



Budget Development Committee Agenda

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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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Public Comments Made by Phone Only

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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 Committee* by 4:00pm the day prior to the meeting.



Translation Services: Requests for translation services can be made by contacting the Clerk of the Committee* 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 Committee* 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 Committee* at least two working days prior to the meeting.



***Contact Information:** Contact the Clerk of the Committee via email at Lucia.Mansour@sdmts.com, phone at (619) 557-4521 or by mail at 1255 Imperial Ave. Suite 1000, San Diego CA 92101.



Agenda del Comité de Desarrollo Presupuestario

Haga clic en el enlace para acceder a la reunión:

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ID de la reunión
en Zoom

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



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



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 del Comité* 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 del Comité* 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 del Comité* 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 del Comité* por lo menos dos días hábiles antes de la reunión.



***Información de Contacto:** Comuníquese con el secretario del Comité por correo electrónico en Lucia.Mansour@sdmts.com, por teléfono al **(619) 557-4521** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



**Metropolitan
Transit
System**

Budget Development Committee

Agenda

April 23, 2024 at 9:00 a.m.

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

Teleconference Participation (669) 444-9171; Webinar ID: 829 0799 8675, <https://us02web.zoom.us/j/82907998675>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	Roll Call	
2.	Public Comments	
3.	Approval of Minutes Approval of the March 7, 2024 Budget Development Committee Meeting Minutes.	Approve
DISCUSSION ITEMS		
4.	Fiscal Year (FY) 2025 Operating Budget Discussion (Gordon Meyer)	Informational
OTHER ITEMS		
5.	Next Meeting Date: Wednesday, May 8, 2024, at 1:00 p.m.	
6.	Other Staff/Committee Member Communications and Business	
7.	Adjournment	



MINUTES
MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUDGET DEVELOPMENT COMMITTEE (BDC)

March 7, 2024

[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 Moreno called the Budget Development Committee meeting to order at 9:50 a.m. A roll call sheet listing Budget Development Committee member attendance is attached.

2. Public Comments

There were no Public Comments.

3. Approval of Minutes

Board Member Whitburn moved to approve the minutes of the November 30, 2023, MTS Budget Development Committee meeting. Board Member Goble seconded the motion, and the vote was 3 to 0 in favor with Board Members McCann and Montgomery Stepe absent.

DISCUSSION ITEMS

4. Fiscal Year (FY) 2024 Operating Budget Midyear Amendment (Gordon Meyer)

Gordon Meyer, MTS Manager of Financial Planning and Analysis, presented on FY 2024 Operating Budget Midyear Amendment. He discussed the FY24 Operating Budget Development; Revenue Assumptions for Passenger Levels; Passenger Revenue; Other Revenue; Sales Tax Revenue; State Transit Assistance (STA): Senate Bill (SB) 125; and the overall Revenue Summary. Mr. Meyer discussed the FY24 Expense Assumptions for Personnel; Outside Services; Materials & Supplies; Risk Management; General & Administrative; Expenses Summary and Consolidated Revenues less Expenses. He also went over the Budget Development Calendar.

Public Comment

There were no Public Comments.

Board Comment

Board Member Goble commented on the STA reduction revenue of \$2.9M, he asked if staff thinks the revenue will be softened or restored. Mr. Meyers responded that the reduction of \$2.9M is the best assumption at this time and there is no expectation whether it will come in higher or lower as it seems there are a lot of decisions at the State level. Mr. Goble asked about the \$2.4M variance for Materials and Supplies. He asked if this is due to the industry and certain kinds of parts and services where there's just a few numbers of suppliers. He mentioned that the lack of competition sometimes drives the prices up. Mr. Meyer mentioned that the price increases are primarily inflation related, especially within bus operations, where operations staff found no significant

increase in parts usage, but rather saw increases in the price of parts, with some parts tripling or quadrupling in price., Mr. Goble asked any of the expenses are Federal Emergency Management Agency (FEMA) eligible. Mr. Meyer replied that anything flood related is being charged to a separate cost center that is not included in this budget as 100% cost recovery is expected through the combination of insurance and FEMA. Sharon Cooney, MTS Chief Executive Officer (CEO), mentioned that the FEMA funds are not guaranteed, and it could be 8 years before MTS sees the reimbursements. Mr. Goble mentioned that it would be good to add the FEMA topic to the legislative agenda so that it does not take 8 years to see FEMA relief funds. He also asked if staff knows what segment of ridership are choice riders versus non-choice riders. Ms. Cooney mentioned that pre-pandemic a passenger survey was performed which showed that at least 70% were transit dependent. She also mentioned that San Diego Association of Governments (SANDAG) is undergoing a new passenger survey which will allow MTS to have an updated percentage once the survey is completed.

Board Member Whitburn mentioned he is glad to see that more staff is being hired to provide increased service and making salaries more competitive, which is all a part of the increase in expenses. He also mentioned he is glad to see the structural deficit being balanced for several years and seeing passenger levels up 10% year over year. Mr. Whitburn asked what attributed to the lower levels of ridership. Ms. Cooney mentioned that not adding the services that were cut due to the driver shortage and the unprecedented rain in San Diego were some of the factors that resulted in lower levels of ridership.

Chair Moreno, thanked the staff for the presentation, mentioning that the good news is that the ridership and passenger revenue continue to improve, even if it is not at the level that was expected in the budget. Ms. Moreno asked if the STA funds are funds that the government can modify at any time or if it is based on diesel fuel coming in at a lower rate. Mike Thompson, MTS Director of Financial Planning and Analysis, explained that the modification of the funds is based on the diesel sales, but it is also subject to the legislative process. Ms. Cooney asked if the funds are calculated based on the pre-pandemic levels of ridership revenue or if they have been adjusted back to current. Mr. Thompson mentioned that he believes FY25 is the first year the calculations will be adjusted back to current and using the old formula. Ms. Moreno asked if there was any indication for the decrease of the \$2.9M. Mr. Thompson mentioned it was due to lower diesel prices. Mr. Moreno expressed that with the Governor's targeting for California becoming more green it appears that the \$39.4M will continue to decrease.

Action Taken

Board Member Whitburn moved that the BDC forward a recommendation that the San Diego Metropolitan Transit System (MTS) Board of Directors enact Resolution No. 24-01 (Attachment B) amending the FY 2024 operating budget for the MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry. Board Member Goble seconded the motion, and the vote was 3 to 0 in favor with Board Members McCan and Montgomery Steppe absent.

5. Fiscal Year (FY) 2025 Capital Improvement Program (CIP) (Mike Thompson)

Mike Thompson, MTS Director of Financial Planning and Analysis, presented on FY 2025 CIP. Mr. Thompson reviewed the Capital Funding Levels Proposed FY25, and the Development of the FY25 CIP Guiding Principles. He went over the FY25-29 CIP Unconstrained Project List and the Capital Project Summary Proposed FY25. He went over the FY25 CIP Project Highlights, which include Bus Revenue Vehicles and Rail Revenue Vehicles. Mr. Thompson went over other FY25 CIP projects which include, Facility & Construction Projects; Rail Infrastructure Projects and Other Equipment & Installation Projects. He also went over the Five Year Forecast for State of Good Repair (SGR); Other Initiatives; and FY25 CIP Five Year Summary. Mr. Thompson went over the takeaways of the meeting, mentioning the challenges ahead in meeting unconstrained list of projects; agency objectives and funding to achieve SGR/new objectives.

Public Comment

There were no Public Comments.

Board Comment

Board Member Goble thanked the staff for the detailed presentation and for providing such detailed attachments on the agenda item. Mr. Goble asked if there are any American Rescue Plan Act (ARPA) funds at risk in any of the CIP projects. Mr. Thompson commented that all ARPA funds were used on the operating side, and it has all been drawn down.

Chair Moreno thanked the staff for the presentation. She commented on her visit to the South Bay Division and how impressive it is. She mentioned seeing that nine more of these stations are coming and the electrifying of the buses and the work that still needs to be done is more of a reason as to why the SB125 money should be left alone so that these projects can continue to be funded. Ms. Moreno asked for an update on Division 6. Mr. Thompson commented that it has been about \$80M funded and those funds are being used to purchase land; mentioning that two parcels of land have been purchased. He mentioned that now that MTS has the land, staff can be more aggressive on large Federal and competitive programs for additional grant funding for the project. Ms. Moreno asked how the CIP links up with the transit amenity policy. Mr. Thompson commented that there are projects included that Denis Desmond, Director of Planning & Scheduling alluded to in his previous presentation that are included in CIP. Ms. Moreno asked if there is an equity component to the decision of the CIP projects. Ms. Cooney commented that a Title XI analysis is performed. Mr. Desmond also added that there are no disproportionate burden or disparate impact to low-income or minority communities or disproportionate benefit to non-low income or non-minority communities.

Action Taken

Board Member Goble moved that the MTS BDC recommend that the Board of Directors

1. Approve the FY 2025 CIP with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels:
2. Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS FY 2025 CIP (shown in Attachment A):
3. Recommend that the SANDAG Board of Directors approve amendment number 12 of the 2023 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2025 CIP Recommendations.

Board Member Whitburn seconded the motion, and the vote was 3 to 0 in favor with Board Members McCann and Montgomery Steppe absent.

OTHER ITEMS

6. Next Meeting Date

The next Budget Development Committee meeting is scheduled for March 27, 2024, at 9:00 a.m.

*Clerk's note: Subsequent to this meeting, the next Budget Development Committee meeting was scheduled for April 23, 2024, at 9:00 a.m.

7. Other Staff/Committee Member Communications and Business

There was no Committee Member Communications and Other Business discussion.

8. Adjournment

Chair Moreno adjourned the meeting at 11:02 a.m.

Chairperson
San Diego Metropolitan Transit System

Committee Clerk
San Diego Metropolitan Transit System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUDGET DEVELOPMENT COMMITTEE MEETING

ROLL CALL

MEETING OF (DATE): 03/07/2024 CALL TO ORDER (TIME): 9:50 a.m.

ADJOURN: 11:02 a.m.

BOARD MEMBER		(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
MORENO (Chair)	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:50 a.m.	11:02 a.m.
GOBLE	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:50 a.m.	11:02 a.m.
MCCANN	<input type="checkbox"/>	(no alternate) <input type="checkbox"/>	Absent	Absent
Montgomery-Steppe	<input type="checkbox"/>	(no alternate) <input type="checkbox"/>	Absent	Absent
WHITBURN	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:50 a.m.	11:02 a.m.

COMMITTEE CLERK: Lucia I Mansour Digitally signed by Lucia I Mansour
Date: 2024.03.15 15:05:08 -07'00'



**Metropolitan
Transit
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Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUDGET DEVELOPMENT COMMITTEE

April 23, 2024

SUBJECT:

Fiscal Year (FY) 2025 Operating Budget Discussion (Gordon Meyer)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

Fiscal Year 2025 Budget Recap

The following is a recap of the FY 2025 budget process:

- MTS uses a zero-based budgeting process that begins in January each year. In MTS's process, every line item budget is reviewed and approved each year. Department managers complete budget templates in which they propose amounts for each line item, submitted with the appropriate supporting details for each assumption (in contrast, with a traditional historic budgeting process, managers only justify variances versus prior year budget; the assumption is that the baseline is automatically approved). Meetings are held with each department to validate their assumptions, review proposals versus existing spending trends, and review any new initiatives. This collaborative process results in the assumptions that are then presented to and reviewed by senior management at MTS, the Budget Development Committee (BDC) and ultimately the MTS Board.
- On February 28, 2024, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2024 midyear operating budget amendment and the FY 2025 Capital Improvement Program (CIP).
- On March 14, 2024, staff held a Finance Workshop at the Board of Directors meeting. During this meeting, staff reviewed and received Board approval of the FY 2024 amended operating budget and the FY 2025 CIP.
- Since March 14, 2024, staff has been developing the FY 2025 operating budget. FY 2025 budget development has some unique challenges in comparison to the past few years. Specifically, four of five collective bargaining agreements (CBAs) are currently being negotiated and a salary study was conducted for management staff, with potential salary adjustments still pending Board approval. The current draft of the FY 2025 operating budget reflects the most recent labor proposals for union

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



negotiations but does not include any potential impact of the salary study, as the study has not yet been presented or discussed at the Board level. These items all have the potential to significantly impact the expense budget for personnel depending on final outcomes.

Fiscal Year 2025 Operating Budget

The FY 2025 total budgeted revenue is projected at \$457.1 million, and total expenses are projected at \$457.1 million, resulting in a balanced budget for FY 2025. Attachments A-D detail the current draft of the proposed FY 2025 Operating Budget.

Fiscal Year 2025 Revenues

Attachment E summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY 2025 combined revenues total \$457.1 million, an increase from the FY 2024 amended budget of \$43.2 million (10.4%).

Operating revenue totals \$114.0 million, an increase from the FY 2024 amended budget of \$8.3 million (7.9%). Passenger revenues are projected to increase by \$5.6 million (7.5%) based on projected ridership of 82.1 million passengers and an average fare of \$0.98. Other operating revenues are projected to increase by \$2.8 million (8.9%), primarily due to increases in interest revenue, rental income from newly acquired properties, and other miscellaneous revenues. Energy credit revenue is projected to decrease by \$584,000 (-5.9%), primarily due to reducing the projected Renewable Identification Number System (RINS) credit price from \$3.10 in the FY 2024 amended budget to \$2.50, based on historical averages.

Non-operating revenue totals \$343.1 million, an increase from the FY 2024 amended budget of \$34.8 million (11.3%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Attachment E.

Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$2.7 million (3.8%) from the FY 2024 amended budget to \$73.1 million in total. This is due to increasing the preventive maintenance funds in the operating budget by \$1.9 million and including \$750,000 of federal planning funds from a previously awarded discretionary grant.

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 will receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. On March 11, 2021, the President signed the American Rescue Plan (ARP) Act into law, providing \$140 million in additional stimulus funding for MTS. In total, MTS has been awarded \$360.0 million in stimulus funds. MTS has drawn \$275.3 million of available stimulus funds to date and plans to draw the remaining \$84.7 million by midway through FY 2025. The amount of federal stimulus funds included in the operating budget is \$47.0 million for FY 2025, a decrease of \$38.0 million from the FY 2024 amended budget. The overall amount of federal revenues in the operating budget is projected to decrease by \$35.3 million (-22.7%).

Regional sales tax revenues in the MTS operating budget are expected to decrease by \$60,000 year over year for FY 2025. Transportation Development Act (TDA) revenue in the operating budget is decreasing by \$3.0 million (-3.3%) from the FY 2024 amended budget. This is due to additional TDA funds being allocated to the CIP to provide required matching funds for federal grant awards. MTS files an annual TDA claim based on San Diego Association of Governments (SANDAG) projections, and that claim amount is the amount received, regardless of actual sales tax performance. The overall amount of TDA

projected for FY 2025, available for both capital and operations, is decreasing by \$196,000 (-0.1%) over the FY 2024 claim amount based on projected sales tax receipts by SANDAG.

TransNet revenue is projected to increase by \$3.0 million (4.1%) versus the FY 2024 amended budget. Unlike TDA, Transnet revenues are not based on an annual claim process and are instead disbursed as the revenue is generated. The formula share of Transnet funding is expected to increase by \$388,000 (0.9%) versus last year, based on economic growth assumptions provided by Avenu, a consultant used by SANDAG for forecasting sales tax revenue for the region. MTS also receives TransNet as operating assistance for TransNet funding service, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be \$33.5 million in FY 2025, an increase of \$2.6 million (8.4%) from the FY 2024 amended budget. This is primarily due to increases in net subsidy for TransNet-funded services based on higher expenses for these services. In total, TransNet revenues are projected to increase by \$3.0 million (4.1%) from the FY 2024 amended budget.

In the FY 2024 fiscal year to date, MTS has received \$17.9 million of the projected \$36.5 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP due to its volatile history, but a portion is also allocated to operations to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. The amount in the operating budget is typically static at \$11.3 million but was reduced to \$8.4 million in the FY 2024 budget to keep the capital budget whole while reflecting an anticipated \$2.9 million shortfall in overall STA revenue. The share of STA in the operating budget is increasing back to \$11.3 million in FY 2025, an increase of \$2.9 million from the FY 2024 amended budget.

Other state revenue is projected to be \$19.7 million in FY 2025, an increase of \$15.2 million from the FY 2024 operating budget. Senate Bill 125, approved by the Governor on July 10, 2023, guides the distribution of \$4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies, which can use the funds for either capital or operations. MTS is expected to receive \$283.7 million in SB 125 TIRCP funds over the next four years, including both capital and operations. The FY 2025 operating budget includes \$3.5 million for security enhancements, \$12.0 million for bus and trolley frequency enhancements, \$4.0 million for Iris Rapid operations, and \$200,000 for a planning study for service improvements at the Otay Mesa border crossing.

Other local funding is projected to be \$4.3 million, a decrease of \$181,000 (-4.0%) from the FY 2024 amended budget. This is primarily due to no longer receiving revenue from North County Transit District (NCTD) for providing the Sorrento Valley Coast Connection (SVCC) service since that service will no longer be operated by MTS beginning in FY 2025.

Consolidated subsidy revenue totals \$321.2 million, a decrease of \$17.5 million (-5.2%) from the FY 2024 amended budget. Within other revenue, reserve revenue totals \$21.9 million. For-Hire Vehicle Administration and San Diego & Arizona Eastern (SD&AE) are self-funded activities. In total, they are projected to increase their reserves by \$74,000 in FY 2025 as revenues are projected to exceed expenses. The creation of an operating budget deficit reserve was approved by the Board in April 2023. MTS contributed \$57.0 million in excess revenues over expenses to the Operating Budget deficit reserve in FY 2023, with an additional \$30.2 million contribution planned in the FY 2024 amended budget. As noted prior, federal stimulus funds are expected to be exhausted midway through FY 2025, at which point funds from the operating deficit reserve will be utilized to balance the structural deficit. The FY 2025 operating budget includes the usage of \$22.0 million in operating deficit reserve funds to balance the proposed budget.

Fiscal Year 2025 Expenses

Attachment A contains the total revenues as detailed above and the total proposed expenses for FY 2025. FY 2025 combined expenses totaled \$457.1 million, an increase from the FY 2024 amended

budget of \$43.2 million (10.4%). The proposed budget draft includes significant increases in service levels across all modes, funded primarily by the new SB-125 funding. Rail operations service levels are expected to increase by 14.7%. Directly operated bus service levels are expected to increase 4.3%. Contracted fixed route bus service levels are expected to increase by 9.2%. Paratransit service levels, based on demand, are projected to increase by 18.7% in FY 2025 as demand continues to increase toward pre-pandemic levels.

Within operating expenses, personnel expenses are projected to increase from the FY 2024 amended budget by \$17.0 million (9.5%). Wages are expected to increase by \$11.9 million (11.3%), primarily due to service increases (bus and trolley operators) and a full year with 47 new security staff funded by SB-125. Another significant factor is that four out of five union CBAs are currently being negotiated, with salary increases in this budget draft. Fringe expenses are projected to increase by \$5.1 million (7.0%) versus the FY 2024 amended budget. This is primarily due to increasing healthcare expenses, paid absences, and pension expenses. Healthcare expenses are increasing by \$3.3 million (18.0%) due to premium increases, enrollment increases due to added positions, as well as proposed increases to employer contributions in the latest round of labor agreement proposals. Paid absences are increasing \$998,000 (7.1%), primarily due to headcount changes and current wage increase assumptions. Pension costs are increasing by \$651,000 (2.1%) overall. Within pension costs, the estimated employer share of the San Diego Transit Corporation (SDTC) defined contribution plan is increasing by \$1.2 million (65.5%), based on contribution increases included in the most recent CBA proposals. The unaccrued liability payment for SDTC is increasing \$1.3 million (6.5%) based on the most recent actuarial evaluation. Partially offsetting these increases in pension costs is a decrease of \$1.8 million in pension obligation bond (POB) costs. FY 2024 was the last year with bond payments, and there will be no further POB payments going forward.

Purchased transportation costs are projected to increase from the FY 2024 amended budget by \$10.3 million (10.0%). This is primarily due to planned service level increases for both the fixed route contract operated by Transdev and the paratransit/minibus contract operated by First Transit. Both contracts have fixed and variable rates components which together determine total contract costs. The fixed cost rate is not dependent on service levels and is a fixed monthly fee, whereas the variable rate is dependent on the volume of service operated. Transdev fixed costs are increasing by only \$3,000 over the FY 2024 amended budget because the FY 2024 budget included one-time payments to Transdev for union negotiations which inflated the FY 2024 contract figures. Without these one-time extra payments, fixed costs are increasing by 3.2% over the base contract fixed costs in FY 2024. The variable rate for Transdev is increasing by 3.0% in FY 2025. Overall Transdev costs are projected to increase by \$8.6 million (10.8%) primarily due to a planned 9.2% increase in Transdev service levels, and due to these aforementioned contract increases. The fixed cost rate on the First Transit contract is increasing by 4.2% for both minibus and paratransit. The minibus per-mile rate is increasing by 4.8%, and the paratransit per-hour rate is increasing by 1.8%. Overall, First Transit costs are projected to increase by \$1.7 million (7.4%) primarily due to an estimated 18.7% increase in paratransit service demand, as well as the aforementioned contract increases.

Excluding purchased transportation, outside service expenses are projected to increase from the FY 2024 amended budget by \$3.9 million (8.0%). Within outside services, security costs are increasing by 5.1%, primarily due to contractual 4.0% wage increases. Repair and maintenance costs are projected to decrease by \$668,000 (-5.2%), primarily due to a reduction in the budget for tie replacement within the track maintenance department. Other outside services are increasing by \$4.1 million (18.7%) due to a variety of projects. Of the \$4.1 million increase, \$1.4 million is due to new software initiatives within the IT department, \$744,000 is for painting all Rail facilities at Fashion Valley, \$951,000 is for Pronto system enhancement costs, \$540,000 is for paving repairs at the South Bay Maintenance Facility, and \$750,000 is for conducting multiple planning studies which are grant funded.

Materials and supplies costs are projected to increase by \$1.9 million (10.4%), primarily due to including \$1.1 million for SD8 light rail vehicle (LRV) drive unit overhauls within the LRV maintenance budget, and \$830,000 for upgrading the credit card module on all existing ticket vending machines within the Revenue Maintenance department budget.

Energy costs are projected to increase by \$6.6 million (13.7%). Electricity costs are projected to increase by \$4.1 million (14.3%) due a projected 5.0% increase in the rate year over year combined with an 11.0% increase in projected usage for trolley traction power electricity stemming from planned service increases. CNG costs are projected to increase by \$2.0 million (13.2%), primarily due to a projected increase of 7.6% in consumption resulting from additional bus service in FY 2025 as well as a projected rate increase of 5.2%.

Risk management costs are increasing by \$2.8 million (33.3%). The increase is primarily driven by an increase of \$2.2 million (33.6%) in insurance premiums, with property and excess liability insurance premiums driving the increase. Risk related legal expenses are increasing \$387,000 (65.8%) due to anticipated litigation costs for the year and a return to spending similar to FY23 levels.

General and Administrative costs are increasing by \$604,000 (9.7%) over the FY 2024 amended budget. The FY 2025 operating budget includes \$276,000 for automatic passenger counters (APCs) and radio equipment for the bus fleet as well as an increase of \$136,000 on spending for organization laptops and desktop computers to replace aging devices.

Vehicle and Facility Lease costs are projected to increase by \$14,000 (0.8%), primarily due to non-revenue vehicle leasing expenses.

Debt service costs have been reduced to zero in FY 2025 because the pension obligation bonds were fully paid in FY 2024. There are no other outstanding debt service obligations.

In total, expenses are projected to increase by \$43.2 million or 10.4% versus the FY 2024 amended budget.

Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY 2025 Operating Budget – Consolidated MTS
B. FY 2025 Operating Budget – Consolidated Operations
C. FY 2025 Operating Budget – Consolidated Administration
D. FY 2025 Operating Budget – Consolidated Other Activities
E. FY 2025 Operating Budget – Consolidated Revenue Summary
F. FY 2025 Operating Budget – Position Table Summary
G. FY 2025 Operating Budget – Position Table Details

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 2.01**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	80,125,492	5,567,706	7.5%
OTHER OPERATING REVENUE	23,935,008	31,157,761	33,916,090	2,758,329	8.9%
TOTAL OPERATING REVENUES	91,480,698	105,715,547	114,041,582	8,326,035	7.9%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	341,143,987	338,638,612	321,111,470	(17,527,141)	-5.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,336,099)	(30,399,173)	21,958,370	52,357,542	-172.2%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,336,099)	(30,399,173)	21,958,370	52,357,542	-172.2%
TOTAL NON OPERATING REVENUE	287,807,888	308,239,439	343,069,840	34,830,401	11.3%
TOTAL COMBINED REVENUES	379,288,586	413,954,986	457,111,422	43,156,436	10.4%
OPERATING EXPENSES					
LABOR EXPENSES	96,393,219	105,264,289	117,120,307	11,856,018	11.3%
FRINGE EXPENSES	68,374,361	72,683,649	77,783,632	5,099,983	7.0%
TOTAL PERSONNEL EXPENSES	164,767,580	177,947,938	194,903,939	16,956,001	9.5%
SECURITY EXPENSES	12,476,293	14,162,707	14,889,236	726,529	5.1%
REPAIR/MAINTENANCE SERVICES	7,960,588	12,893,884	12,225,538	(668,346)	-5.2%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	17,878,355	21,695,819	25,750,634	4,054,815	18.7%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	113,542,285	10,327,257	10.0%
TOTAL OUTSIDE SERVICES	122,573,659	152,855,040	167,129,194	14,274,154	9.3%
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,737,624	16,798,512	18,713,402	1,914,890	11.4%
TOTAL MATERIALS AND SUPPLIES	16,432,050	18,637,232	20,581,122	1,943,890	10.4%
GAS/DIESEL/PROPANE	2,558,901	2,790,683	3,280,426	489,743	17.5%
CNG	18,974,494	15,166,101	17,167,149	2,001,048	13.2%
TRACTION POWER	24,428,328	24,108,733	27,845,616	3,736,883	15.5%
UTILITIES	6,622,067	5,990,696	6,348,917	358,221	6.0%
TOTAL ENERGY	52,583,790	48,056,213	54,642,108	6,585,895	13.7%
RISK MANAGEMENT	7,807,775	8,502,081	11,335,218	2,833,137	33.3%
GENERAL AND ADMINISTRATIVE	5,917,152	6,209,331	6,813,088	603,757	9.7%
DEBT SERVICE	161,436	54,149	-	(54,149)	-100.0%
VEHICLE / FACILITY LEASE	1,645,186	1,693,000	1,706,754	13,754	0.8%
TOTAL OPERATING EXPENSES	371,888,627	413,954,984	457,111,422	43,156,438	10.4%
NET OPERATING SUBSIDY	(280,407,929)	(308,239,437)	(343,069,840)	34,830,403	11.3%
OVERHEAD ALLOCATION	0	0	(0)	(0)	0.0%
ADJUSTED NET OPERATING SUBSIDY	(280,407,929)	(308,239,437)	(343,069,840)	34,830,403	11.3%
TOTAL REVENUES LESS TOTAL EXPENSES	7,399,959	3	0	3	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2025
SECTION 2.02**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	80,125,492	5,567,706	7.5%
OTHER OPERATING REVENUE	964,773	900,500	1,113,064	212,564	23.6%
TOTAL OPERATING REVENUES	68,510,463	75,458,286	81,238,556	5,780,270	7.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	272,853,069	299,889,225	335,331,492	35,442,267	11.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	272,853,069	299,889,225	335,331,492	35,442,267	11.8%
TOTAL COMBINED REVENUES	341,363,532	375,347,511	416,570,048	41,222,536	11.0%
OPERATING EXPENSES					
LABOR EXPENSES	78,065,044	83,717,763	92,498,002	8,780,239	10.5%
FRINGE EXPENSES	59,817,546	63,842,613	67,889,969	4,047,356	6.3%
TOTAL PERSONNEL EXPENSES	137,882,590	147,560,376	160,387,971	12,827,595	8.7%
SECURITY EXPENSES	1,038,507	1,182,345	1,251,481	69,136	5.8%
REPAIR/MAINTENANCE SERVICES	7,749,656	12,711,484	12,022,538	(688,946)	-5.4%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	6,482,663	7,625,479	9,555,307	1,929,828	25.3%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	113,542,285	10,327,257	10.0%
TOTAL OUTSIDE SERVICES	99,529,250	125,621,938	137,093,111	11,471,173	9.1%
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,599,467	16,462,262	18,653,270	2,191,008	13.3%
TOTAL MATERIALS AND SUPPLIES	16,293,893	18,300,982	20,520,990	2,220,008	12.1%
GAS/DIESEL/PROPANE	2,314,337	2,559,083	2,991,826	432,743	16.9%
CNG	18,974,494	15,166,101	17,167,149	2,001,048	13.2%
TRACTION POWER	24,428,328	24,108,733	27,845,616	3,736,883	15.5%
UTILITIES	5,665,368	4,953,315	5,310,004	356,689	7.2%
TOTAL ENERGY	51,382,527	46,787,232	53,314,595	6,527,363	14.0%
RISK MANAGEMENT	6,862,100	7,553,606	9,972,326	2,418,720	32.0%
GENERAL AND ADMINISTRATIVE	934,023	1,084,226	1,385,671	301,445	27.8%
DEBT SERVICE	161,436	54,149	-	(54,149)	-100.0%
VEHICLE / FACILITY LEASE	1,402,974	1,367,000	1,373,421	6,421	0.5%
TOTAL OPERATING EXPENSES	314,448,794	348,329,509	384,048,085	35,718,576	10.3%
NET OPERATING SUBSIDY	(245,938,330)	(272,871,223)	(302,809,529)	29,938,306	11.0%
OVERHEAD ALLOCATION	(29,899,737)	(27,018,000)	(32,521,963)	(5,503,963)	20.4%
ADJUSTED NET OPERATING SUBSIDY	(275,838,068)	(299,889,222)	(335,331,492)	35,442,269	11.8%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,984,999)	3	0	3	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2025
SECTION 2.03**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	21,978,425	29,266,261	31,813,026	2,546,765	8.7%
TOTAL OPERATING REVENUES	21,978,425	29,266,261	31,813,026	2,546,765	8.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,290,918	38,749,387	(14,220,021)	(52,969,408)	-136.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(30,182,046)	22,032,745	52,214,791	-173.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(30,182,046)	22,032,745	52,214,791	-173.0%
TOTAL NON OPERATING REVENUE	15,251,159	8,567,341	7,812,724	(754,617)	-8.8%
TOTAL COMBINED REVENUES	37,229,584	37,833,602	39,625,750	1,792,148	4.7%
OPERATING EXPENSES					
LABOR EXPENSES	18,002,731	21,194,875	24,184,989	2,990,114	14.1%
FRINGE EXPENSES	8,382,820	8,638,223	9,659,212	1,020,989	11.8%
TOTAL PERSONNEL EXPENSES	26,385,551	29,833,098	33,844,201	4,011,103	13.4%
SECURITY EXPENSES	11,437,785	12,980,362	13,637,755	657,393	5.1%
REPAIR/MAINTENANCE SERVICES	208,224	178,400	198,000	19,600	11.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,375,508	14,016,140	16,138,027	2,121,887	15.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	23,021,517	27,174,902	29,973,782	2,798,880	10.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
TOTAL MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
GAS/DIESEL/PROPANE	238,681	224,600	279,600	55,000	24.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	956,699	1,037,381	1,038,913	1,532	0.1%
TOTAL ENERGY	1,195,381	1,261,981	1,318,513	56,532	4.5%
RISK MANAGEMENT	874,496	859,000	1,264,292	405,292	47.2%
GENERAL AND ADMINISTRATIVE	4,916,755	5,054,941	5,355,753	300,812	6.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	228,525	320,000	327,333	7,333	2.3%
TOTAL OPERATING EXPENSES	56,760,178	64,839,672	72,143,506	7,303,834	11.3%
NET OPERATING SUBSIDY	(34,781,752)	(35,573,411)	(40,330,480)	4,757,069	13.4%
OVERHEAD ALLOCATION	29,915,551	27,006,070	32,517,757	5,511,687	20.4%
ADJUSTED NET OPERATING SUBSIDY	(4,866,201)	(8,567,341)	(7,812,724)	(754,618)	-8.8%
TOTAL REVENUES LESS TOTAL EXPENSES	10,384,957	(0)	-	(0)	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2025
SECTION 2.04**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	991,810	991,000	990,000	(1,000)	-0.1%
TOTAL OPERATING REVENUES	991,810	991,000	990,000	(1,000)	-0.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(296,340)	(217,127)	(74,375)	142,752	-65.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(296,340)	(217,127)	(74,375)	142,752	-65.7%
TOTAL NON OPERATING REVENUE	(296,340)	(217,127)	(74,375)	142,752	-65.7%
TOTAL COMBINED REVENUES	695,470	773,873	915,625	141,752	18.3%
OPERATING EXPENSES					
LABOR EXPENSES	325,444	351,651	437,316	85,665	24.4%
FRINGE EXPENSES	173,995	202,813	234,451	31,638	15.6%
TOTAL PERSONNEL EXPENSES	499,438	554,464	671,767	117,303	21.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	5,000	1,000	25.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,184	54,200	57,300	3,100	5.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	22,893	58,200	62,300	4,100	7.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	204	500	500	-	0.0%
GAS/DIESEL/PROPANE	5,882	7,000	9,000	2,000	28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	5,882	7,000	9,000	2,000	28.6%
RISK MANAGEMENT	71,178	89,475	98,600	9,125	10.2%
GENERAL AND ADMINISTRATIVE	66,374	70,164	71,664	1,500	2.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	13,686	6,000	6,000	-	0.0%
TOTAL OPERATING EXPENSES	679,656	785,803	919,831	134,028	17.1%
NET OPERATING SUBSIDY	312,154	205,197	70,169	135,028	-65.8%
OVERHEAD ALLOCATION	(15,814)	11,930	4,206	-	-64.7%
ADJUSTED NET OPERATING SUBSIDY	296,340	217,127	74,375	142,752	-65.7%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.02**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE AMENDED/ ORIGINAL</u>	<u>% CHANGE AMENDED/ ORIGINAL</u>
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	80,125,492	5,567,706	7.5%
OTHER INCOME	23,935,008	31,157,761	33,916,090	2,758,329	8.9%
TOTAL OPERATING REVENUE	91,480,698	105,715,547	114,041,582	8,326,035	7.9%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	67,062,133	70,466,497	73,122,820	2,656,324	3.8%
FEDERAL REVENUE - CARES/ARP	90,300,000	85,000,000	47,000,000	(38,000,000)	-44.7%
TRANSPORTATION DEVELOPMENT ACT (TDA)	97,868,252	92,858,098	89,809,842	(3,048,256)	-3.3%
STATE TRANSIT ASSISTANCE (STA)	11,300,000	8,400,000	11,300,000	2,900,000	34.5%
STATE REVENUE - OTHER	46,125	4,500,000	19,657,812	15,157,812	336.8%
TRANSNET	67,938,341	72,923,021	75,911,313	2,988,292	4.1%
OTHER LOCAL SUBSIDIES	6,629,135	4,490,994	4,309,683	(181,311)	-4.0%
TOTAL SUBSIDY REVENUE	341,143,986	338,638,609	321,111,470	(17,527,139)	-5.2%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(53,336,099)	(30,399,173)	21,958,370	52,357,542	-172.2%
TOTAL OTHER REVENUE	(53,336,099)	(30,399,173)	21,958,370	52,357,542	-172.2%
TOTAL NON OPERATING REVENUE	287,807,887	308,239,437	343,069,840	34,830,403	11.3%
GRAND TOTAL REVENUES	379,288,585	413,954,984	457,111,422	43,156,438	10.4%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.03**

Att. F, AI 4, April 23, 2024

	Amended Budget	Position	Net Positons	Proposed	Frozen
	FY 2024	Shifts	Requiring	FY 2025	Positions
	FTE's	FTE's	Funding Adjs	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	10.0	0.0	0.0	10.0	0.0
COMPASS CARD	14.5	0.0	0.0	14.5	0.0
EXECUTIVE	5.0	0.0	0.0	5.0	0.0
FINANCE	23.5	0.0	0.0	23.5	0.0
HUMAN RESOURCES	19.0	0.0	0.0	19.0	0.0
INFORMATION SECURITY	3.0	0.0	0.0	3.0	0.0
INFORMATION TECHNOLOGY	32.0	0.0	0.0	32.0	0.0
LEGAL	3.0	0.0	0.0	3.0	0.0
MARKETING	11.0	0.0	0.0	11.0	0.0
PLANNING	9.5	0.0	0.0	9.5	0.0
PROCUREMENT	16.0	0.0	0.0	16.0	0.0
RIGHT OF WAY	2.0	0.0	0.0	2.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	139.0	0.0	0.0	139.0	0.0
STORES (ADMIN)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration	340.5	0.0	0.0	340.5	0.0
<u>Bus Operations</u>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	3.5	0.0	0.0	3.5	0.0
MAINTENANCE	189.0	0.0	0.0	189.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	8.0	0.0	0.0	8.0	0.0
REVENUE (BUS)	6.0	0.0	0.0	6.0	0.0
SAFETY	2.0	0.0	0.0	2.0	0.0
TRAINING	11.0	0.0	0.0	11.0	0.0
TRANSPORTATION (BUS)	609.0	0.0	0.0	609.0	0.0
Subtotal Bus Operations	842.0	0.0	0.0	842.0	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	0.0	0.0	81.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
REVENUE (RAIL)	56.5	0.0	0.0	56.5	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	282.2	0.0	0.0	282.2	0.0
Subtotal Rail Operations	599.2	0.0	0.0	599.2	0.0
<u>Other MTS Operations</u>					
FHV ADMINISTRATION	6.0	0.0	1.0	7.0	0.0
Subtotal Other MTS Operations	6.0	0.0	1.0	7.0	0.0
Grand Total	1,787.7	0.0	1.0	1,788.7	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
<u>CAPITAL PROJECTS</u>						
Administrative Assistant	03	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	13	1.0	0.0	0.0	1.0	0.0
Project Engineer	09	2.0	0.0	0.0	2.0	0.0
Project Manager	10	2.0	0.0	0.0	2.0	0.0
Senior Project Manager	11	3.0	0.0	0.0	3.0	0.0
Sr. Project Manager - Rail Sys	11	1.0	0.0	0.0	1.0	0.0
CAPITAL PROJECTS TOTAL		10.0	0.0	0.0	10.0	0.0
<u>COMPASS CARD</u>						
Call/Service Center Rep (FT)	02	4.0	0.0	0.0	4.0	0.0
Call/Service Center Rep (PT)	02	1.5	0.0	0.0	1.5	0.0
Director of Fare Technology & Fare Systems Administrator	12 10	1.0 1.0	0.0 0.0	0.0 0.0	1.0 1.0	0.0 0.0
Mgr of PRONTO & Passenger Supp	08	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	03	5.0	0.0	0.0	5.0	0.0
Supervisor of Pronto Support	06	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		14.5	0.0	0.0	14.5	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Grants Administrator	07	1.0	0.0	0.0	1.0	0.0
Grants Analyst	07	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		5.0	0.0	0.0	5.0	0.0
<u>FINANCE</u>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Accounting Manager	10	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	06	1.0	0.0	0.0	1.0	0.0
Finance Intern	01	0.5	0.0	0.0	0.5	0.0
Financial Analyst	07	2.0	0.0	0.0	2.0	0.0
Manager of Financial Planning	09	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	06	3.0	0.0	0.0	3.0	0.0
Payroll Manager	10	1.0	0.0	0.0	1.0	0.0
Payroll Supervisor	08	1.0	0.0	0.0	1.0	0.0
Senior Accountant	09	2.0	0.0	0.0	2.0	0.0
Staff Accountant I	05	2.0	0.0	0.0	2.0	0.0
Staff Accountant II	06	2.0	0.0	0.0	2.0	0.0
Transit Asset Mgmt Program Mgr	09	1.0	0.0	0.0	1.0	0.0
FINANCE TOTAL		23.5	0.0	0.0	23.5	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons		
				Requiring	Proposed	Frozen
				Funding Adjs (FTE's)	FY 2025 (FTE's)	Positions (FTE's)
<u>HUMAN RESOURCES</u>						
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	3.0	0.0	0.0	3.0	0.0
Chief Human Resources Officer	15	1.0	0.0	0.0	1.0	0.0
Director of Human Resources	12	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	03	3.0	0.0	0.0	3.0	0.0
Human Resources Specialist	06	1.0	0.0	0.0	1.0	0.0
Leadership Dev Specialist	09	1.0	0.0	0.0	1.0	0.0
Manager of Benefits & Comp	09	1.0	0.0	0.0	1.0	0.0
Manager of Talent Acquisition	09	1.0	0.0	0.0	1.0	0.0
Senior Human Resources Analyst	07	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	07	5.0	0.0	0.0	5.0	0.0
HUMAN RESOURCES TOTAL		19.0	0.0	0.0	19.0	0.0
<u>INFORMATION SECURITY</u>						
Info Security & Intel Eng	10	2.0	0.0	0.0	2.0	0.0
Information Security Manager	11	1.0	0.0	0.0	1.0	0.0
INFORMATION SECURITY TOTAL		3.0	0.0	0.0	3.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
Business Systems Analyst (SAP)	11	1.0	0.0	0.0	1.0	0.0
Chief Information Officer	14	1.0	0.0	0.0	1.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
ETL Developer	11	1.0	0.0	0.0	1.0	0.0
Executive Assistant (CIO)	06	1.0	0.0	0.0	1.0	0.0
IT Development Manager	12	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
IT Operations Manager	12	1.0	0.0	0.0	1.0	0.0
IT Support Specialist	07	4.0	0.0	0.0	4.0	0.0
Network Engineer I	08	2.0	0.0	0.0	2.0	0.0
Network Engineer II	09	2.0	0.0	0.0	2.0	0.0
Network Engineer III	09	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	12	1.0	0.0	0.0	1.0	0.0
Project Administrator	07	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	09	1.0	0.0	0.0	1.0	0.0
Senior Systems Administrator	10	3.0	0.0	0.0	3.0	0.0
Service Desk Supervisor	09	1.0	0.0	0.0	1.0	0.0
Software Developer	09	3.0	0.0	0.0	3.0	0.0
Systems Administrator	10	4.0	0.0	0.0	4.0	0.0
Technical Project Manager	11	1.0	0.0	0.0	1.0	0.0
INFORMATION TECHNOLOGY TOTAL		32.0	0.0	0.0	32.0	0.0
<u>LEGAL</u>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Deputy General Counsel	10	1.0	0.0	0.0	1.0	0.0
Staff Attorney-Reg Compliance	09	1.0	0.0	0.0	1.0	0.0
LEGAL TOTAL		3.0	0.0	0.0	3.0	0.0
<u>MARKETING</u>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Community Engagement Specialis	06	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	08	1.0	0.0	0.0	1.0	0.0
Digital Content Developer	07	1.0	0.0	0.0	1.0	0.0
Graphic Designer	07	2.0	0.0	0.0	2.0	0.0
Marketing Assistant	05	1.0	0.0	0.0	1.0	0.0
Mgr of Marketing & Communicati	08	1.0	0.0	0.0	1.0	0.0
Multimedia Designer	07	1.0	0.0	0.0	1.0	0.0
Public Relations Specialist	07	1.0	0.0	0.0	1.0	0.0
Social Media Coordinator	04	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		11.0	0.0	0.0	11.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Net Positons					
		Amended Budget	Position	Requiring	Proposed	Frozen
	Salary Grade	FY 2024 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2025 (FTE's)	Positions (FTE's)
<u>PLANNING</u>						
Assoc Transportation Planner	06	3.0	0.0	0.0	3.0	0.0
Dir of Planning & Scheduling	12	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	10	1.0	0.0	0.0	1.0	0.0
Planning Intern	01	0.5	0.0	0.0	0.5	0.0
Senior Data Analyst	08	1.0	0.0	0.0	1.0	0.0
Senior Scheduler	07	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	09	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		9.5	0.0	0.0	9.5	0.0
<u>PROCUREMENT</u>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	0.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	12	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	09	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	08	9.0	0.0	0.0	9.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		16.0	0.0	0.0	16.0	0.0
<u>RIGHT OF WAY</u>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Right of Way Permit Coord	08	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>RISK</u>						
Claims Specialist	06	1.0	0.0	0.0	1.0	0.0
Liability Claims Supervisor	08	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	1.0	0.0	0.0	1.0	0.0
Workers' Compensation Analyst	07	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
Asst Mgr of Field Operations	08	2.0	0.0	0.0	2.0	0.0
Clerk Typist/Data Entry TSS	BU	3.0	0.0	0.0	3.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Dispatcher	BU	5.0	0.0	0.0	5.0	0.0
Code Compliance Inspector	BU	95.0	0.0	0.0	95.0	0.0
Code Compliance Supervisor	06	20.0	0.0	0.0	20.0	0.0
Code Compliance Train Sup (MC)	06	1.0	0.0	0.0	1.0	0.0
Dep Dir of Transit Sec & Pass	11	1.0	0.0	0.0	1.0	0.0
Dir of Transit Security & Pass	13	1.0	0.0	0.0	1.0	0.0
Dispatch Sup - Transit Enf	06	2.0	0.0	0.0	2.0	0.0
Mgr of Ops-Transit Sec & Pass	09	1.0	0.0	0.0	1.0	0.0
Operational and Crime Data Ana	07	1.0	0.0	0.0	1.0	0.0
Professional Standards Manager	08	1.0	0.0	0.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Records Specialist	05	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		139.0	0.0	0.0	139.0	0.0
<u>STORES (ADMIN)</u>						
Inventory Planning and Forecas	08	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	10	1.0	0.0	0.0	1.0	0.0
STORES (ADMIN) TOTAL		2.0	0.0	0.0	2.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>STORES (BUS)</u>						
Storeroom Clerks - IAD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	2.0	0.0	0.0	2.0	0.0
STORES (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
<u>STORES (RAIL)</u>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
STORES (RAIL) TOTAL		7.0	0.0	0.0	7.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>						
Asst Supvr of Info & Trip Plan	06	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	07	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
TELEPHONE INFORMATION SERVICES TO		17.0	0.0	0.0	17.0	0.0
<u>TRANSIT STORES</u>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
TRANSIT STORES TOTAL		8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration		340.5	0.0	0.0	340.5	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Salary Grade	Amended Budget	Position	Net Positons	Proposed	Frozen
		FY 2024	Shifts	Requiring	FY 2025	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
Bus Operations						
CONTRACT SERVICES						
Director of Contract Services	12	1.0	0.0	0.0	1.0	0.0
Contract Operations Administra	05	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Mgr of Paratransit & Mini Bus	10	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Coord.	04	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	06	1.0	0.0	0.0	1.0	0.0
Supervisor of Para-Transit	06	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	07	1.0	0.0	0.0	1.0	0.0
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Intern	PT	0.5	0.0	0.0	0.5	0.0
Envi Health & Safety Spec	09	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		3.5	0.0	0.0	3.5	0.0
MAINTENANCE						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Administrative Assistant - Mai	04	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice I - KMD	BU	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	0.0
Bus Maintenance Trainer	08	1.0	0.0	0.0	1.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Dir of Fleet & Facility Maint	13	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - IAD	10	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - KMD	10	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	08	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	08	7.0	0.0	0.0	7.0	0.0
Maintenance Analyst	05	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	20.0	0.0	0.0	20.0	0.0
Mechanic A - KMD	BU	26.0	0.0	0.0	26.0	0.0
Mechanic Apprentice I - IAD	BU	8.0	0.0	0.0	8.0	0.0
Mechanic Apprentice I - KMD	BU	11.0	0.0	0.0	11.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic C - IAD	BU	17.0	0.0	0.0	17.0	0.0
Mechanic C - KMD	BU	9.0	0.0	0.0	9.0	0.0
Quality Assurance Inspector	07	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Servicer A - IAD	BU	48.0	0.0	0.0	48.0	0.0
Servicer A - KMD	BU	12.0	0.0	0.0	12.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
Sup of Maintenance Training	09	1.0	0.0	0.0	1.0	0.0
ZEV and Sustainability Manager	08	1.0	0.0	0.0	1.0	0.0
MAINTENANCE TOTAL		189.0	0.0	0.0	189.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Amended Budget	Position	Net Positons			
Salary Grade	FY 2024 (FTE's)	Shifts (FTE's)	Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)	
<u>MAINTENANCE-FACILITY</u>						
Bldng Maint Apprentice - IAD	BU	2.0	0.0	0.0	2.0	0.0
Facilities Supervisor - Bus	08	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
<u>PASSENGER SERVICES</u>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Director of Support Services	12	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	1.0	0.0	0.0	1.0	0.0
Passenger Support Supervisor	06	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	04	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	04	2.0	0.0	0.0	2.0	0.0
PASSENGER SERVICES TOTAL		8.0	0.0	0.0	8.0	0.0
<u>REVENUE (BUS)</u>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
REVENUE (BUS) TOTAL		6.0	0.0	0.0	6.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
Transit Safety Specialist	08	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>TRAINING</u>						
Bus Op Training Instructor	06	8.0	0.0	0.0	8.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
Training Administrator	05	1.0	0.0	0.0	1.0	0.0
Training Development Specialis	07	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		11.0	0.0	0.0	11.0	0.0
<u>TRANSPORTATION (BUS)</u>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	565.0	0.0	0.0	565.0	0.0
Comm/Ops Supv-Dispatch IAD	08	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	08	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	10	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	08	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	06	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		609.0	0.0	0.0	609.0	0.0
Subtotal Bus Operations		842.0	0.0	0.0	842.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.5	0.0	0.0	0.5	0.0
Mgr of Service Quality & Speci	10	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	09	1.0	0.0	0.0	1.0	0.0
System Safety Specialist	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (RAIL) TOTAL		4.5	0.0	0.0	4.5	0.0
<u>FACILITIES</u>						
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Director of Rail Facilities	13	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	6.0	0.0	0.0	6.0	0.0
Manager of Rail Facilities	07	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	72.0	0.0	0.0	72.0	0.0
FACILITIES TOTAL		81.0	0.0	0.0	81.0	0.0
<u>LIGHT RAIL VEHICLES</u>						
Assistant Training Sup - LRV	09	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	0.0	0.0	2.0	0.0
Director of LRV Maintenance	13	1.0	0.0	0.0	1.0	0.0
LRV Asst Lineman	BU	23.0	0.0	0.0	23.0	0.0
LRV Electromechanic	BU	47.0	0.0	0.0	47.0	0.0
LRV Lineman	BU	19.0	0.0	0.0	19.0	0.0
LRV Maint Supervisor	09	10.0	0.0	0.0	10.0	0.0
LRV Project Cordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	05	1.0	0.0	0.0	1.0	0.0
Manager of LRV Maintenance	10	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	09	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		107.0	0.0	0.0	107.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
Asst Training Supervisor - MOW	09	1.0	0.0	0.0	1.0	0.0
Manager of MOW	10	1.0	0.0	0.0	1.0	0.0
MOW Contracts & Budget Analyst	08	1.0	0.0	0.0	1.0	0.0
Superintendent Wayside Maint	13	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	09	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	11.0	0.0	0.0	11.0	0.0
Wayside Electromechanic	BU	17.0	0.0	0.0	17.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Supervisor	09	5.0	0.0	0.0	5.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		46.0	0.0	0.0	46.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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Att. G, AI 4, April 23, 2024

	Salary Grade	Amended Budget	Position	Net Positons	Proposed	Frozen
		FY 2024 (FTE's)	Shifts (FTE's)	Requiring Funding Adjs (FTE's)	FY 2025 (FTE's)	Positions (FTE's)
<u>REVENUE (RAIL)</u>						
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Passenger Support Rep	PT	2.0	0.0	0.0	2.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Passenger Support Rep	PT	21.5	0.0	0.0	21.5	0.0
Revenue Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	4.0	0.0	0.0	4.0	0.0
Revenue Maintainer II	BU	5.0	0.0	0.0	5.0	0.0
Revenue Maintainer III	BU	9.0	0.0	0.0	9.0	0.0
Revenue Maintenance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Revenue Operations Assistant	03	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	2.0	0.0	0.0	2.0	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
REVENUE (RAIL) TOTAL		56.5	0.0	0.0	56.5	0.0
<u>TRACK</u>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	14.0	0.0	0.0	14.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
TRACK TOTAL		22.0	0.0	0.0	22.0	0.0
<u>TRANSPORTATION (RAIL)</u>						
Assignments Supervisor	07	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	06	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	09	2.0	0.0	0.0	2.0	0.0
Construction Safety Flagperson	PT	42.5	0.0	0.0	42.5	0.0
Construction Safety Supervisor	06	4.0	0.0	0.0	4.0	0.0
Dir of Rail Transportation	13	1.0	0.0	0.0	1.0	0.0
Lead Transportation Sup	08	1.0	0.0	0.0	1.0	0.0
Manager of Rail Transportation	10	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	137.0	0.0	0.0	137.0	0.0
Train Operator - PT	BU	52.7	0.0	0.0	52.7	0.0
Training Supervisor - Trans	08	3.0	0.0	0.0	3.0	0.0
Transportation Controller	08	16.0	0.0	0.0	16.0	0.0
Transportation Supervisor	08	16.0	0.0	0.0	16.0	0.0
TRANSPORTATION (RAIL) TOTAL		282.2	0.0	0.0	282.2	0.0
Subtotal Rail Operations		599.2	0.0	0.0	599.2	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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SECTION 10.04**

Att. G, AI 4, April 23, 2024

	Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
Salary Grade	FY 2024 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2025 (FTE's)	Positions (FTE's)
<u>Other MTS Operations</u>					
<u>FHV ADMINISTRATION</u>					
For-Hire Vehicle Administratio	10	1.0	0.0	0.0	1.0
Regulatory Analyst	06	1.0	0.0	0.0	1.0
Regulatory Assistant	06	1.0	0.0	0.0	1.0
Regulatory Inspector	05	3.0	0.0	0.0	3.0
Regulatory Inspector Supervisor	07	0.0	0.0	1.0	1.0
FHV ADMINISTRATION TOTAL	6.0	0.0	1.0	7.0	0.0
Subtotal Other MTS Operations	6.0	0.0	1.0	7.0	0.0
Grand Total	1,787.7	0.0	1.0	1,788.7	0.0

Metropolitan Transit System FY 2025 Operating Budget Overview

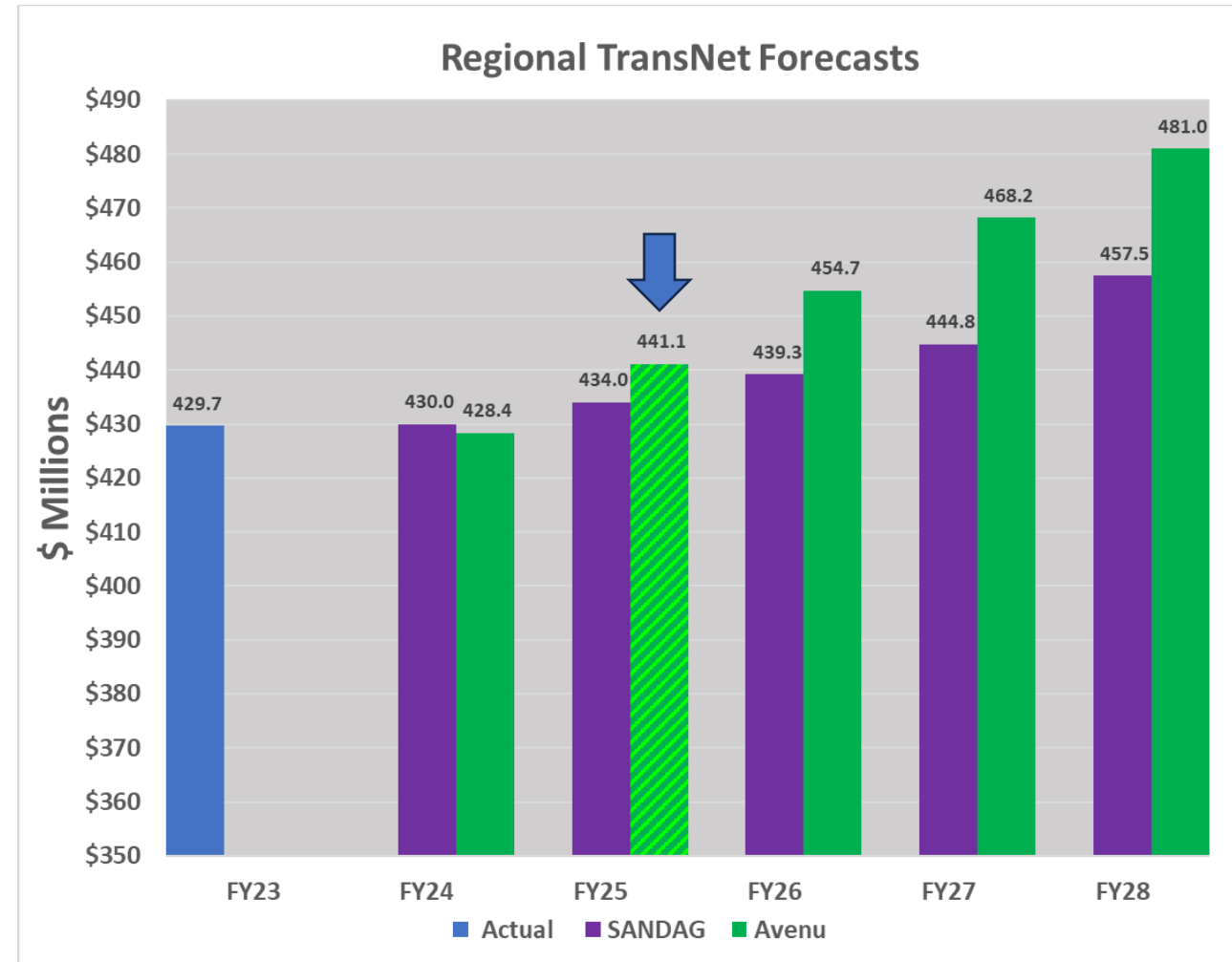
MTS Board of Directors
Budget Development Committee
April 23, 2024

Fiscal Year 2025 Operating Budget Budget Development Process

- MTS uses a zero-based budgeting process:
 - In traditional historic budgeting, managers only justify variances versus prior year
 - The assumption is that the baseline is automatically approved
 - By contrast, in zero-based budgeting, every line item must be approved each year
 - In Board presentations, typically talk about what is changing, but it is built from the ground up
- Operating Budget process begins in January
 - Budget Office meets with management from every discipline of the organization to:
 - Review current trends
 - Discuss and justify line item details of their budget requests
 - Roll-up of mid-year budget amendments (current year's budget)
 - Roll-up of the new fiscal year budgets (following year's budget)
 - Rough draft presented today
 - Still finalizing some assumptions

Fiscal Year 2025 Operating Budget Revenue Assumptions - Sales Tax Revenues

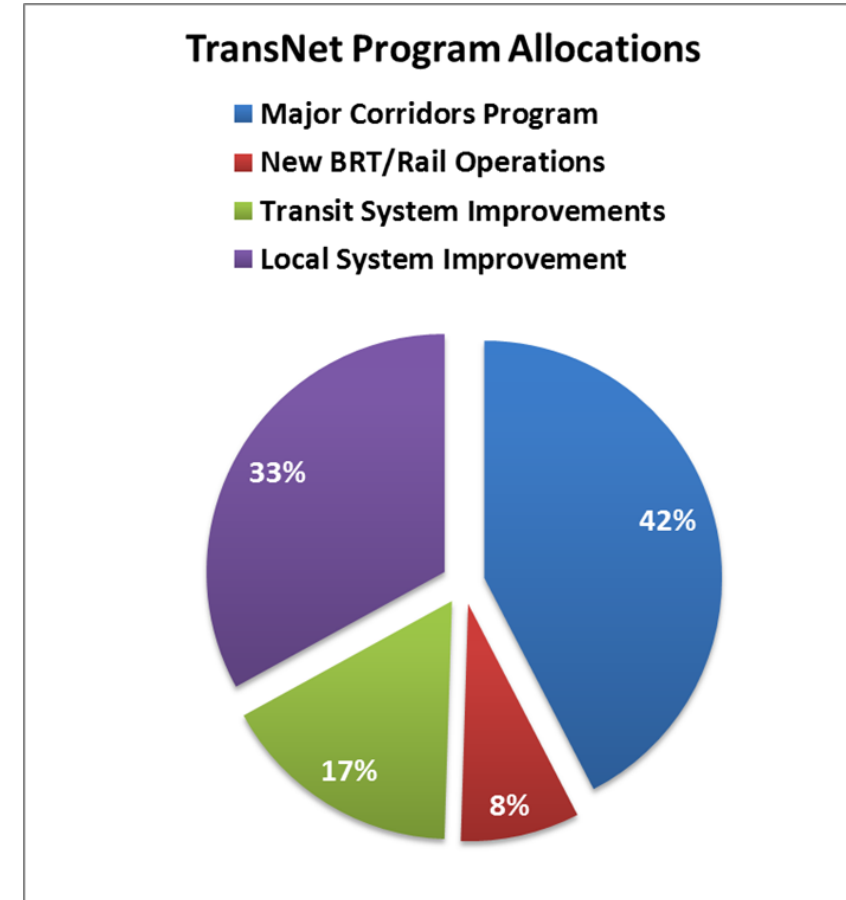
- TransNet (San Diego County)
 - ½ cent sales tax assessed in the region
 - Administered by SANDAG
 - \$434.0M projected for region in FY 2025 by SANDAG
 - Growth assumption of 1.0% over FY24 SANDAG budget
 - \$441.1M projected for the region in FY 2025 by Avenu
 - Growth assumption of 2.7% over FY24 SANDAG budget
- Using Avenu projection of \$441.1M



Fiscal Year 2025 Operating Budget

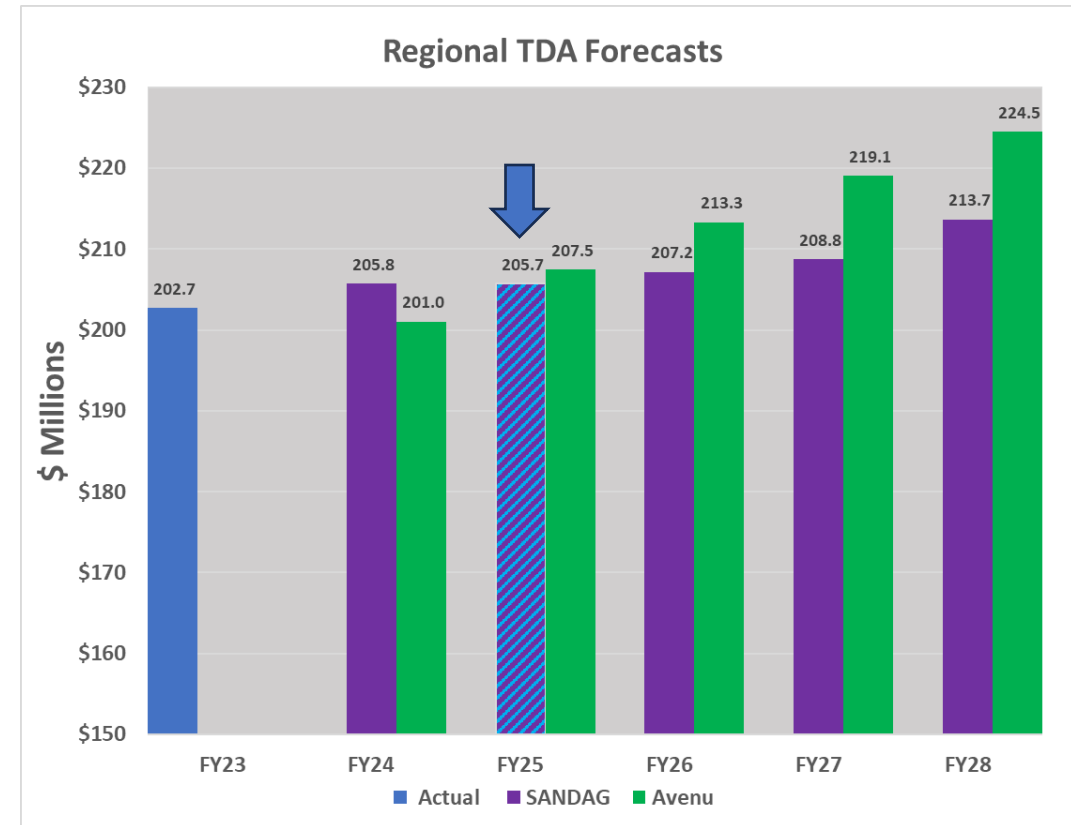
Revenue Assumptions - Sales Tax Revenues

- TransNet (continued)
 - **Local Systems Improvement** goes to county and cities for roads
 - **Major Corridors** funds TransNet capital projects like Mid-Coast and BRT projects
 - **New Operations (8.1%)**
 - Reimbursement for operations/maintenance of TransNet II projects (BRT Routes, SuperLoop, Mid-Coast)
 - MTS: MTS expected cost recovery = \$33.5M
 - Full cost recovery only anticipated through 2030
 - **Transit System Improvements 16.5%** for operations
 - Formula funding
 - MTS apportionment = \$47.9M
 - \$5.5M for Fare Discounts on Senior Disabled and Youth passes
 - \$42.4M for Operations



Fiscal Year 2025 Operating Budget Revenue Assumptions - Sales Tax Revenues

- Transportation Development Act (TDA)
 - State wide, ¼ cent sales tax
 - SANDAG forecasts and apportions each year
 - Claim process determines MTS revenue
 - MTS submits a claim based on the budget
 - San Diego County receives the cash, holds a reserve that balances over/under amounts versus the budget
 - Provides funding for both Operating Budget and Capital Improvement Program (CIP)
 - **FY 2025 growth assumption of -0.1%**
 - Total region pool of \$205.7M in FY 2025
 - Total MTS apportionment: \$131.5M
 - \$89.8M in Operating Budget
 - \$45.5M in CIP



Fiscal Year 2025 Operating Budget

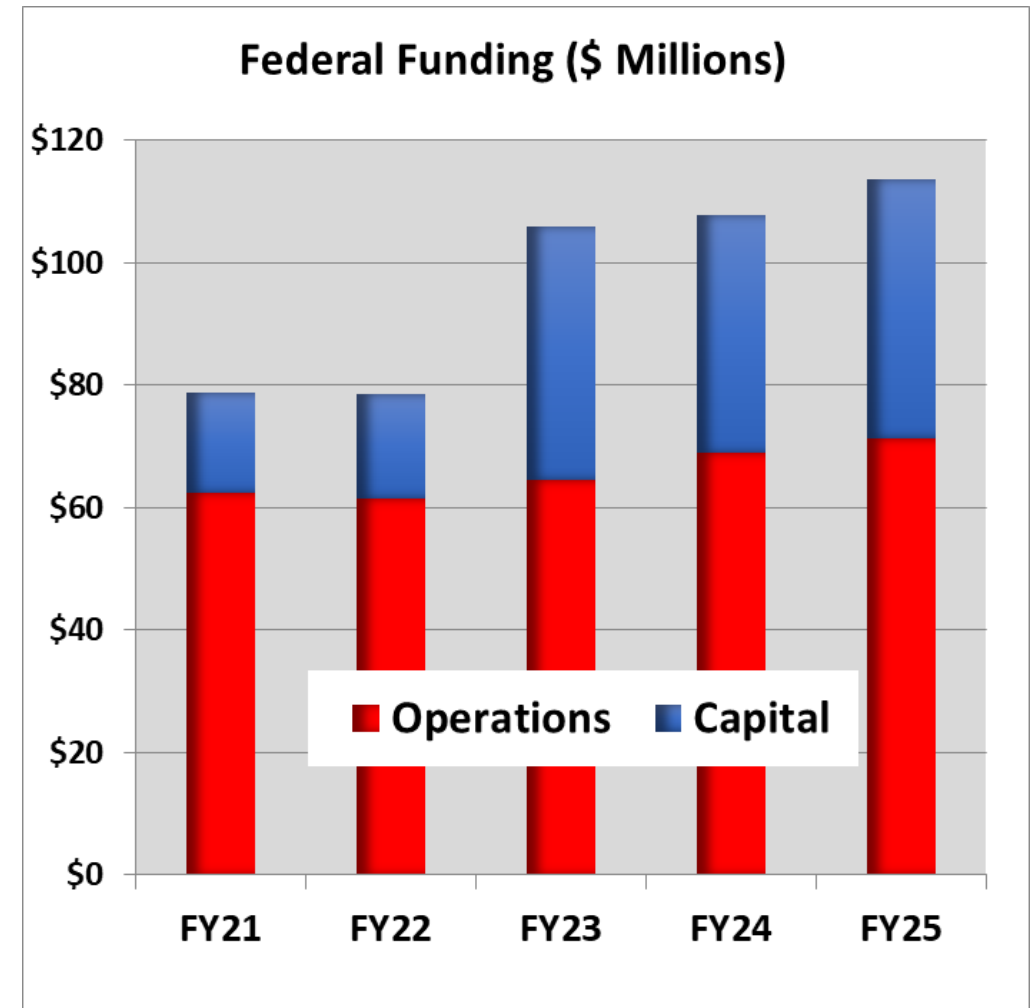
Revenue Assumptions - Sales Tax Revenues

- State Transit Assistance (STA)
 - Revenues derived from State sales tax on diesel fuel
 - Recurring formula funding administered by the State Controller's Office
 - Distributed based on population and agency revenue
 - Augmented by Senate Bill 1 (SB1) beginning in FY 2018
 - Smaller pool of State of Good Repair funding for Capital was added
 - Historically volatile funding source
 - State of CA diverting dollars for General Fund obligations
 - Tied to Diesel fuel sales, which has been a declining commodity
 - Funding can be used for Operations and Capital
 - \$39.0M in total allocations for FY 2025
 - \$11.3M in operations, increase of \$2.9M over FY24
 - Remainder allocated to Capital

Fiscal Year 2025 Operating Budget

Revenue Assumptions - Federal Transit Administration (FTA)

- Surface Transportation Reauthorization
 - Bipartisan Infrastructure Law passed in December 2021
 - Legislation in place through 9/30/2026
 - 5307: Urban Area Formula funding
 - 5337: State of Good Repair funding
 - 5339: Bus and Bus Facilities funding
 - Funding can be used for Capital or Operating Budgets for Preventive Maintenance (PM)
 - Funding received on a reimbursement basis, after costs are incurred
 - MTS seeks to maximize the amount for PM for cash flow purposes
 - **Swap with TDA to preserve Capital share**
 - Increase in Operating Budget of \$1.9M



Fiscal Year 2025 Operating Budget

Revenue Assumptions - Senate Bill (SB) 125

- Senate Bill (SB) 125 Funding
 - \$4 billion in state funding distributed to transit agencies through TIRCP program
 - Distribution based on population
 - Funds operations or capital, but must meet criteria for increasing service, reducing GHGs, serving disadvantaged communities, etc.
 - \$284M for MTS over multiple fiscal years per original legislation
 - **Including \$19.7 million in FY25 budget**
 - \$3.5M for security enhancements (47 new positions)
 - \$4.5M for trolley service enhancements (increased frequency)
 - \$7.4M for bus service enhancements (increased frequency, new service)
 - \$4.0M for Iris Rapid operations
 - \$200K for Otay Mesa service improvements (planning study)

Fiscal Year 2025 Operating Budget

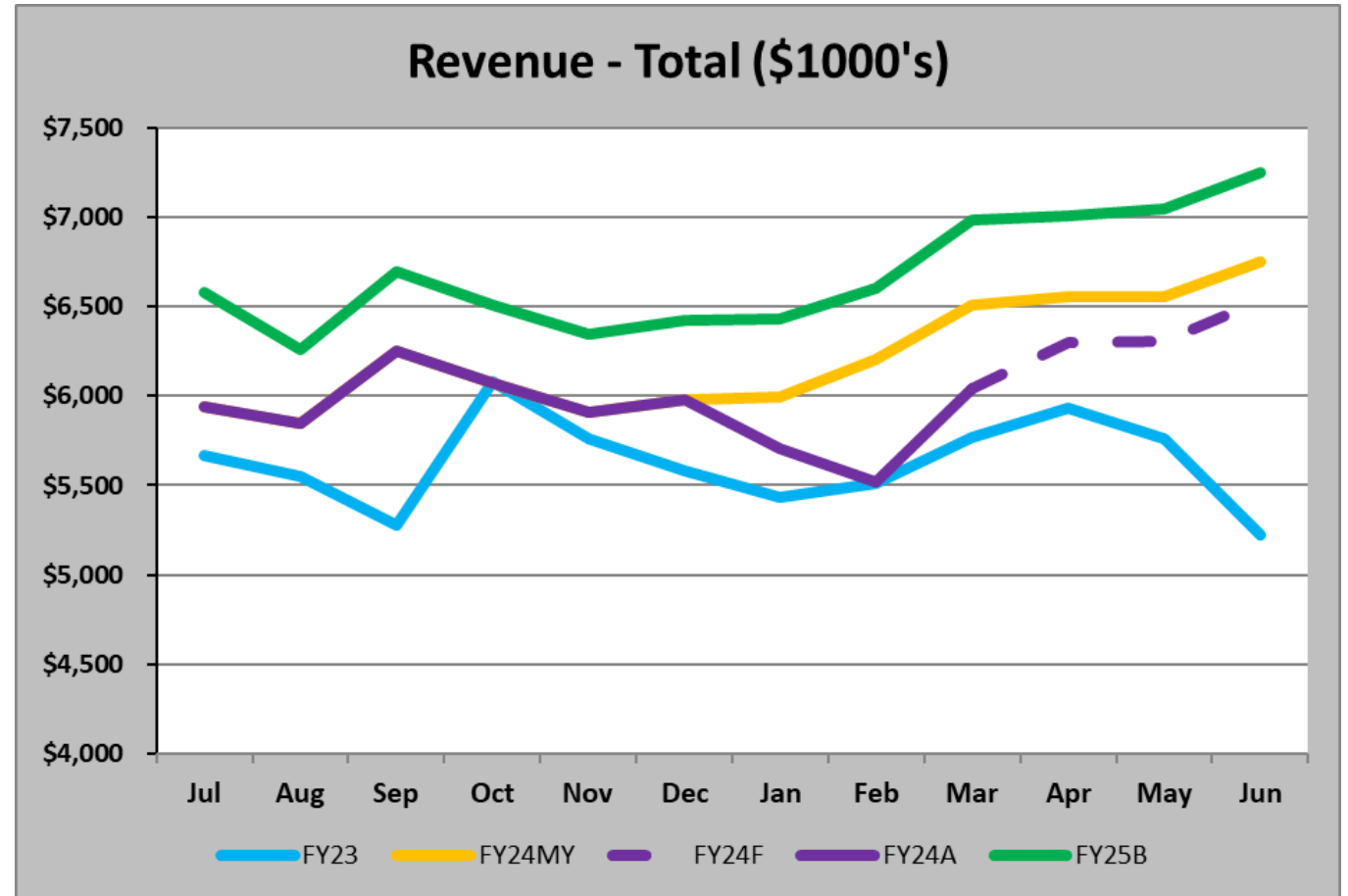
Revenue Assumptions - Other Subsidy Revenue

- Other Subsidy Revenues:
 - FasTrak Revenue from SANDAG
 - Toll revenue from the I-15 managed lanes
 - Subsidizes services in the I-15 corridor
 - \$1.0M to fund Rapid Express Services (Routes 280/290)
 - \$2.5M to fund I-15 BRT Routes as a swap with TransNet
 - \$3.5M in total
 - Other state and local sources
 - City of San Diego
 - UCSD shuttle reimbursement
 - Total of \$810K

Fiscal Year 2025 Operating Budget

Revenue Assumptions - Passenger Fare Revenue

- Fare revenue forecast
 - January through March – achieved ridership targets but missed on average fare assumption
 - \$0.95 vs. \$0.98 budget
 - 7.5% growth forecasted for FY25
 - \$80.1M, \$5.6M increase in revenue
 - 82.1M passengers (7.3% growth)
 - \$0.98 average fare (0.1% growth)



Fiscal Year 2025 Operating Budget

Revenue Assumptions - Other Operating Revenue

- Variety of miscellaneous revenues:
 - Energy credit update
 - LCFS (state) and RINS (federal) programs
 - LCFS price target: Leaving at \$70
 - RINS price target: \$3.10 to \$2.50
 - Net decrease of -\$584K from FY24 budget
 - Real Estate Related Revenues
 - Rental income increasing \$902K
 - New CTAC parcels with lease tenants
 - Interest
 - Increasing \$1.3M
 - Other
 - Increasing \$1.1M
- \$31.2M in total, increase of \$2.8M (8.9%)

Category (\$ millions)	FY 2024 Amended	FY 2025 Proposed
Energy Credits	\$ 9.9	\$ 9.3
Advertising	4.9	4.8
Real Estate Related Revenues	3.2	4.1
Interest	8.3	9.6
Other	4.9	6.1
Total	\$ 31.2	\$ 33.9

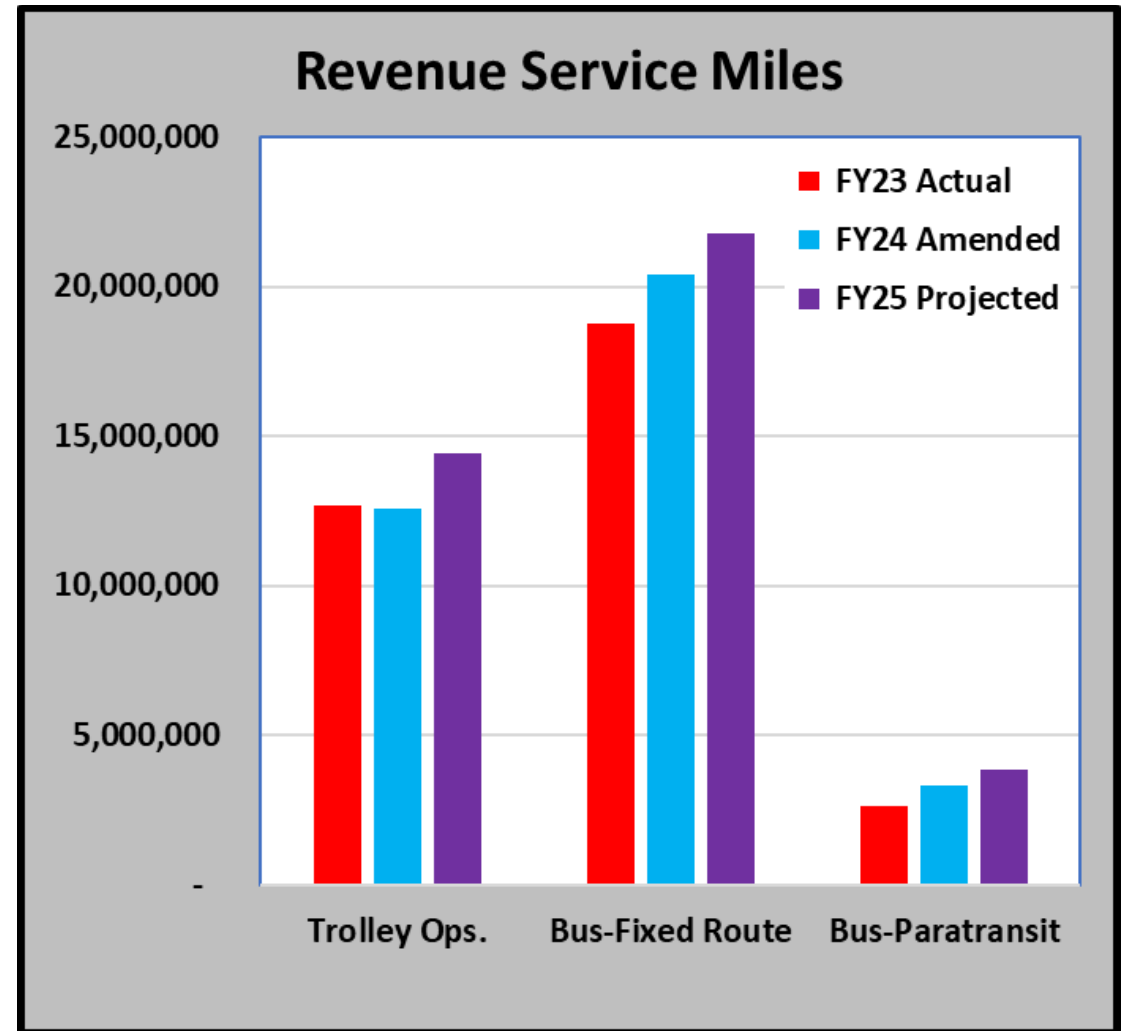
Fiscal Year 2025 Operating Budget Revenue Summary (\$000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Passenger Revenue	\$ 74,558	\$ 80,125	\$ 5,568	7.5%
Other Operating Revenue	31,158	33,916	2,758	8.9%
Total Operating Revenue	\$ 105,716	\$ 114,042	\$ 8,326	7.9%
Federal	\$ 70,466	\$ 73,123	\$ 2,656	3.8%
Federal Stimulus Funds	\$ 85,000	\$ 47,000	\$ (38,000)	-44.7%
TDA	92,858	89,810	(3,048)	-3.3%
TransNet Formula	42,027	42,415	388	0.9%
TransNet Operating	30,896	33,497	2,600	8.4%
STA	8,400	11,300	2,900	34.5%
SB 125 TIRCP	4,500	19,658	15,158	336.8%
Other	4,491	4,310	(181)	-4.0%
Total Subsidy	\$ 338,639	\$ 321,111	\$ (17,527)	-5.2%
Reserves	\$ (30,399)	\$ 21,958	\$ 52,358	-
Total Revenue	\$ 413,955	\$ 457,111	\$ 43,156	10.4%

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

Fiscal Year 2025 Operating Budget Service Levels

- Service Level Assumptions:
 - Rail:
 - Increasing frequency to 15-minute service on all lines, and to 7.5-minute service on Blue Line during peak periods
 - 14.7% higher than FY24 forecast
 - Bus-Fixed Route:
 - Restoring service reductions from FY23
 - Full year of Iris Rapid
 - New services: overnight Blue Line bus service and frequency increases
 - 6.6% higher than FY24 forecast
 - Bus-Paratransit:
 - Planning for increases in demand
 - 17.2% higher than FY24 forecast
 - 72.5% of peak levels in FY19

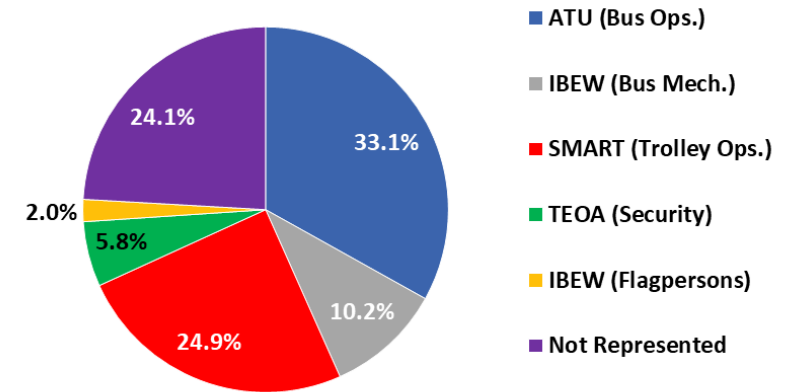


Fiscal Year 2025 Operating Budget Expense Assumptions - Personnel

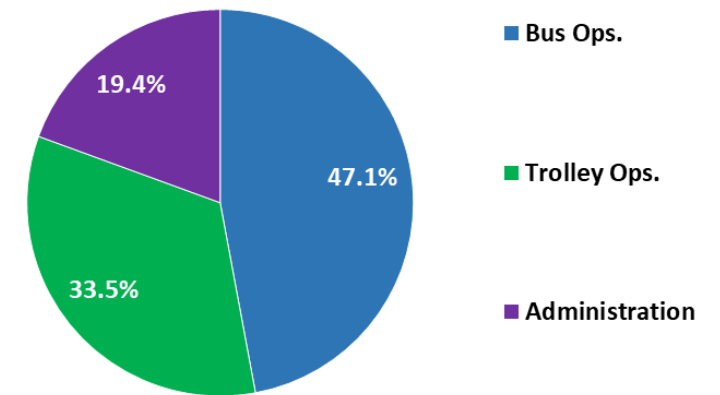
- MTS Personnel Budget - Wages

- 1,788.7 total MTS Full Time Equivalent (FTEs)
 - Proposing 1 additional FTE
 - 1 Regulatory Inspector Supervisor
 - Represented Groups (76% of FTEs)
- Wage increases
 - Labor negotiations in process for 4 of 5 unions
 - ATU (Bus Operators), IBEW (Bus Mechanics), SMART (Trolley Employees), IBEW (Flagpersons)
 - Budget assumes 5.0% wage increases
 - Flagger increase from \$18 to \$23 per hour
 - TEOA (Security) set at 4.0% increase
 - Assuming 4.0% merit increase for non-bargaining unit employees
 - Performance Improvement Program bonus pool of 1.0%
 - **Salary Study impact not included in this budget draft**

% of FTEs - Representation



% of FTEs - Function



Fiscal Year 2025 Operating Budget Expense Assumptions - Personnel

- MTS Personnel Budget - Wages (Continued)
 - Administration
 - Full year of 60 new FTEs added in FY24
 - 47 new security positions
 - **Increasing \$3.0M (14.1%) over FY24**
 - Trolley Operations
 - Service increase – trolley operator hours increasing 13.2%
 - 15 additional flag-persons for SB-125 Orange Line Improvements
 - **Increasing \$4.6M (12.7%) over FY24**
 - Bus Operations
 - Service increase – bus operator hours increasing 4.9%
 - **Increasing \$4.1M (8.8%)**
- Total wages of \$117.0M, increasing \$11.9M (11.3%)

Wages (\$000s)	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Administration	\$ 21,195	\$ 24,185	\$ 2,990	14.1%
Trolley Operations	36,550	41,201	\$ 4,650	12.7%
Bus Operations	46,635	50,747	\$ 4,112	8.8%
Contracted Services	532	550	\$ 18	3.4%
Other Activities	352	437	\$ 86	24.4%
Total	\$ 105,264	\$ 117,120	\$ 11,856	11.3%

Fiscal Year 2025 Operating Budget Expense Assumptions - Personnel

- MTS Personnel Budget - Fringe Benefits

- Pension
 - Pension plan costs are increasing by \$1.3M (4.8%)
 - Pension Obligation Bond principal cost decreasing by -\$1.8M (last payment in FY24)
 - SDTC defined contribution increasing \$1.2M (65.5%)
 - Increase employer contribution from 6.0% to 9.0%
 - Dependent on labor negotiations
 - Defined benefit plan re-opening also on table (FY26)
- Healthcare
 - CY 2024 insurance premium rates known, assuming 10% increase for CY 2025
 - Higher enrollment due to staffing increases
 - Potential CBA increases reflected in budget
- Total fringe costs of \$77.8M, increasing \$5.1M (7.0%)

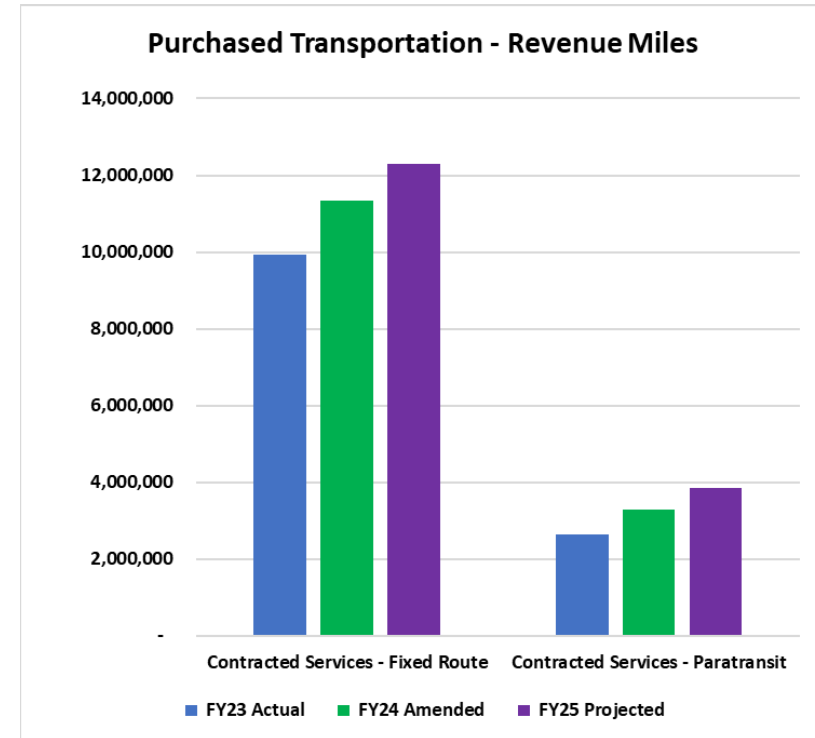
Category (\$000s)	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Pension	\$ 31,007	\$ 31,659	\$ 651	2.1%
Healthcare	18,170	21,439	\$ 3,269	18.0%
Paid Absences	14,062	15,061	\$ 998	7.1%
Worker's Compensation	4,632	4,757	\$ 125	2.7%
Other	4,812	4,868	\$ 56	1.2%
Total	\$ 72,684	\$ 77,784	\$ 5,100	7.0%

Fiscal Year 2025 Operating Budget

Expense Assumptions - Purchased Transportation

- Purchased Transportation Budget
 - Planned increases to service levels
 - Transdev - Fixed Route Contract
 - Revenue miles increasing 9.2%
 - Fixed costs staying flat
 - Variable rate increasing by 3.0%
 - Transdev - Paratransit/Minibus Contract
 - Fixed costs increasing by 4.2%
 - ADA Paratransit service per hour rate increases by 1.8%
 - Projected demand increasing 18.7%
 - Minibus fixed route service per mile rate increases by 4.8%
 - Revenue miles increasing 7.2%

Category (\$000s)	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Transdev - Fixed Route	\$ 79,589	\$ 88,195	\$ 8,606	10.8%
Transdev - Minibus	5,689	6,346	\$ 656	11.5%
Transdev - Paratransit	17,198	18,689	\$ 1,491	8.7%
Transdev - SVCC	415	-	\$ (415)	-100.0%
Total	\$ 102,892	\$ 113,229	\$ 10,338	10.0%



Fiscal Year 2025 Operating Budget

Expense Assumptions - Outside Services

- Outside Services Budget

- Security

- Contract rate increasing 4.0%

- Repair & Maintenance

- Track maintenance costs decreasing -\$1.9M
 - Tie replacement
 - LRV repair costs increasing \$912K

- Engines and Transmissions

- FY24 was particularly bad, expecting average experience in FY25

- Other Outside Service

- Fare system upgrades (\$951K) – open payment, mobile app enhancements
 - IT initiatives (\$1.4M) – new software initiatives to support security and rail operations
 - Bus/rail facility maintenance projects (\$1.6M) – painting fashion valley, SB paving, CPD repairs
 - \$750K for Baltimore/Euclid planning studies (grant funded)

Category (\$000s)	FY 2024	FY 2025	Var.	Var. %
	Amended	Proposed		
Security	\$ 14,163	\$ 14,889	\$ 727	5.1%
Repair & Maint.	12,894	12,226	\$ (668)	-5.2%
Engines/Trans.	888	722	\$ (166)	-18.7%
Other Services	21,696	25,751	\$ 4,055	18.7%
Total	\$ 49,640	\$ 53,587	\$ 3,947	8.0%

Fiscal Year 2025 Operating Budget Expense Assumptions - Energy

- Energy Budget
 - Planned increases to service levels
 - **Energy forecasts will change at next meeting**
 - Electricity Costs
 - Electricity commodity - Market index rates through Direct Access (similar to Community Choice program), 14% increase initially projected
 - Transmission/demand - SDG&E rates, 4.4% increase
 - Compressed Natural Gas
 - Fixed route bus fleet
 - Natural gas commodity - Market index rates through third party provider, 2.5% increase projected
 - Transportation - SDG&E rates, 28% increase
 - Gas/Propane
 - Paratransit service levels increasing 18.7%
 - 5.5% rate increase assumed

Category (\$000s)	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Electricity	\$ 28,559	\$ 32,642	\$ 4,084	14.3%
CNG	15,166	17,167	\$ 2,001	13.2%
Gas/Propane	2,638	3,128	\$ 490	18.6%
Other	1,694	1,704	\$ 11	0.6%
Total	\$ 48,056	\$ 54,642	\$ 6,586	13.7%

Fiscal Year 2025 Operating Budget Expense Assumptions - Other

- Other

- Materials & Supplies

- \$1.1M for LRV drive unit overhauls
 - \$830K for TVM credit card module upgrades

- Risk Management

- Insurance premiums continue to increase
 - Excess Liability premiums increasing 29.0%
 - Property insurance premiums increasing 39.4%
 - Legal costs increasing \$387K to FY23 levels

- General & Administrative

- \$276K for new APC's/radios for bus fleet
 - \$136K increase within IT for laptop/desktop purchases

- Other

- Pension Obligation Bond interest expense decreasing by \$54K

Category (\$000s)	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Materials & Supplies	\$ 18,637	\$ 20,581	\$ 1,944	10.4%
Risk Management	8,502	11,335	\$ 2,833	33.3%
General & Administration	6,209	6,813	\$ 604	9.7%
Other	1,747	1,707	\$ (40)	-2.3%
Total	\$ 35,096	\$ 40,436	\$ 5,340	15.2%

Fiscal Year 2025 Operating Budget Expenses Summary (\$000s)

	FY 2024	FY 2025	Var.	Var. %
	Amended	Proposed		
Personnel Expenses	\$ 177,948	\$ 194,904	\$ 16,956	9.5%
Purchased Transportation	103,215	113,542	10,327	10.0%
Outside Services	49,640	53,587	3,947	8.0%
Materials and Supplies	18,637	20,581	1,944	10.4%
Energy	48,056	54,642	6,586	13.7%
Risk Management	8,502	11,335	2,833	33.3%
Other	7,956	8,520	563	7.1%
Total Expenses	\$ 413,955	\$ 457,111	\$ 43,156	10.4%

Fiscal Year 2025 Operating Budget

Consolidated Revenues less Expenses (\$000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Operating Revenues	\$ 105,716	\$ 114,042	\$ 8,326	7.9%
Recurring Subsidy	249,139	254,454	5,315	2.1%
Total Recurring Revenues	\$ 354,854	\$ 368,495	\$ 13,641	3.8%
Total Expenses	413,955	457,111	\$ 43,156	10.4%
Structural Deficit	\$ (59,101)	\$ (88,616)	\$ (29,515)	-49.9%
Reserves	(30,399)	21,958	52,358	172.2%
Federal Stimulus	85,000	47,000	(38,000)	-44.7%
SB-125 Funding	4,500	19,658	15,158	336.8%
Revenues Less Expenses	\$ -	\$ -	\$ -	

- \$360M in total Stimulus (CARES and ARP) funding
- Plan to draw final \$47M in FY25, then start drawing from operating deficit reserve

Fiscal Year 2025 Operating Budget Operating Deficit Reserve (\$000s)

	FY 2023 Actual	FY 2024 Amended	FY 2025 Proposed
Operating Revenues	\$ 91,481	\$ 105,716	\$ 114,042
Subsidy (Recurring + Non-Recurring)	341,144	338,639	321,111
Total Revenues	\$ 432,625	\$ 444,354	\$ 435,153
Total Expenses	371,889	413,955	457,111
Revenues Less Expenses	60,736	30,399	(21,958)
Reserve Adjustments	\$ (3,770)	\$ (217)	\$ (74)
Op. Deficit Reserve Contribution	\$ 56,966	\$ 30,182	\$ (22,033)
Op. Deficit Reserve Balance	\$ 56,966	\$ 87,148	\$ 65,115

Will likely get us through FY 2026

- \$57M in operating deficit reserve as of 6/30/2023, projecting \$30.2M contribution in FY24
- FY25 requires \$22.0M of operating deficit reserve to balance budget, ending balance of \$65.0M
- Still working on 5-year forecast update
- SB-125 plan includes \$74.9M of additional funds for structural deficit balancing, but uncertain

Fiscal Year 2025 Operating Budget Structural Deficit

- Start making changes now
 - Change fare diversion program to increase compliance
 - Change preventive maintenance sharing methodology between capital/ops
 - Shift flexible dollars from capital to operations
 - Scale back/delay planned service increases
 - Re-purpose SB-125 funds for balancing deficit instead of service expansion
 - Fare increase
 - Slow ZEB transition to spread fiscal impact

Fiscal Year 2025 Operating Budget

Budget Development Next Steps

- Present this overview to the Board on April 25th
- Finalize Operating Budget
 - Finalize all FY25 assumptions
 - Salary study impact
 - One more look at future energy prices before finalizing those budgets
 - Prepare full budget book for the proposed budget
 - Present proposed draft to Budget Development Committee on May 8th
 - Hold Public Hearing at the Board meeting on May 16th