B. Allocation Package Narrative

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

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

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

The long-term goal of MTS is to fund operations solely with recurring revenues, but for the next few years that will not be the case. The global COVID-19 pandemic continues to have a dramatic effect on MTS operations. The primary impact has been on ridership and the associated fare revenue. In Fiscal Year (FY) 2023, ridership increased by 19% compared to FY 2022, and passenger fare revenue finished at $67.5 million; however, both ridership and passenger fare revenue are still well below the pre-pandemic baselines. The approved FY 2024 budget assumed a 20% reduction in fare revenues compared to the pre-pandemic run rate, a drop from $99.3 million to $78.9 million. At this point, the pandemic's effects on passenger fare revenues are expected to continue into FY 2027. Sales tax receipts for the region continued to be strong in FY 2023, with State Transit Assistance (STA), Transportation Development Act (TDA) and the local TransNet sales tax funding all exceeding the original FY 2023 targets. TDA and STA funding is shared between the capital and operating budgets, while TransNet is exclusively used in the operating budget.

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided $25 billion to the transit industry nationwide. MTS was apportioned $220 million in CARES Act funding, which will be utilized over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. MTS has so far drawn $90.2 million of CARES funding to supplement lost revenues, $17.9 million in FY 2020, $72.1 million in FY 2021, $0.1 million in FY 2022 and $0.1 million in FY 2023. On March 11, 2021, the President signed the American Rescue Plan Act of 2021 (ARP) Act, which provided $30.5 billion to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. MTS was apportioned $140 million of ARP funding, of which MTS has drawn $47.6 million in FY 2022 and $90.2 million in FY 2023. The FY 2024 approved budget assumes $85.0 million of ARP/CARES funding will be drawn, leaving a cumulative balance of approximately $47.4 million for future fiscal years.

MTS has been using this stimulus funding to offset the structural operating budget deficit caused by passenger revenue losses as well as rising costs of labor, while at the same time allowing MTS to keep service levels as high as possible. Operating revenues are projected to

increase by 11.7% in FY 2024, 7.7% in FY 2025, and 5.7% in FY 2026. These increases are primarily due to projected passenger revenue increases as ridership is expected to continue to grow. An average of 4% growth is assumed for FY 2027 and FY 2028, as passenger growth is expected to begin leveling off. Subsidy revenue is projected to average 2.6% growth from FY 2025 through FY 2028, primarily reflecting projected sales tax growth. In total, revenues are projected to increase by an average of 3.4% percent over the next four fiscal years. Expenses are projected to increase by 7.0% in FY 2024, then continue to grow by an average of 3.8% from FY 2025 through FY 2028, with higher than normal inflation projected from FY 2024 through FY 2026, and tapering off after that in FY 2027 and FY 2028.

With projected expense growth exceeding projected growth in recurring revenues, the current five-year operating forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of $51.1 million in FY 2024 and growing to $65.9 million in FY 2028. The stimulus funding being used to balance these structural deficits is expected to be depleted partway through FY 2027, resulting in real operating deficits of $46.7 million in FY 2027 and $66.0 million in FY 2028.

Another benefit from the stimulus funding is that MTS has been able to maintain normal funding levels for the Capital Improvement Program (CIP). In FY 2024, MTS has budgeted $174.6 million for capital, with almost half of that going towards revenue vehicle replacement. Cumulative total capital needs for the five-year period from FY 2024 to FY 2028 exceed the available projected funding levels. Total project needs over the five-year term are projected to be $1.1 billion, with significant needs to keep the system in a state of good repair as well as significant costs to comply with the Innovative Clean Transit (ICT) regulation. With only $735.7 million of revenue expected to be available, MTS currently shows projected deficits of $388.0 million. The ratio of total funding to total capital needs over the five-year term is projected at 65.5 percent.

ii. RTPA strategy to use SB 125 funding

As MTS spends down the remaining federal stimulus funds, MTS will utilize funding from the State of California Budget Act of 2023 (State funding) via AB 102 and SB 125 to increase service levels and maintain the existing fare structure, while balancing the budget each year through FY 2028. The bus and rail service increases planned with State funding will ensure that there are no layoffs or budget-related service reductions within this time frame for either directly-operated or contracted services. In fact, MTS proposes to spend $117 million in added service, including new and increased bus services, high frequency rail schedules, restoration of service that was cut in 2022 due to lack of drivers, and operating funding for a new, TIRCP-funded (Cycle 3) Rapid bus route (“Iris Rapid”) that began operations in October 2023. The table below shows the proposed programming of this State funding over the FY 2024 - FY 2028 timeframe. This proposed plan also balances MTS’s budget through FY 2028 without the need for any fare increases.

MTS PROPOSED EXPENDITURE PLAN

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

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

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

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

- Bus stop consolidation: consolidating bus stops has a two-fold improvement for transit schedules. It typically reduces the times a transit vehicle has to stop along its route, and it also groups riders into fewer stops, increasing the chances that each trip will stop at

more stops. This has the benefit of making running times more consistent, reducing variability that causes bunches and hurts reliability. MTS has previously performed bus stop consolidation campaigns. MTS staff from operations and planning departments are consistently listening to riders and looking for opportunities to consolidate legacy stops into fewer, but safer locations. This is an on-going effort.

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

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

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

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

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

- Park Blvd. bus lane: The Park Blvd. corridor through Balboa Park is served by two of MTS's heaviest ridership and most frequent routes: Route 7 and Rapid 215. During weekday peak times, MTS is moving as many as 24 buses an hour through this corridor. Recognizing that traffic in the park, especially on weekends, was having a very negative effect on MTS performance and reliability, the City of San Diego modified the corridor when the road was resurfaced and restriped. The corridor formerly consisted of two general purpose traffic lanes in each direction, and on-street parking on each side of the street. The on-street parking has been replaced with a buffered bike line, and the number two traffic lane was re-striped as "Bus Only." This project employed lessons-learned from the El Cajon Blvd. bus lane (above) to increase efficacy and safety.

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

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

iii. Proposed funding distribution

Project justification for each project

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

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

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

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

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

will accept some additional travel time to use transit. However, as the travel time gap is narrowed, the more successful transit can be at reducing 'vehicle miles traveled' and the resulting greenhouse gas emissions. For this reason, speeding up transit service is a critical component of increasing ridership and achieving the state's climate goals.

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

- Otay Mesa Service Improvements *(operations; TIRCP funding)*:
    - Otay Mesa is a community in the southern section of the City of San Diego, just north of the U.S. - Mexico border. The growth of the Otay Mesa community has outpaced the region in the last 20 years, without transit funding to keep up. There are upcoming infrastructure changes in the area including the Otay Mesa East Port of Entry, road extensions, and upgrades near the Cross Border Express (CBX), which connects travelers to and from the Tijuana Airport. Additionally, there are several areas and trip generations that lack adequate transit service, including Amazon, CBX, and the Ocean View Hills neighboring community. This State funding would help fund a study to develop recommendations to better serve the area between I-805 and the Otay Mesa East Port of Entry. This funding would also be used to implement any new services recommended in the study.

- Bus Stop Improvements *(operations; TIRCP funding)*:
    - MTS is seeking to add funds for site improvements and rehabilitation of bus stops for ADA compliance and placement of future amenities. There are MTS bus stops located on land that does not belong to the agency, some of which pre-date the Americans with Disabilities Act (ADA) and need to be rehabilitated to meet full compliance. The selection of these stops is prioritized by environmental justice communities, by ridership, and by requests from disabled riders regarding specific locations. These operational funds will help to ensure ADA compliant boarding areas as well as future bus stop amenities to improve the rider experience on the MTS system.

- Structural Deficit Balancing *(operations; TIRCP funding)*:
    - Similar to many transit agencies in the State and throughout the Country, MTS is facing a structural operating budget deficit. MTS's deficit has been caused by passenger revenue losses as well as rising costs of labor. MTS has utilized federal stimulus funds to help balance the deficit, while at the same time allowing MTS to keep service levels as high as possible. With projected expense growth

exceeding projected growth in recurring revenues, the MTS operating budget forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of $51.1 million in FY 2024 and growing to $65.9 million in FY 2028. The federal stimulus funding being used to balance these structural deficits is expected to be depleted partway through FY 2027, resulting in real operating deficits of $46.7 million in FY 2027 and $66.0 million in FY 2028. The use of these State funds will help balance the structural deficit through the end of FY 2028, providing additional time to obtain long-term sustainability of the system.

For operational expenses, address the following items:

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

The current MTS strategy without this additional State funding will allow it to balance the structural operating budget deficit through FY 2027, without the need to cut the current service levels or shift funding from the capital program. Long-term transit sustainability is dependent on more riders returning to the system, and the operating projects mentioned above are all focused on the customer experience. The ability to add service frequencies and spans, to improve transit stations, as well as enhancing the safety and security of the MTS passengers will all help to increase ridership over the next four years. MTS is also setting aside TIRCP operational funding in the allocation request in order to prevent service cuts and preserve existing fare levels through FY 2028, allowing MTS more time to increase ridership in order to become sustainable.

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

Please see response in item 1 above.

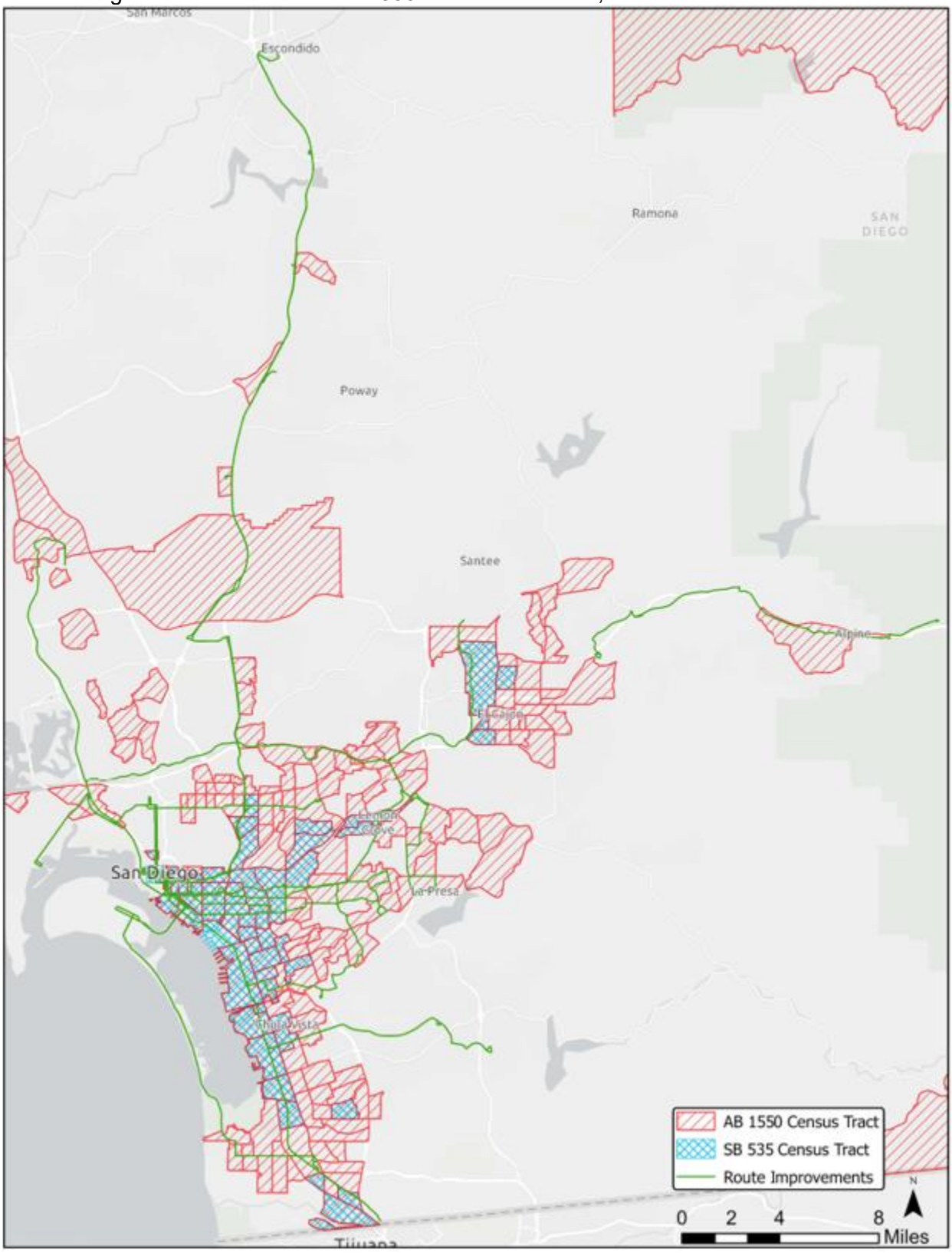
3. Prioritize the availability of transit for riders who are transit dependent.

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

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

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

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



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

MTS is the only* transit operator in the region of its jurisdiction. (*The North County Transit District operates a small amount of bus and commuter rail into the MTS jurisdiction for the purposes of connections and to serve North County commuters.) Over the last 20 years, great strides have been made to consolidate various local operators into MTS, including the County Transit System, Chula Vista Transit, and National City Transit. These were formerly departments within the County of San Diego, City of Chula Vista, and City of National City, respectively. Further, SDTC and SDTI were previously subsidiaries of MTS, but operated as separate entities with their own respective Board of Directors. Since 2000, all of these operations have been brought under the direct control of the MTS Board of Directors, with a single, unified administrative and planning function to ensure efficiency and the most equitable and effective use of resources. The table below shows the proposed programming of State funding over the FY 2024 - FY 2028 timeframe.

MTS PROPOSED EXPENDITURE PLAN

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

C. Allocation Package Detailed Project Description

i. Existing TIRCP Capital Project

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

The Orange Line Improvement Project goal is to increase train speeds, improve service reliability and operating flexibility, maintain grade crossing safety, enhance customer experience

and increase the state of good repair. To accomplish this goal, the project requested funding in five categories:

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

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

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

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

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

Project 1: Orange Line Improvements - Additional Scope	Total	SB125
3 New Rail Interlockings with powered switches, fiber and OCS	8,900,000	8,900,000
11 new signal houses and associated fiber	11,600,000	11,600,000
Program Management Consultant Services	2,400,000	2,400,000
Cost Escalation (17% between 2/2022 and 11/2023)	3,100,000	3,100,000
Totals	$ 26,000,000	$26,000,000

ii. New TIRCP-eligible Project

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

iii. Project Development Activities for a New TIRCP Project

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

iv. ZETCP Capital Project

a. Summary of ZETCP Projects

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

Electrification of the Imperial Avenue Division

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

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

Design Phase: January 2023 - September 2023
Procurement: November 2023 - June 2024 (current status)
Construction: July 2024 - July 2025
Closeout: July 2025 - October 2025

The project scope consists of:

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

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

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

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

Electrification of the South Bay Division, Phase II

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

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

Design Phase: September 2025 - May 2026
Procurement: May 2026 - November 2026
Construction: November 2026 - November 2027
Closeout: November 2027 - June 2028

The project scope consists of:

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

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

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

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

Electrification of the Kearny Mesa Division

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

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

Design Phase: March 2024 - December 2024
Procurement: December 2024 - June 2025
Construction: June 2025 - June 2026
Closeout: June 2026 - September 2026

The project scope consists of:

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

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

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

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

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

Electrification of the East County Division

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

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

Design Phase: November 2024 - July 2025
Procurement: July 2025 - January 2026
Construction: January 2026 - January 2027
Closeout: January 2027 - April 2028

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

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

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

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

b. Detailed project schedules

Detailed schedules for each of the projects listed above have not been established at this time. Estimated project phase dates have been established (listed above); however, a detailed project schedule will be generated once a contractor has been selected and approved.

c. Project location maps

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

- Electrification of the Imperial Avenue Division:
  - Project location map is included as Attachment 2
- Electrification of the South Bay Division, Phase II:
  - Project location map is included as Attachment 3
- Electrification of the Kearny Mesa Division:
  - Project location map is included as Attachment 4
- Electrification of the East County Division:
  - Project location map is included as Attachment 5

d. Explanation of GHG reducing features of projects

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

- Electrification of the Imperial Avenue Division:
  - CARB GHG Benefits Calculator Tool is included as Attachment 6
  - The Electrification of the Imperial Avenue Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 114,175 $MTCO_2e$ (see Attachment 6).
- Electrification of the South Bay Division, Phase II:
  - CARB GHG Benefits Calculator Tool is included as Attachment 7

- The Electrification of the South Bay Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 138,660 $MTCO_2e$ (see Attachment 7).

- Electrification of the Kearny Mesa Division:
  - CARB GHG Benefits Calculator Tool is included as Attachment 8
  - The Electrification of the Kearny Mesa Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 92,066 $MTCO_2e$ (see Attachment 8).

- Electrification of the East County Division:
  - CARB GHG Benefits Calculator Tool is included as Attachment 9
  - The Electrification of the East County Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 95,760 $MTCO_2e$ (see Attachment 9).

e. Job co-benefit modeling

The ZETCP capital projects will directly serve and provide environmental health improvements to over 100 communities that are considered both SB 535 disadvantaged and AB 1550 low-income communities. Maps of the communities are provided in Attachment 10. More than 802 jobs will be made available through these projects.

- Electrification of the Imperial Avenue Division:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 11. The Project is estimated to create 197 jobs.

- Electrification of the South Bay Division, Phase II:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 12. The Project is estimated to create 201 jobs.

- Electrification of the Kearny Mesa Division:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 13. The Project is estimated to create 194 jobs.

- Electrification of the East County Division:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 14. The Project is estimated to create 210 jobs.

f. Benefits to SB 535 and AB 1550 communities

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

Of the four ZETCP capital projects, three are located in AB 1550 areas (Imperial Avenue Division, South Bay Division and East County Division). The fourth (Kearny Mesa Division) is not in an AB 1550 area, and while not considered a Disadvantaged Community itself, KMD shares a border with eight (8) communities categorized as Disadvantaged and/or Low-Income. A map of these four locations, overlaid on the CalEnviroscreen SB 535 disadvantaged communities and AB 1550 low-income tracts, is included as Attachment 10.

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

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

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

CARB Benefit Criteria Tables

MTS's ZEB Transition Plan ensures that the deployment of battery-electric buses and/or other ZEBs are prioritized in historically marginalized low-income and minority communities that are most affected by environmental factors, such as the communities that surround MTS's service areas (see Project Location Maps as listed below). Service is offered throughout the City of San

Diego and into surrounding communities in an area that stretches from Chula Vista in the South Bay as far north as the city of Escondido and from the Pacific Ocean to the City of El Cajon in the East County. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments and recreational activities.

- Electrification of the Imperial Avenue Division:
  - CARB Benefit Criteria Table is included as Attachment 15.

- Electrification of the South Bay Division, Phase II:
  - CARB Benefit Criteria Table is included as Attachment 16.

- Electrification of the Kearny Mesa Division:
  - CARB Benefit Criteria Table is included as Attachment 17.

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

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

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

h. Expected ridership benefits of the project when constructed

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

v. Transit Operations Funding

1. Name of transit operator

San Diego Metropolitan Transit System

2. 2022-2023 ridership and operator's percent of region's ridership

Total ridership for last fiscal year was 68.5 million. This includes 36.1 million light rail passengers and 32.4 million bus passengers. MTS is the only designated transit operator in its jurisdiction. A small number of boardings occur on North County Transit District services that reach into the MTS jurisdiction, but these are fewer than one percent of the area's ridership. In the broader County of San Diego, MTS carries approximately 90% of the transit ridership.

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

The funding requested by source and year is as follows:

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
ZETCP	-	17,265,263	9,685,392	9,685,392	9,685,392	46,321,439
TIRCP	4,500,000	49,015,000	35,880,000	49,929,000	98,006,165	237,330,165
Total	$4,500,000	$66,280,263	$45,565,392	$59,614,392	$107,691,557	$283,651,604

4. List of specific operational activities funded by the request

- Security Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $15,500,000
  - Security enhancements will include the expansion of the Transit Security and Passenger Safety Department to include 34 new Code Compliance Inspectors (CCIs), six (6) Code Compliance Supervisors, one (1) Assistant Field Operations Manager, one (1) Administrative Support Professional and create five (5) Code Compliance Dispatcher positions. The addition of the positions will help to address safety and security concerns throughout the MTS system.

- Trolley Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $38,917,000
  - Trolley service enhancements will include frequency increases to 15 minutes all day, every day for all Trolley lines. Currently, there are 30-minute frequencies in the early and late hours. Enhancements will also include Blue Line Trolley weekday frequency increases to 7.5 minutes between the border and University Town Center during peak periods. Additional service details are included below.

- Bus Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $54,000,000
  - Bus service enhancements would be used to restore 114,000 annual revenue hours of MTS bus service as well as increase service frequencies and implement new services, such as a new Downtown San Diego - Border overnight express route. Additional service details are included below.

- Iris Rapid Operations *(operations; TIRCP funding)*
  - Total funding requested: $19,000,000
  - In October 2023, MTS implemented a new TIRCP-funded (Cycle 3) Rapid Bus Route 227 (“Iris Rapid”) that connects the communities of Otay Mesa and Imperial Beach with the Blue Line Trolley. The route connects disadvantaged communities in the South Bay to our light rail network, a busy international border crossing, and the coast. Half of the route is an overlay to an existing route that has more stops and follows a more circuitous path. Operational costs will be covered through this State funding.

- Otay Mesa Service Improvements *(operations; TIRCP funding)*
  - Total funding requested: $5,000,000
  - Otay Mesa service improvements would include a study to develop recommendations to better serve the area between I-805 and the Otay Mesa

East Port of Entry. This funding would also be used to implement any new services recommended in the study.

- Bus Stop Improvements *(operations; TIRCP funding)*
  - Total funding requested: $4,000,000
  - Bus stop improvements would include approximately 20 site improvements and rehabilitation of bus stops for ADA compliance and placement of future amenities. These operational funds will help to ensure ADA compliant boarding areas as well as future bus stop amenities to improve the rider experience on the MTS system.

- Structural Deficit Balancing *(operations; TIRCP funding)*
  - Total funding requested: $74,913,165
  - The use of these State funds will help balance the structural deficit through the end of FY 2028, providing additional time to obtain long-term sustainability of the system. This will allow MTS to prevent service cuts and preserve existing fare levels through FY 2028.

a. Service details

The table of **service restorations** below summarizes the operational service increase change for each route that would have service restored using this State funding. These changes restore service that was reduced in 2022 due to driver staffing shortages. The table also includes the number of budgeted revenue hours in FY 2023 (without any restoration), as well as the number of revenue hours that would be added with the noted service increase(s). In total, this State funding would be used to restore 114,000 annual revenue hours of MTS bus service. The gross cost of these additions is $10.9 million annually, with the State funding proposed to cover the estimated $8 million in annual subsidy and a total of $27 million over the four years from FY 2025 through FY 2028.

MTS BUS SERVICES TO BE RESTORED

ROUTE	Service Restoration Summary	Baseline Revenue Hours (FY2023 Budget)	Annual Rev. Hours Restored
1	WKDY freq: 20 >15 min.	42,565	7,525
2	WKDY freq: 15 >12 min.; SAT freq.: 30 > 20 min.	31,150	3,581
5	WKDY freq: 15 >12 min.	22,632	3,174
6	WKDY & SAT freq.: 20 > 15 min.	15,373	3,077
7	WKDY freq: 12 > 10 min.; WEEKEND freq.: 15 > 12 min.	64,923	9,213
10	WKDY PK directional freq.: 15 > 12 min.	38,775	67
11	WKDY freq: 20 >15 min.	31,261	6,132
28	WKDY AM PK freq.: 20 >15 min.	12,428	386
35	WKDY freq: 20 >15 min.	20,028	3,897
43	WKDY midday freq.: 20 > 15 min.	25,335	2,058
120	Resume SAT svc. between Serra Mesa & Kearny Mesa.	33,704	211
215	WKDY freq: 15 >12 min.	50,293	8,217
225	WKDY PK freq.: 20 > 15 min.; WEEKEND nights freq.: 60 > 30 min.	37,085	7,944
280	WKDY PK freq.: 30 > 15 min.	3,802	1,901
290	WKDY PK freq.: 30 > 10 min.	3,576	3,065
701	WKDY freq: 20 > 15 min.	20,327	4,808
707	WKDY midday & night freq.: 60 > 30 min.	7,474	2,120
712	WKDY midday freq.: 20 > 15 min.; resume 712L trips.	20,979	3,988
815	WKDY freq: 20 >15 min.	14,220	3,022
901	WKDY PK freq.: 20 >15 min.	38,445	4,032
929	WKDY PK freq.: 15 >12 min.	60,285	4,047
932	WKDY freq: 20 >15 min.	34,981	7,192
933/934	WKDY freq.: 20 > 10/12/15 min.	52,099	7,580
944	Resume SAT service.	7,215	687
955	WKDY PK freq.: 15 >12 min.; WKDY midday freq.: 20 > 12 min.	43,563	10,122
962	WKDY freq: 20 >15 min.	21,452	4,350
964	WKDY midday freq.: 45 >30 min.	9,113	1,551

The table below lists **proposed new improvements**, including the proposed added service for each route that would be implemented using this State funding. These are new services that enhance the MTS network to grow ridership, and are in addition to the restorations listed in the table above. The table below also includes the number of budgeted revenue hours in FY 2023, as well as the number of revenue hours that would be added with the noted service increases. In total, this State funding would be used to add 56,600 new annual revenue hours of MTS bus and Trolley services. With these funds, MTS is proposing to use $39 million for added Trolley service and $27 million for added bus service over the four years from FY 2025 through FY 2028.

MTS TRANSIT SERVICES TO BE INCREASED

ROUTE	Service Increase Summary	Baseline Revenue Hours (FY2023 Budget)	Additional Annual Rev. Hours
Blue Line	ALL DAYS: Early & Late freq. 30 > 15 mins. WKDY PK freq.: 15 > 7.5 min. (Dwtn SD-UTC).	123,327	4,441 (FY 24) 12,061 (in FY 25 and beyond)
Orange Line	ALL DAYS: Early & Late freq: 30 > 15 min.	50,896	1,880
Green Line	ALL DAYS: Early & Late freq: 30 > 15 min.	63,139	10,985
3	WKDY span extended, 11pm > 2am.	48,440	2,983
4	WKDY base freq.: 30 > 15 min.; WEEKEND base freq.: 60 > 30 min.	23,300	19,851
10	WKDY span extended, 11pm > 2am.	38,775	3,048
12	WKDY span extended, 11pm > 2am.	40,206	3,048
28	SUN freq.: 60 > 30 min.	12,428	789
235	WKDY span extended, 11pm > 2am.	61,881	3,048
709	SUN freq.: 60 > 30 min.	29,583	1,378
838	WKDY freq: 60 > 30 min.	10,342	7,531
851	WKDY freq: 60 > 30 min.	3,513	3,513
901	SUN freq.: 60 > 30 min.	38,445	2,624
910	New overnight exp. route (Dwtn SD - San Ysidro).	-	7,372
961	SUN freq.: 60 > 30 min.	23,709	1,382

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

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

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

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

After receiving this report, the Board of Directors discussed various concerns related to security and safety throughout the system. The Board directed staff to assess the cost of additional security staff for the potential expansion of the Transit Security and Passenger Safety Department. At the September 13, 2023 Board of Directors meeting, the Board approved the department expansion and the addition of 34 new Code Compliance Inspectors (CCIs), six (6) Code Compliance Supervisors, one (1) Assistant Field Operations Manager, one (1) Administrative Support Professional and create five (5) Code Compliance Dispatcher positions. The additional requested CCI personnel would include 27 CCIs assigned to Train Teams, four (4) CCIs to the Passenger Safety Teams, two (2) CCIs to the Bus Enforcement Team, and one (1) CCI to the Homeless Outreach Team. The additional Code Compliance Supervisors, Assistant Field Operations Manager and Administrative Support Professional will be needed to manage, supervise and support the additional field positions. The creation of five (5) Code Compliance Dispatcher positions will allow the Transit Security and Passenger Safety Department to have professional dispatchers who will go through a California Peace Officer Standards and Training (POST) dispatcher course. The dispatchers will be full-time MTS employees rather than the current practice of contracted security officers working as minimally trained dispatchers. MTS plans to use $15.5M of TIRCP operational funding for this added security personnel over the next five fiscal years.

c. Identification of operation expenses intended to increase ridership

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

- Security Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $15,500,000

- Trolley Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $38,917,000

- Bus Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $54,000,000

- Iris Rapid Operations *(operations; TIRCP funding)*
  - Total funding requested: $19,000,000

- Otay Mesa Service Improvements *(operations; TIRCP funding)*
  - Total funding requested: $5,000,000

- Bus Stop Improvements *(operations; TIRCP funding)*
  - Total funding requested: $4,000,000

- Structural Deficit Balancing *(operations; TIRCP funding)*
  - Total funding requested: $74,913,165

5. Identification of benefits to transit dependent riders

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

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

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

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

A summary Excel table including the proposed uses of TIRCP and ZETCP funds by fiscal year is included as Attachment 19.

E. Regionally Representative Transit Operator Data

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

MTS developed its required ZEB Transition Plan and received approval by the MTS Board of Directors in September 2020. The MTS ZEB Transition Plan is included as Attachment 20.

Transit asset management plans are required for all FTA grantees per federal legislation. The benefits from enhanced asset management practice include improved system safety and reliability, reduced costs, better customer service, and optimized resource allocation. MTS's Transit Asset Management Plan outlines the agency's policy, approach and specific actions to improve its asset management practices over the next five years. The plan is updated periodically, and the latest plan was approved by the MTS Board of Directors in March 2022. The MTS Transit Asset Management Plan is included as Attachment 21.

MTS also submits annual Asset Information Module data to the FTA. The last submission was in October 2023 for the fiscal year ending June 30, 2023.

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

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

New rider-friendly features include:

- Free transfers – one-way fares are valid for unlimited transfers between buses and trolleys for up to two hours.
- Pay-as-you-go capabilities – riders no longer need to pay upfront for passes and can load just what they need for the day.
- Instant account reloads – funds added to PRONTO accounts can be accessed instantly through the new account-based system.
- Increased retail network – card purchases are available at participating Vons and Albertsons and more than 70 other retail outlets.
- Riders can still choose to pre-pay for a Month Pass (valid from the first through the last calendar day of the month).
- The full fare listing can be found at this link: https://www.sdmts.com/fares/fare-chart

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

- Ticket Vending Machine – Patrons can purchase one-way paper tickets, PRONTO cards, stored value or pass products at any ticket vending machine (TVM). TVMs are located at selected bus transit centers, MTS Bus Rapid Transit stops, San Diego Trolley, Coaster, and Sprinter station platforms.
- Bus Fareboxes – Each bus gives the rider the ability to purchase one-way cash fares or to tap their PRONTO card.
- Customer Website – MTS maintains a public website (https://www.ridepronto.com/) where riders can manage all aspects of their fare needs and manage their PRONTO account.
- Customer Relationship Management – MTS operates a call center where customers can have all of their transit needs answered over the phone.

- Mobile Ticketing App – the PRONTO mobile app also allows riders to manage all aspects of their fare needs and manage their PRONTO account as well as access the transit system with a virtual PRONTO card.
- Ticket Office Terminal – MTS operates The Transit Store where customers can have all of their transit needs answered in person. The Transit Store is located at the 12th & Imperial Transit Center and provides a variety of services, including: Monthly Passes for MTS buses, Trolleys, and the COASTER; Senior/Disabled/Medicare and Youth Identification Cards; Bulk pass sales; Lost and Found.
- Retail Network – card purchases are available at third-party retail outlets.
- Institutional Website – MTS also has employer and business partner programs that offer organizations options to purchase and issue monthly transit passes in-bulk. These programs are administered through a web portal, and the partners can either pay for the passes immediately with a credit card or receive an invoice.

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

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

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

iii. A statement of existing service plan and planned service changes through the end of 2023-2024, and schedule data in General Transit Feed Specification (GTFS) format.

MTS currently operates 97 bus routes and three Trolley lines in a service area that encompasses approximately 3 million people residing in about 570 square miles of the urbanized area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, San Diego and the unincorporated area of the County, as well as 3,240 square miles of the rural parts of East County.

MTS Bus Operations are a consolidation of services operated by SDTC and MTS Contracted Services. These entities operate and maintain a fleet of 764 buses in total, of which 78% are powered by renewable compressed natural gas, 2% are electric, and 20% are light duty propane buses. Bus services include traditional urban and local routes, express routes and bus rapid transit routes, plus paratransit services. These bus services will log almost 2.0 million revenue hours in FY 2024 while traveling 23.5 million revenue miles across San Diego County. FY 2024 ridership for all MTS bus services is projected at 38.9 million passengers.

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

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

Regular trolley service is provided virtually around the clock with a 22-hour service window, and increased service is provided during special events throughout the year. FY 2024 ridership for the MTS rail system is projected at approximately 41.8 million passengers.

MTS planned changes through the end of FY 2024 are primarily related to restoring bus service that was reduced in 2022 due to driver shortages. These reductions were mostly lower frequencies on routes that offer the highest levels of service. While these routes typically have the most boardings, the impact of small reductions to very frequent service is much lower on customers, especially transit-dependent customers, than major reductions to low-frequency routes. MTS began the restoration of these bus services in June 2023, and will continue to do so at each subsequent service change through the end of FY 2024. As MTS proposes to utilize this State funding for future route restoration, a list of the specific changes is included in the table below (“Planned Service Restoration Table”). At this point, all services in that table are

intended to be restored in Calendar Year 2024, with the division between FY 2024 and FY 2025 to be decided by staffing levels available at each upcoming service change.

MTS maintains up-to-date GTFS files and provides public access for developers and other interested parties. The files for the current schedules are correct and available to the public for download from this link: http://www.sdmts.com/google_transit_files/google_transit.zip

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

Future FY 2023-2024 service restorations funded through this State funding are planned for implementation at the January and June 2024 shake-ups, so the GTFS files will be updated on those dates (January 28 and June 9, 2024). GTFS data will be provided annually to the FTA as part of the annual NTD submittal due on October 31 of each year. The GTFS files are submitted by providing the above link in the annual NTD report. The link is available to FTA or the State anytime to download the current GTFS files.

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

MTS completed the implementation of its Transit Optimization Plan just prior to the pandemic. This comprehensive operational analysis (COA) made many significant changes to the MTS network, since the first overall COA in 2006. Additionally, MTS made significant network changes in November 2021, as the Mid-Coast Corridor project opened, extending the MTS rail network and prompting complementary adjustments to the bus network. Lastly, in October 2023, MTS implemented new TIRCP-funded (Cycle 3) Rapid Bus Route 227 ("Iris Rapid") that connects the communities of Otay Mesa and Imperial Beach with the Blue Line Trolley.

Now, as MTS ridership continues to rebound from the pandemic, no other major changes are planned for the immediate future aside from restoring services that were reduced due to driver shortages, and implementing new ridership-generating services made possible by the State funding. These are described below.

MTS's current GTFS feed is already included in the Cal-ITP GTFS-Ingest Pipeline Dataset. This feed includes the most complete and accurate description of MTS' current services and service levels. This GTFS feed is updated with each scheduled service change, so that the most current dataset is always available to the public and external agencies via a link on the MTS website.

MTS is proposing two types of future service improvements with the State funding:

1. Restoration of services that had been reduced due to staffing shortages. MTS has already restored $5 million of service in 2023 as the driver levels have improved. There is $10.8 million of MTS service remaining to be restored, which MTS plans to do over the January, June, and September shake-ups in CY 2024. MTS plans to use $8 million of the State funding for this purpose, with the remainder expected to come from increased fare revenues.

2. New services that grow ridership by increasing access and availability of transit. These new services will consist of increased frequencies and spans-of-service on existing Trolley and bus routes, and a new bus route that will offer overnight express bus service between Downtown San Diego and the San Ysidro border - covering a service gap when the Blue Line Trolley cannot operate due to freight operations.

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

PLANNED SERVICE RESTORATION

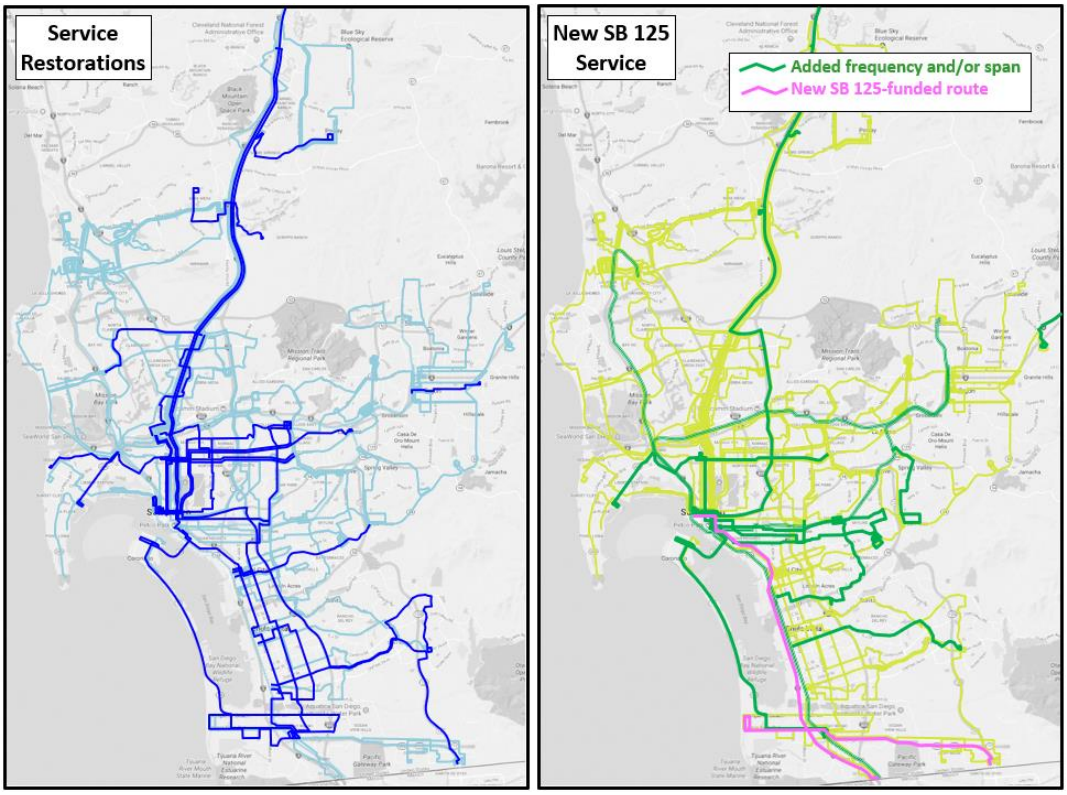
ROUTE	Service Restoration	Planned Implementation Date
1	Restore WEEKDAY frequency from 20 minutes to 15 minutes.	CY 2024
2	Restore WEEKDAY frequency from 15 minutes to 12 minutes, and Saturdays from 30 to 20 minutes.	CY 2024
5	Restore WEEKDAY frequency from 15 minutes to 12 minutes.	CY 2024
6	Restore WEEKDAY and SATURDAY frequency from 20 minutes to 15 minutes.	CY 2024
7	Restore WEEKDAY frequency from 12 minutes to 10 minutes, and WEEKEND frequency from 15 minutes to 12 minutes.	CY 2024
10	Restore WEEKDAY peak directional frequency from 15 minutes to 12 minutes.	CY 2024
11	Restore WEEKDAY frequency from 20 minutes to 15 minutes.	CY 2024
28	Restore WEEKDAY morning peak frequency from 20 minutes to 15 minutes.	CY 2024
35	Restore WEEKDAY frequency from 20 minutes to 15 minutes.	CY 2024
43	Restore WEEKDAY midday frequency from 20 minutes to 15 minutes.	CY 2024
120	Restore Saturday service between Serra Mesa and Kearny Mesa.	CY 2024
215	Restore WEEKDAY peak frequency from 15 minutes. Instead of the original 10-minute peak/15-minute off-peak frequencies, Route 215 will be restored to 12-minute all day frequency on WEEKDAYS.	Jan. 2024
225	Restore WEEKDAY peak frequency from every 20 to 15 minutes, and weekend nights from every 60 to 30 minutes.	CY 2024
280	Restore WEEKDAY peak frequency from 30 minutes to 15 minutes.	CY 2024
290	Restore WEEKDAY peak frequency from 30 minutes to 10 minutes.	CY 2024
701	Restore WEEKDAY frequency from 20 minutes to 15 minutes.	CY 2024
707	Restore WEEKDAY midday and night frequency from 60 minutes to 30 minutes.	CY 2024
712	Restore WEEKDAY midday frequency from 20 minutes to 15 minutes, and restart 712L trippers.	CY 2024
815	Restore WEEKDAY frequency from 20 minutes to 15 minutes.	CY 2024
901	Restore WEEKDAY peak frequency from 20 minutes to 15 minutes.	CY 2024
929	Restore WEEKDAY peak frequency from 15 minutes to 12 minutes.	CY 2024
932	Restore WEEKDAY frequency from 20 minutes to 15 minutes.	CY 2024
933/934	Restore WEEKDAY peak frequency from 20 to 10/12 minutes, and WEEKDAY early and late frequency from 20 to 15 minutes.	CY 2024
944	Restore Saturday service.	CY 2024
955	Restore WEEKDAY peak frequency from 15 minutes to 12 minutes, and WEEKDAY midday from 20 to 12 minutes.	CY 2024
962	Restore WEEKDAY frequency from 20 minutes to 15 minutes.	CY 2024
964	Restore WEEKDAY midday frequency from 45 minutes to 30 minutes.	Jan. 2024

PLANNED ADDED SERVICE IMPROVEMENTS

ROUTE	Service Increase	Planned Implementation Date
Blue Line	Increase WEEKDAY peak frequency from 15 minutes to 7.5 minutes between Downtown San Diego and UTC, matching the peak frequency on the southern segment.	CY 2025
Orange Line	Increase all 30-minute frequency periods to 15 minutes on all days.	CY 2027
Green Line	Increase all 30-minute frequency periods to 15 minutes on all days.	CY 2025
3	Extend the WEEKDAY span-of-service from approx. 11 pm until 2 am.	CY 2025
4	Increase WEEKDAY base frequency from 30 minutes to 15 minutes, and WEEKEND base frequency from 60 minutes to 30 minutes.	CY 2025
10	Extend the WEEKDAY span-of-service from approx. 11 pm until 2 am.	CY 2025
12	Extend the WEEKDAY span-of-service from approx. 11 pm until 2 am.	CY 2025
28	Increase SUNDAY frequency from 60 minutes to 30 minutes.	CY 2025
235	Extend the WEEKDAY span-of-service from approx. 11 pm until 2 am.	CY 2025
709	Increase SUNDAY frequency from 60 minutes to 30 minutes.	CY 2025
838	Increase WEEKDAY frequency from 60 minutes to 30 minutes.	CY 2025
851	Increase WEEKDAY frequency from 60 minutes to 30 minutes.	CY 2025
901	Increase SUNDAY frequency from 60 minutes to 30 minutes.	CY 2025
910	Add new overnight express bus route between Downtown San Diego and the San Ysidro border	CY 2025
961	Increase SUNDAY frequency from 60 minutes to 30 minutes.	CY 2025

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

PLANNED SERVICE MAPS



iv. Expenditures on security and safety measures

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

Fiscal Year	Operating Cost	Positions
FY 2021	$12.4 million	231
FY 2022	$14.0 million	281
FY 2023	$18.5 million	282

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

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

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

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

Further, MTS has routinely undergone a systemwide evaluation of services to ensure that resources are being efficiently spent and equitably distributed. In 2006-2008, a Comprehensive Operational Analysis (COA) resulted in a complete overhaul of the MTS network into a ridership-driven system that emphasized productivity and grew passengers with increased

frequencies and improved connections where they benefited the greatest number of riders. The Great Recession in 2009-2010 was addressed by MTS with a weekend-specific COA that specifically identified efficiencies and savings during weekend periods when the fewest riders were using the system. An update to the overall COA was made in 2016-2018 with the Transit Optimization Plan, which turned around a ridership decline by modernizing the network using the principles of the COA and reinvesting underutilized resources into improvements that benefit the most riders. Lastly, MTS utilized the opportunity created by the Mid-Coast Corridor Project extension in 2021 to overhaul the bus network in the area of that extension. Resources used for bus services that would have been redundant with the new rail segment were reinvested instead into new feeder services that complement and enhance the new rail extension.

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

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

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

In advance of CalSTA's acceptance of MTS's SB 125 Allocation Package, MTS has added monthly ridership (by mode) to the data available to the public on our website. From the 'Reports, Records, and Policies' webpage (https://www.sdmts.com/about/reports-records-and-policies), interested parties can click on the MTS Monthly Ridership link for a spreadsheet of monthly MTS ridership by mode since January 1, 2023.

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

MONTHLY MTS RIDERSHIP ON-LINE POSTING (table included below)

FY-2024	Commuter Bus	Contract Services	Directly Operated	Light Rail	Demand Response	Demand Response Taxi	GRAND TOTAL
NTD Mode->	CB-PT	MB-PT	MB-DO	LR-DO	DR-PT	DR-TX	
2023-07	7,933	1,222,300	1,216,397	3,112,740	12,250	11,267	5,582,887
2023-08	9,645	1,495,906	1,295,498	3,277,448	15,331	10,918	6,104,746
2023-09	8,309	1,486,728	1,407,240	3,174,916	14,887	10,765	6,102,845
2023-10	9,375	1,600,005	1,807,575	*3,602,676*	15,663	12,342	7,047,636
2023-11						-	-
2023-12						-	-
2024-01						-	-
2024-02						-	-
2024-03						-	-
2024-04						-	-
2024-05						-	-
2024-06						-	-
TOTAL	**35,262**	**5,804,939**	**5,726,710**	**13,167,780**	**58,131**	**45,292**	**24,838,114**
				** Trolley estimates from APC data*			

FY-2023	Commuter Bus	Contract Services	Directly Operated	Light Rail	Demand Response	Demand Response Taxi	GRAND TOTAL
NTD Mode->	CB-PT	MB-PT	MB-DO	LR-DO	DR-PT	DR-TX	
2022-07	7,589	1,315,869	1,120,855	2,842,151	15,088	3,001	5,304,553
2022-08	9,107	1,514,761	1,188,053	2,977,100	16,853	3,517	5,709,391
2022-09	8,569	1,459,098	1,356,240	3,031,006	15,927	4,540	5,875,380
2022-10	9,079	1,566,680	1,625,390	3,252,478	17,975	4,769	6,476,371
2022-11	8,465	1,399,801	1,402,509	2,923,976	16,400	4,808	5,755,959
2022-12	6,846	1,314,555	1,158,420	2,760,552	15,122	5,416	5,260,911
2023-01	8,720	1,317,530	1,374,760	2,880,089	16,156	5,825	5,603,080
2023-02	8,217	1,354,429	1,374,451	2,813,615	16,512	5,321	5,572,545
2023-03	9,805	1,440,762	1,405,627	3,114,516	18,990	6,447	5,996,147
2023-04	8,550	1,437,960	1,508,715	3,146,998	16,040	6,514	6,124,777
2023-05	8,655	999,050	1,608,527	3,226,093	11,373	9,358	5,863,056
2023-06	8,462	472,750	1,395,485	3,078,786	2,392	11,318	4,969,193
TOTAL	**102,064**	**15,593,245**	**16,519,032**	**36,047,360**	**178,828**	**70,834**	**68,511,363**

Attachments List for MTS SB 125 Allocation Package

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