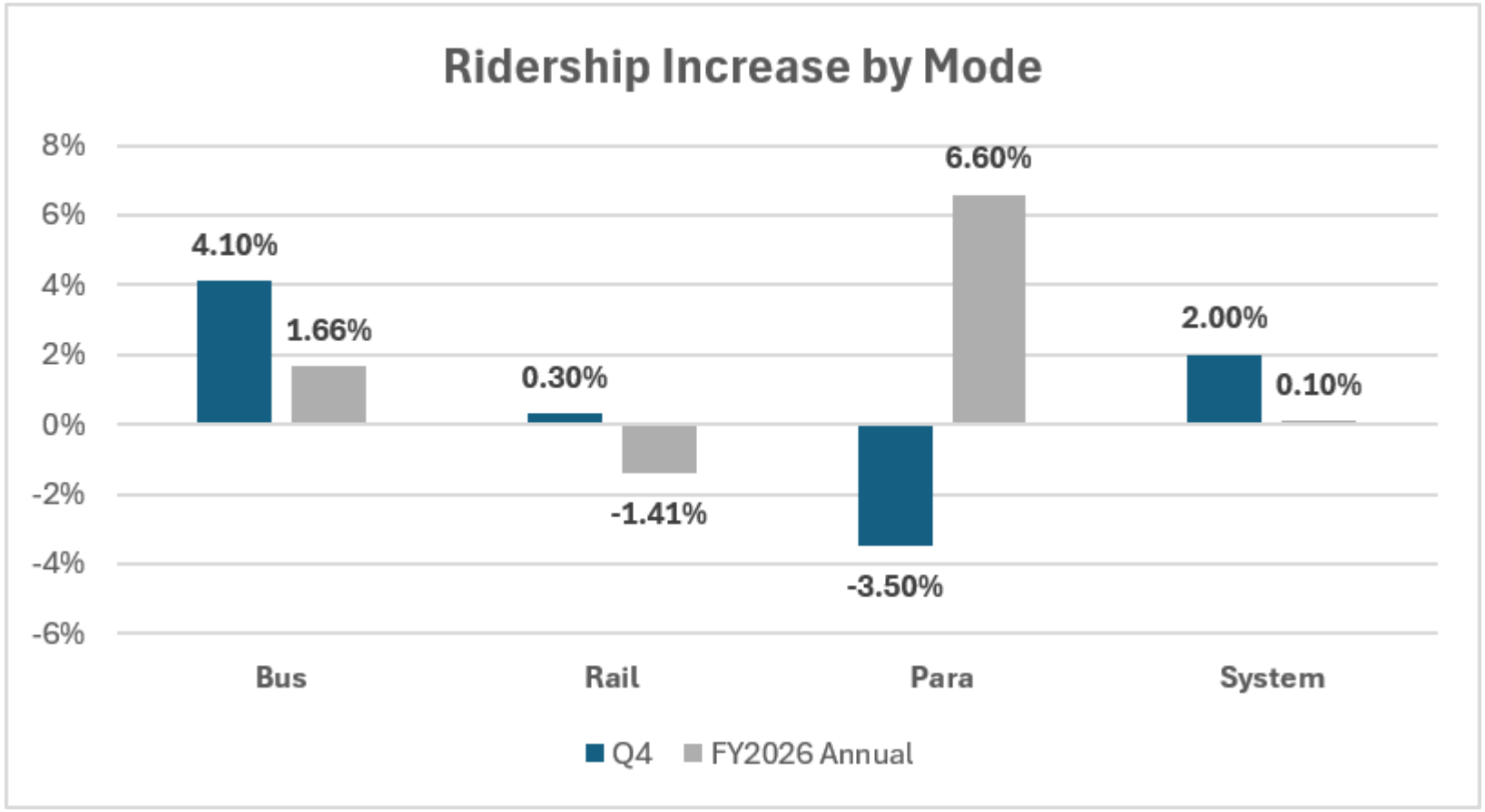
Total Ridership by Quarter



Overall Trends

- Q4 FY26 systemwide ridership increased 2% vs. Q4 FY25
- Overall annual ridership up 0.1%.

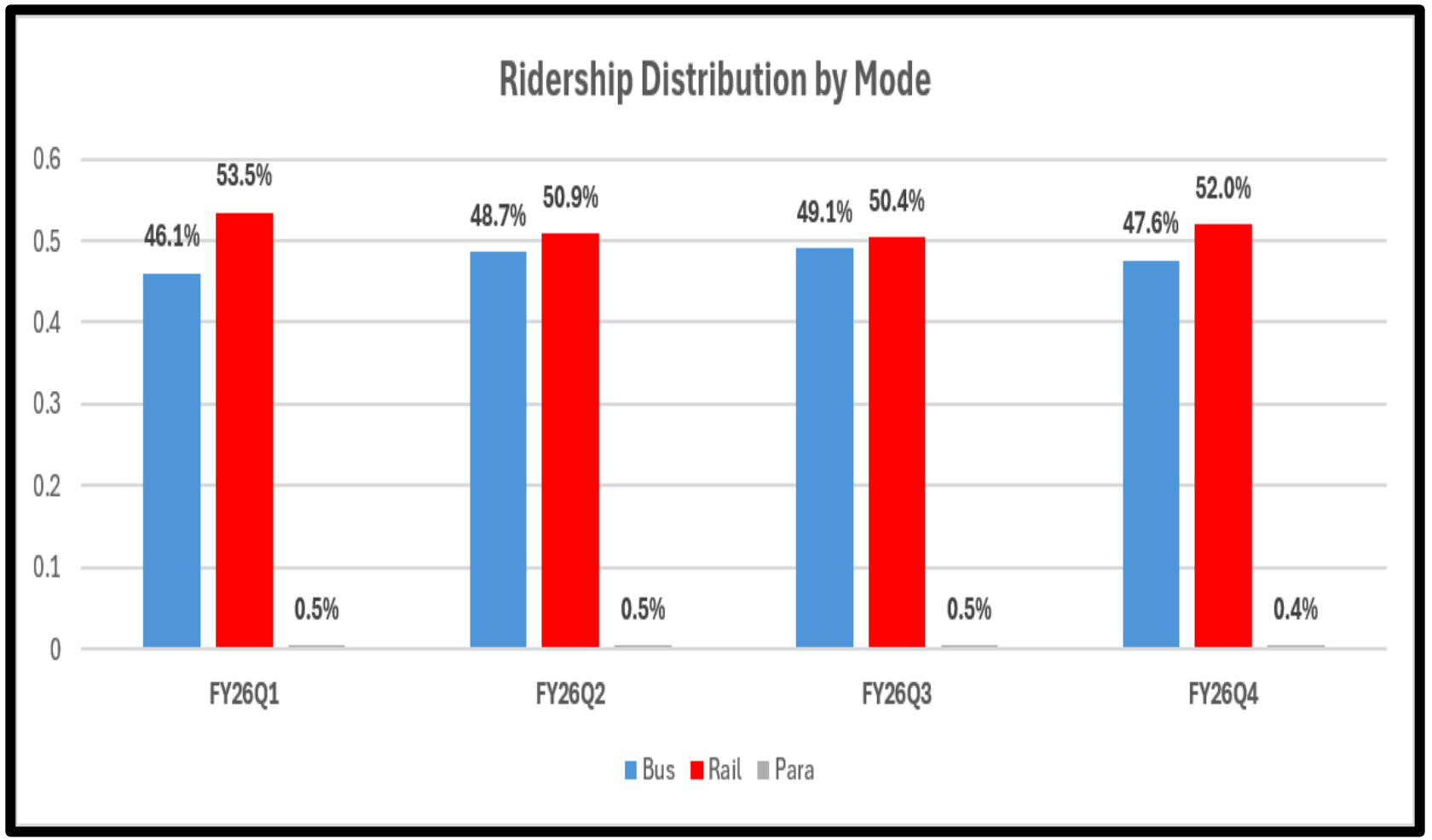
Change by Mode



Overall Trends

- Both bus and rail saw increases in Q4.
- Overall, ridership showed small growth annually

Ridership Distribution by Mode



Overall Trends

- Trolley gains higher percentage of ridership in non-school and “special event” months.
- Closer to 50/50 split from October through March

Passengers per Revenue Hour

- Metric measures how well service provided is used
- Policy 42 goal is to improve the route category average
- Metric has improved – or stayed close to flat - on all categories of service, other than demand response

Route Categories	FY 2025 Q4	FY 2026 Q4	% Change FY25 - FY26
System Total	**34.2**	**37.1**	**8.3%**
Fixed Route (Bus + Rail) Total	**37.7**	**40.1**	**6.3%**
Light Rail (Blue, Orange, Green, & Copper)	**172.9**	**176.2**	**1.9%**
Bus	**20.1**	**21.8**	**8.4%**
Urban Frequent	*21.2*	*23.3*	*9.5%*
Urban Standard	*14.4*	*15.4*	*7.0%*
Rapid	*27.6*	*29.1*	*5.3%*
Express	*12.5*	*13.7*	*9.6%*
Circulator	*9.8*	*10.1*	*3.4%*
Premium/Rapid Express	*17.8*	*18.0*	*1.1%*
Rural	*10.5*	*13.3*	*27.2%*
Demand-Resp. Subtotal	**1.6**	***2.0***	**23.6%**
Demand-Resp. (MTS Access)	*1.5*	*1.7*	*13.9%*
Demand-Resp. (Access Taxi)	*2.8*	*2.7*	*-5.6%*

On-Time Performance

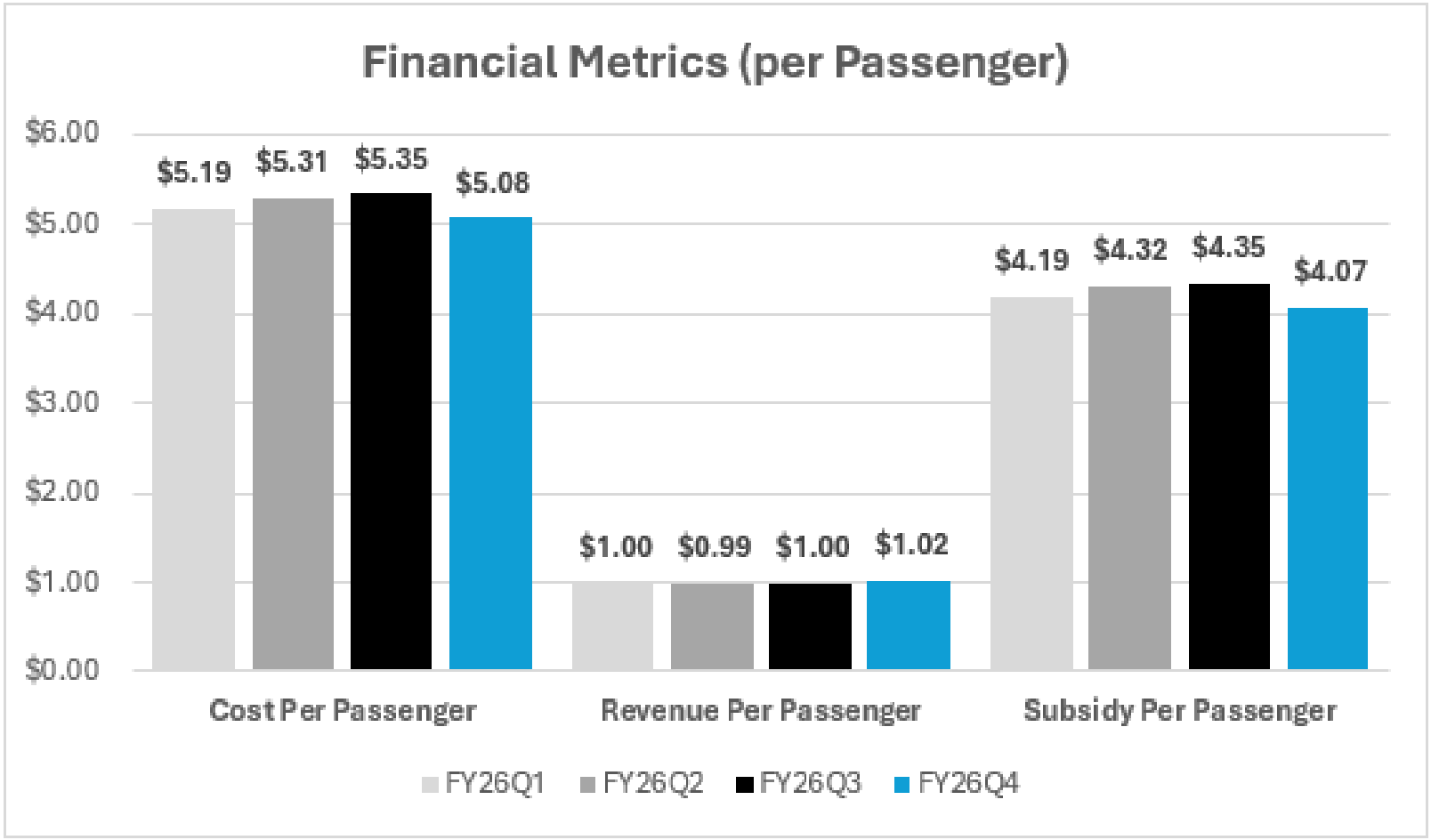
- Policy 42 goal is 85% for Urban Frequent & Rapid, 90% for all other categories
- Increasing ridership and resuming traffic congestion are impacting on-time performance figures, with results returning to levels similar to pre-pandemic periods.

Route Categories	Quarter				GOAL
	Q1 FY26	Q2 FY26	Q3 FY26	Q4 FY26	
System	**87.8%**	**87.4%**	**87.3%**	**87.5%**	
Light Rail (Blue, Orange, Green, & Copper)	**95.1%**	**94.1%**	**93.1%**	**94.6%**	*90.0%*
Bus	**87.0%**	**87.0%**	**86.8%**	**87.0%**	
Urban Frequent	85.9%	86.1%	85.7%	85.9%	*85.0%*
Urban Standard	88.4%	87.6%	88.1%	88.1%	*90.0%*
Rapid	90.1%	89.8%	88.6%	89.5%	*85.0%*
Express	87.1%	86.9%	89.7%	88.5%	*90.0%*
Circulator	87.6%	88.3%	87.8%	88.0%	*90.0%*
Premium/Rapid Express	88.9%	88.3%	88.7%	88.4%	*90.0%*
Rural	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	

Financial Metrics

- Considerations:
  - (a) costs of providing service
  - (b) fare revenue from service
  - (c) net subsidy

- Costs and subsidy per passenger have decreased, and revenue has increase in Q4



Changes in FY26

- Discontinuation of Express Route 110, along with reconfiguration of I-15 express routes
- Small, system-wide service efficiencies across 39 routes, including re-route of Route 992 to elevated departure-level roadway



Total Passengers

- Policy 42 goal is a year-over-year improvement by route, category, and system
- FY 2026 ridership increased 0.1% over FY 2025, with consistent increases on bus.
- 81.2 million riders in FY 2026 shows continuing return from the pandemic.

Route Categories	FY 2023	FY 2024	FY 2025	FY 2026	% Change FY25 - FY26
System Total	**68,511,363**	**75,682,794**	**81,181,071**	**81,236,120**	**0.10%**
Fixed Route (Bus + Rail) Total	**68,261,701**	**75,368,695**	**80,830,294**	**80,862,204**	**0.00%**
Light Rail (Blue, Orange, Green, & Copper)	**36,047,360**	**39,649,485**	**42,594,791**	**41,993,507**	**-1.40%**
Bus	**32,214,341**	**35,719,210**	**38,235,503**	**38,868,697**	**1.70%**
Urban Frequent	20,156,847	22,476,382	*24,122,553*	*24,286,314*	*0.70%*
Urban Standard	5,222,535	5,664,277	*5,869,524*	*5,966,236*	*1.60%*
Rapid	5,477,016	6,364,477	*6,956,391*	*7,229,937*	*3.90%*
Express	685,945	515,744	*506,437*	*583,883*	*15.30%*
Circulator	526,347	554,504	*608,727*	*614,398*	*0.90%*
Premium/Rapid Express	102,064	105,696	*114,617*	*124,462*	*8.60%*
Rural	43,587	38,130	*57,254*	*63,467*	*10.90%*
Demand Response Total	**249,662**	**314,099**	**350,777**	**373,916**	**6.60%**
MTS Access	178,828	200,622	*284,124*	*270,918*	*-4.60%*
Access Taxi	70,834	113,477	*66,653*	*102,998*	*54.50%*

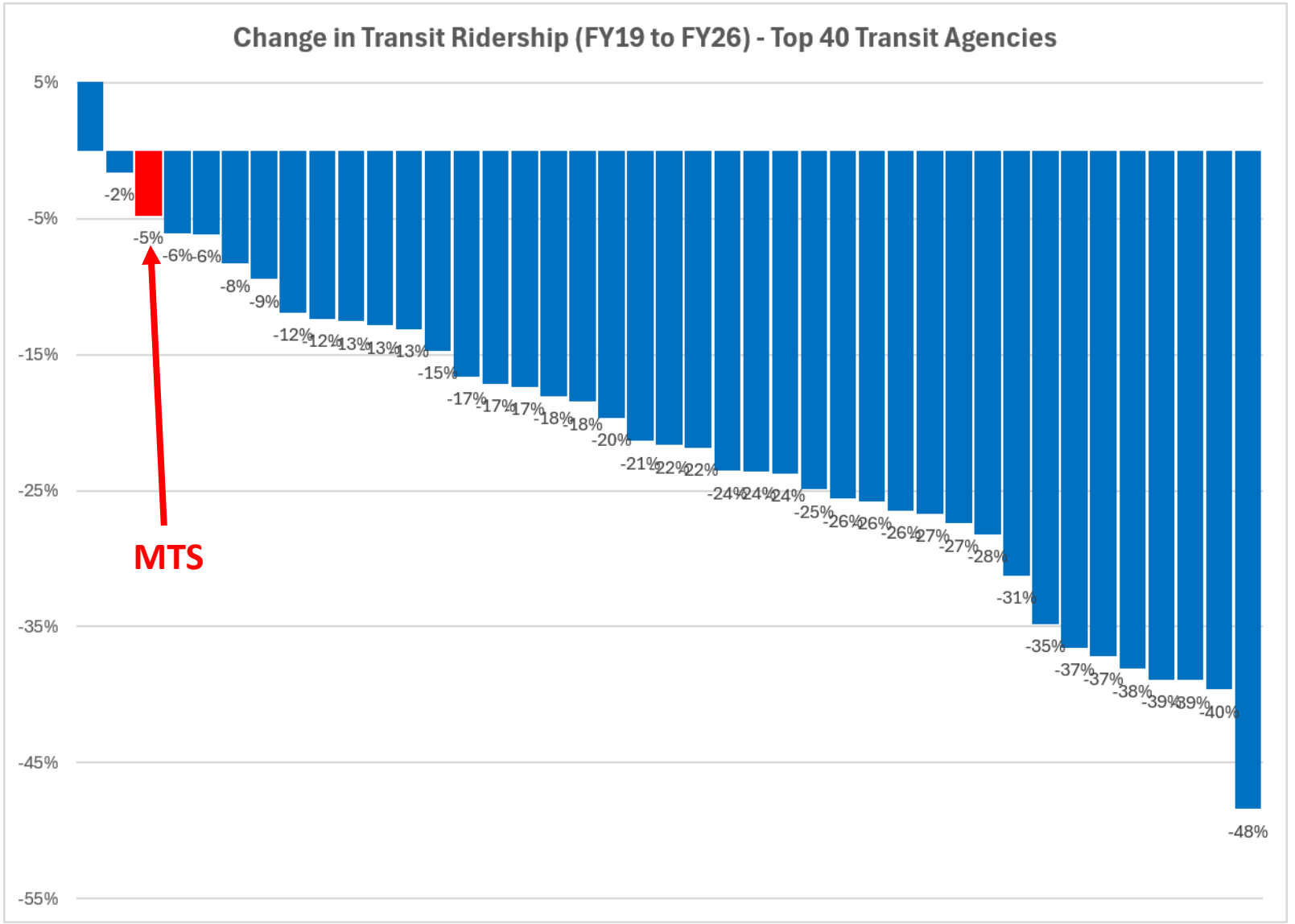
Ridership Recovery vs National Trends

- Of Top 40 transit agencies pre-COVID, three have retained 95% of ridership
  - New York MTA
  - Sound Transit, recent expansion

Agency	FY19	FY26	Retention
NYC Transit	3,366,727,757	3,048,955,001	91%
Chicago CTA	460,823,190	342,898,447	74%
LA Metro	379,718,121	309,654,929	82%
WMATA (DC)	354,656,249	308,167,399	87%
MBTA (Boston)	366,716,896	280,273,262	76%
SEPTA (Philadelphia)	308,266,485	226,651,434	74%
NJ Transit (New York)	267,270,251	221,423,572	83%
SF Muni	223,338,056	175,003,713	78%
MTA NY Bus	136,702,241	134,553,212	98%
Long Island Railroad (New York)	108,416,231	101,862,998	94%
King County Metro (Seattle)	128,445,327	95,339,968	74%
Miami-Dade	103,408,515	81,354,436	79%
MTS	85,357,495	81,289,691	95%
Houston Metro	89,842,165	79,155,820	88%
Metro-North RR (New York)	92,340,847	76,302,290	83%
MARTA (Atlanta)	117,759,054	73,950,788	63%
MTA (Baltimore)	94,036,949	70,616,456	75%
Patco (New York)	90,830,760	66,586,139	73%
Tri-Met (Portland)	96,646,129	66,440,083	69%
BART	128,217,031	66,144,920	52%
Denver RTD	103,030,727	65,375,268	63%
Sound Transit (Seattle)	48,830,292	57,976,504	119%
RTC (Las Vegas	65,821,192	57,695,972	88%
DART (Dallas)	67,443,773	52,704,868	78%
Minneapolis Metro	79,032,522	51,524,650	65%
OCTA	40,743,654	35,507,225	87%
VIA (San Antonio)	41,005,818	32,957,182	80%
VTA (San Jose)	36,432,963	29,865,179	82%
Westchester County	27,399,696	25,715,574	94%
Capital Metro (Austin)	30,568,070	25,493,875	83%
Cleveland RTA	33,470,340	24,292,303	73%
Broward County	27,599,468	23,543,203	85%
Milwaukee	30,107,882	23,023,731	76%
Bi-State (St. Louis)	36,642,036	22,378,345	61%
Lynx (Orlando)	24,501,701	21,424,817	87%
Pace (Chicago)	33,204,910	20,557,398	62%

Ridership Recovery vs National Trends

- Of Top 40 transit agencies pre-COVID, three have retained 95% of ridership
  - New York MTA
  - Sound Transit, recent expansion



Ridership Recovery vs National Trends

- MTS was #21 in total ridership pre-COVID; now #13.

Agency	FY19	FY20Rank	FY25Rank	FY26	Agency
NYC Transit	3,366,727,757	1	1	3,048,955,001	NYC Transit
Chicago CTA	460,823,190	2	2	342,898,447	Chicago CTA
LA Metro	379,718,121	3	3	309,654,929	LA Metro
MBTA (Boston)	366,716,896	4	4	308,167,399	WMATA (DC)
WMATA (DC)	354,656,249	5	5	280,273,262	MBTA (Boston)
SEPTA (Philadelphia)	308,266,485	6	6	226,651,434	SEPTA (Philadelphia)
NJ Transit (New York)	267,270,251	7	7	221,423,572	NJ Transit (New York)
SF Muni	223,338,056	8	8	175,003,713	SF Muni
MTA NY Bus	136,702,241	9	9	134,553,212	MTA NY Bus
King County Metro (Seattle)	128,445,327	10	10	101,862,998	Long Island Railroad (New York)
BART	128,217,031	11	11	95,339,968	King County Metro (Seattle)
MARTA (Atlanta)	117,759,054	12	12	81,354,436	Miami-Dade
Long Island Railroad (New York)	108,416,231	13	13	81,289,691	MTS
Miami-Dade	103,408,515	14	14	79,155,820	Houston Metro
Denver RTD	103,030,727	15	15	76,302,290	Metro-North RR (New York)
Tri-Met (Portland)	96,646,129	16	16	73,950,788	MARTA (Atlanta)
MTA (Baltimore)	94,036,949	17	17	70,616,456	MTA (Baltimore)
Metro-North RR (New York)	92,340,847	18	18	66,586,139	Patco (New York)
Patco (New York)	90,830,760	19	19	66,440,083	Tri-Met (Portland)
Houston Metro	89,842,165	20	20	66,144,920	BART
MTS	85,357,495	21	21	65,375,268	Denver RTD
Minneapolis Metro	79,032,522	22	22	57,976,504	Sound Transit (Seattle)
DART (Dallas)	67,443,773	23	23	57,695,972	RTC (Las Vegas
RTC (Las Vegas	65,821,192	24	24	52,704,868	DART (Dallas)
Metra (Chicago)	64,855,005	25	30	51,524,650	Minneapolis Metro

Passengers Per Revenue Hour

- Policy 42 goal is to improve the route category average
- Most categories increased.
- Trolley went down slightly due to expanded night service

Route Categories	FY 2023	FY 2024	FY 2025	FY 2026	% Change FY25 - FY26
System Total	**32.4**	**33.5**	**34.2**	**34.9**	**2.10%**
Fixed Route (Bus + Rail) Total	**34.4**	**36.1**	**37.5**	**38**	**1.30%**
Light Rail (Blue, Orange, Green, & Copper)	**155.7**	**170.7**	**170.2**	**168.6**	**-1.00%**
Bus	**18.4**	**19.2**	**20.1**	**20.7**	**3.10%**
Urban Frequent	19.6	20.7	*21.5*	*22*	*2.40%*
Urban Standard	13.5	14.1	*14.5*	*14.9*	*2.90%*
Rapid	26.6	25.8	*26.5*	*28*	*5.30%*
Express	12.8	12.3	*12.1*	*13.1*	*8.30%*
Circulator	8.6	8.5	*10.2*	*10.8*	*6.10%*
Premium/Rapid Express	13.8	14.4	*15.3*	*16.8*	*9.70%*
Rural	8.2	7.1	*11*	*12.2*	*11.40%*
Demand Response Total	**1.9**	**1.8**	**1.6**	***1.8***	**16.10%**
MTS Access	1.7	1.5	*1.4*	*1.6*	*14.50%*
Access Taxi	3	2.9	*2.7*	*2.6*	*-4.00%*

Average Weekday Passengers

- Average weekday passengers down overall
- Seeing increase of all week travel
- Q4, however, is up on all modes

	FY25	FY26	Change	Total Ridership Change
System	129,317	124,497	-3.7%	0.1%
Bus	125,021	126,904	1.5%	1.7%
Rail	128,083	123,201	-3.8%	-1.4%
Para	1,234	1,296	5.0%	6.6%

Average Weekday Passengers

- Average weekday passengers down overall
- Seeing increase of all week travel
- Q4, however, is up on all modes

	WKDY	SAT	SUN
TOTAL	-3.7%	3.9%	4.6%
Bus	1.5%	2.0%	2.6%
Trolley	-3.8%	5.2%	6.0%
Access	5.0%	15.6%	23.8%

Farebox Recovery

- Goal is TDA requirement of 31.9%.
- Goal hasn't been met since pandemic
- Slight dip for most modes in FY26 as inflation and reduced fare revenues put pressure on costs and revenues
- Financial stats substantially higher than nationwide and state averages

	FY21	FY22	FY23	FY24	FY25	FY26
System	16.1%	18.2%	19.7%	19.6%	19.7%	18.9%
Bus	14.6%	15.5%	19.5%	19.0%	19.9%	19.0%
Trolley	20.7%	24.7%	21.3%	22.2%	21.6%	20.3%
Access	4.4%	6.5%	7.8%	7.5%	7.3%	7.8%

Financial Stats vs National Trends

- Even though costs are increasing, MTS is still vastly more efficient than other large transit agencies, as determined by San Francisco MUNI peer analysis
- Subtracting out fare revenue (roughly $1 per passenger) MTS subsidy per passenger roughly half of peer average
- If MTS costs per passenger were at the peer average, we would have carried half of the 75 million passengers in FY2024

SPUR

RESEARCH PAPER MARCH 2026

Taking Muni's Vitals

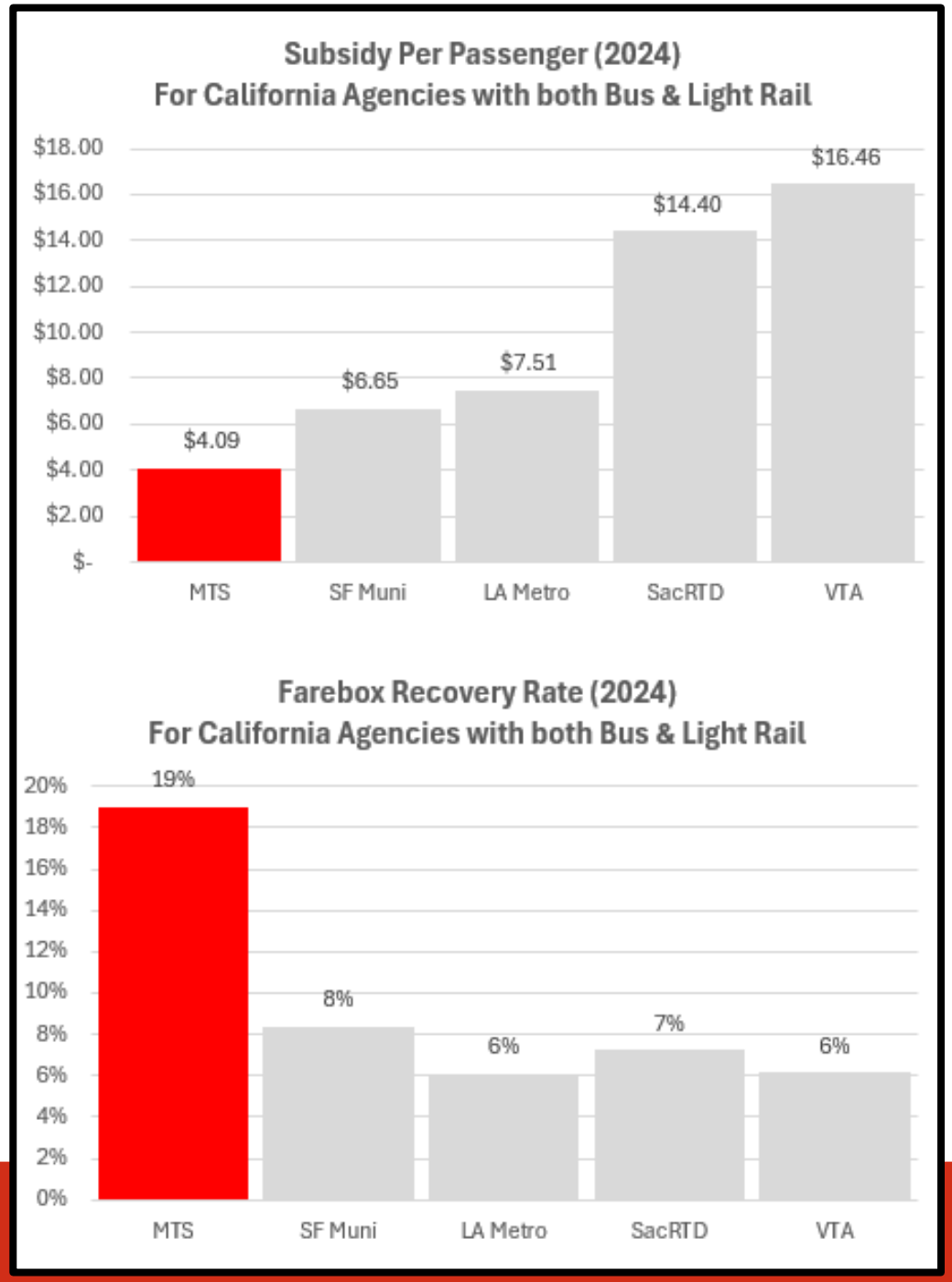
Exhibit 21. Cost per Passenger, SFMTA and National Peers, 2024

Muni's exceptional productivity enables the system to achieve a relatively low cost per passenger compared with its peers' cost.

Agency (Metro Area)	Cost per Passenger, Motorbus Only	Costs per Passenger, Light Rail Only	Cost per Passenger, All Modes
SFMTA	$6.59	$8.53	$7.03
NYMTA (New York)	$3.61	-	$3.68
CTA (Chicago)	$5.96	-	$6.20
Metro (Los Angeles)	$6.42	$14.50	$7.99
WMATA (Washington, D.C.)	$8.95	-	$11.25
MBTA (Boston)	$7.24	$7.25	$8.59
NJT (New Jersey/New York)	$8.94	$5.88	$13.25
SEPTA (Philadelphia)	$7.19	-	$7.73
King County Metro (Seattle)	$10.57	-	$11.39
Miami-Dade (Miami)	$6.80	-	$7.39
MTS (San Diego)	$6.77	$3.58	$5.05
MARTA (Atlanta)	$9.32	-	$10.18
TriMet (Portland)	$9.70	$10.74	$11.06
RTD (Denver)	$14.34	$14.64	$13.88
DART (Dallas)	$12.91	$12.09	$14.06
Average of Peer Group	$8.35	$9.65	$9.25

Financial Stats vs California trends

- Most recent National Transit Database data is from FY24
- MTS has most efficient service among California agencies with both bus and light rail



Preliminary Q1 Ridership Data

- Ridership up across all modes

	FY26	FY27	Change
System	20,580,000	21,560,000	4.8%
Bus	9,420,000	9,830,000	4.4%
Trolley	11,060,000	11,630,000	5.2%
Access	96,000	102,000	6.3%

Summary

- Ridership is mostly recovered from COVID
- MTS far surpassing national transit ridership trends
- Improving cost metrics still a challenge, but better efficiencies than peer networks, which allows higher service levels with limited funding
- Preliminary data from FY27 shows year-over-year increases on all modes

Questions/Comments