



Metropolitan
Transit
System

2022 State and Federal Legislative Program



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San Diego Metropolitan Transit System
2022 State and Federal Legislative Program

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System Summary

Creation

The Metropolitan Transit Development Board (MTDB) was created in 1975 by the passage of California Senate Bill 101 and came into existence on January 1, 1976. In 1984, the Governor signed Senate Bill 1736, which expanded the MTDB governing board from eight to 15 members. In 2002, Senate Bill 1703 merged MTDB's long-range planning, financial programming, project development and construction functions into the regional metropolitan planning organization, the San Diego Association of Governments (SANDAG). In 2005, MTDB changed its name to the San Diego Metropolitan Transit System (MTS).

Board of Directors

15-member Board generally meets once per month. Members are appointed as follows:

- One member of the County of San Diego Board of Supervisors appointed by the Board of Supervisors.
- Four members of the City Council of the City of San Diego, one of whom shall be the Mayor, appointed by the City Council.
- One member of each City Council appointed individually by the City Councils of the Cities of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.
- Two members of the City Council of the City of Chula Vista, one of whom shall be the Mayor, appointed by the City Council.
- The Chairperson of the Board shall be selected from the Board membership by a two-thirds vote of the Board, a quorum being present. The Chairperson shall serve for a term of two years, except that he or she is subject to removal at any time by a two-thirds vote of the Board, a quorum being present.

Subsidiary Corporations

MTS owns assets of: San Diego Trolley, Inc. (SDTI); San Diego Transit Corporation (SDTC); and the San Diego & Arizona Eastern (SD&AE) Railway Company, which owns 108 miles of track and right-of-way.

Areas of Jurisdiction

Approximately 570 square miles of the urbanized areas of San Diego County as well as the rural parts of East County, 3,240 total square miles, serving approximately 3 million people in San Diego County.

Provision of Services

MTS provides bus and rail services directly or by contract with private operators. MTS coordinates all its services and determines the routing, stops, frequencies and hours of operation.

Light Rail

Light rail service is operated by SDTI on four lines (the UC San Diego Blue, Orange, Green and Silver Lines) with a total of 171 trolley cars, 63 stations and 63 miles of rail.

Bus

Fleet of over 750 buses and 98 fixed bus routes and Americans with Disabilities Act (ADA) complementary paratransit service (MTS Access). Fixed route bus services include local, urban, express, premium express and rural routes.

Freight

MTS contracts with the San Diego & Imperial Valley (SD&IV) Railroad to provide freight service to San Diego shippers over SD&AE right-of-way. SD&IV shares certain tracks with SDTI, operating during non-service Trolley hours.

Operating Budget

Approximately \$291 million annual operating budget; \$92 million comes from fares. Fare revenue accounts for 31.6% of annual operating cost, one of the highest fare box recovery ratios among similar transit systems (FY19).

Ridership

MTS generates 85 million annual passenger trips or 275,000 trips each weekday. To handle the demand, the agency schedules 7,000 trips each weekday (FY19).

Planning and Scheduling

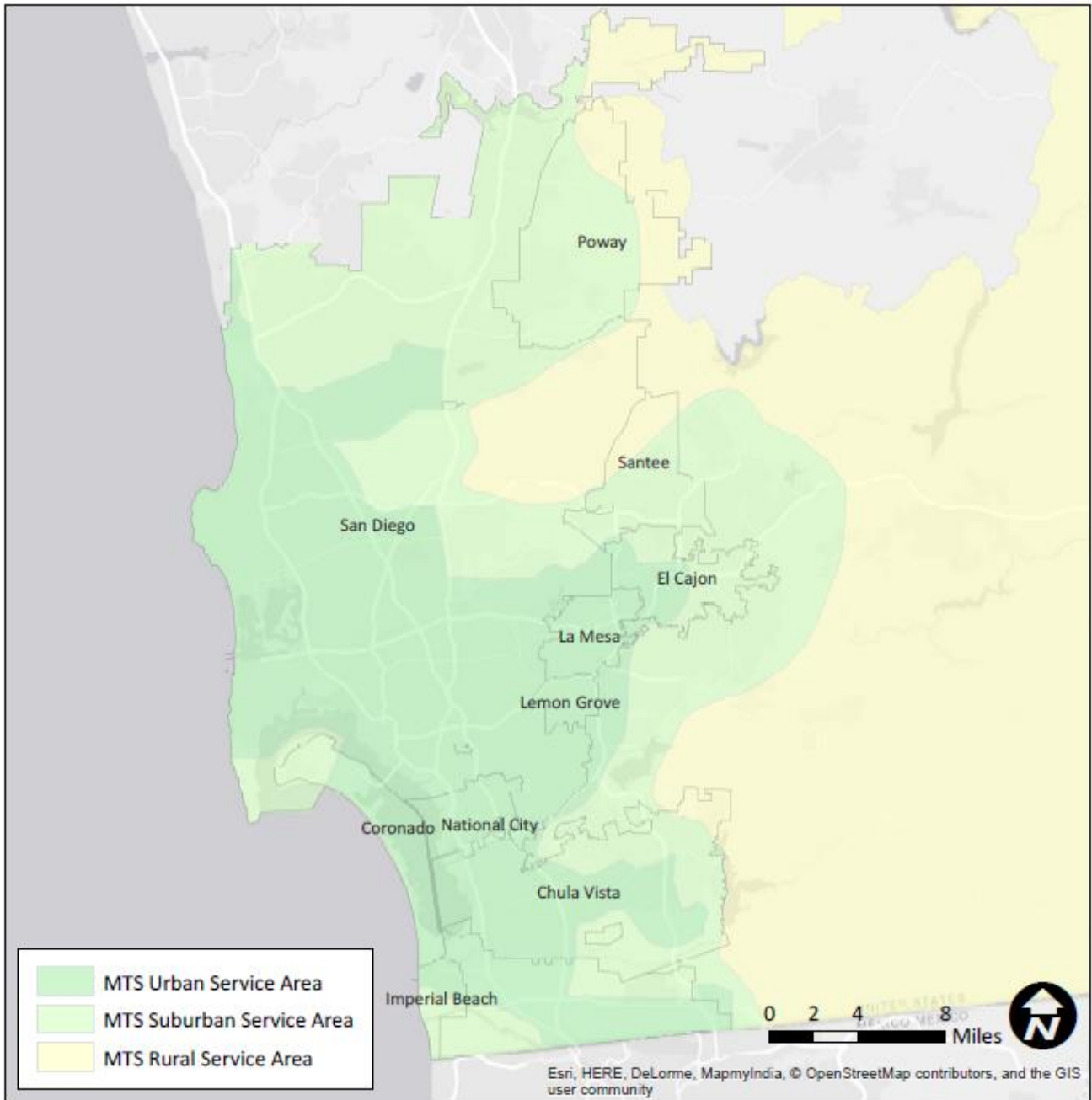
MTS is responsible for the service planning, scheduling, and performance monitoring of all MTS transit services. Service adjustments occur three times per year and as needed to improve efficiency and customer service.

Funding

MTS receives funding from various federal, state, and local sources. The primary sources are the California Transportation Development Act (TDA), Federal Transit Administration (sections 5307, 5337 and 5339), TransNet funds (local sales tax) and fares.

For-Hire Vehicle Administration

MTS licenses and regulates taxicabs, jitneys, and other private for-hire passenger transportation services by contract with the Cities of San Diego, Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.



San Diego Metropolitan Transit System
Area of Jurisdiction
June 2022



2022 State Legislative Program

I. Transit Funding

- Support legislation that would generate new revenue for transit projects and operating costs.
- Oppose legislation that would reduce direct funding to transit agencies or transportation funding in general.
- Oppose legislation that would expand the use of Transportation Development Act (TDA) funds to non-transit purposes not currently covered by statute.
- Support legislation that would help offset the impact on transit budgets caused by increases in fuel and energy costs.
- In partnership with interested cities, seek funding dedicated to grade-separation projects.
- Support legislation to exempt transit agencies from state sales tax.
- Support favorable programmatic guidelines for Cap and Trade Program-related funding sources, and seek awards under all relevant programs.
 - Support member agency applications for all relevant programs funded by Cap and Trade auctions.
- Oppose attempts to legislate local fare programs or to remove fare setting decisions from transit agencies.
- Seek subsidies for specialized fare programs supported by the MTS Board.
- Seek funding to help implement Youth Opportunity Passes in San Diego.
- Support legislation that incentivizes increased transit ridership.
- Seek funding or policies that would facilitate better utilization of the San Diego waterways as a viable transportation option.
- Seek opportunities for funding or policies to help improve system infrastructure as a means to increase the safety of transit riders.
- Seek funding for zero emission buses and electrification infrastructure.
 - Support favorable electric rate setting to incentivize deployment of zero emission bus technology.
 - Support standardization of charging infrastructure and on-board bus charge management systems.
- Seek funding for the following capital projects:
 - 12th and Imperial Transit Center Expansion
 - Bus Stop Improvements
 - Expansion of Trolley Yard
 - MTS Bus Replacement Vehicles
 - New Bus Maintenance Facility
 - San Ysidro Intermodal Transit Center
 - SD 100 Light Rail Vehicle Replacements
 - Traction Power Substation Replacements
 - Zero Emission Buses and Electrification Infrastructure
 - Southwestern College Bus Rapid Transit (BRT)
 - Trolley to the Airport

II. Recovery from Coronavirus (COVID-19) Pandemic

- Support legislation that would provide funding and policy relief measures to public transit agencies to help recover and rebuild from the COVID-19 pandemic.
- Support policies and public health measures that protect the safety and wellbeing of transit riders and public transit employees during the recovery of the COVID-19 pandemic.

III. Equity and Social Justice

- Support equity and social justice measures that encourage inclusivity in public engagement and outreach efforts in order to better serve and deliver equitable transportation options.
 - Conduct Social Equity Listening Tour to help prioritize short-term and long-term social equity efforts and framework.

IV. Homelessness

- Seek funding and resources to implement a program that helps persons experiencing homelessness throughout the MTS system.

V. Climate Change

- Support state and other governmental agency efforts that help address issues of climate change.
- Seek legislative opportunities for funding and policies that increase transit's ability to play a lead role in addressing issues of climate change.

VI. Transit-Oriented Development

- Support legislation that provides funding incentives for mixed-use projects and transit-oriented development.
- Support legislation that aids transit operators' efforts to create high density transit-oriented development.
- In partnership with interested cities, continue seeking changes to Surplus Land Act statutes that would allow MTS development and joint development projects to be planned and designed in a way that benefits and achieves the region's important housing, climate action, and economic development goals.

VII. Public Safety

- Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.

VIII. For-Hire Vehicle Administration

- Explore implementation of recent changes to MTS enabling statutes that allows MTS to regulate for-hire vehicle transportation services for the County of San Diego or any City within the County of San Diego.

IX. Regulatory Matters

- Support legislation that would facilitate the delivery of transit capital projects.
- Oppose unfunded mandates that negatively impact transit operators.
- Seek dedicated funding to offset costs when new regulatory requirements are proposed.
- Oppose legislation that adversely limits the use of eminent domain for public transportation projects.
- Oppose legislation that would limit MTS's use of data to provide better service to customers.
- Oppose efforts to eliminate or restrict transit exemption provisions in the California Environmental Quality Act (CEQA).

- Seek legislation to require Medi-Cal managed care plans to reimburse public transit agencies for Medi-Cal eligible paratransit trips.

X. Labor Relations

- Monitor and respond to legislation relating to personnel matters.
- Support legislation that protects the integrity of collective bargaining agreements.
 - Oppose efforts to mandate benefits or working conditions.
- Monitor and respond to legislation designed to clarify provisions of the Public Employees' Pension Reform Act of 2012.

XI. Administration

- Seek changes to MTS enabling statutes that would amend MTS contracting thresholds to align with the Federal Transit Administration.
- Seek changes to California Public Records Act clarifying that public agency contracts are public records subject to disclosure.
- Seek mechanism for MTS to provide post-conviction relief within established MTS Diversion Program.

XII. Support Legislative Programs of Other Agencies or Organizations

- Support the legislative programs of other agencies, such as the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD), where consistent with the MTS legislative program.
- Support provisions in the legislative programs of other organizations, such as the California Transit Association (CTA) and American Public Transportation Association (APTA), where consistent with the MTS legislative program.

2022 Federal Legislative Program

I. Transit Funding

- Support legislation that would generate an increase in appropriation levels for existing transit funding program.
- Oppose legislation that would reduce direct funding to transit agencies or transportation in general.
- Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
- Support legislation that would generate new revenue for transit projects and operating costs.
- Support legislation that incentivizes increased transit ridership.
- Seek competitive funding opportunities in the new surface transportation reauthorization program.
- Support legislation to bring funding to railroad corridors and seek funding for railroad bridge and infrastructure rehabilitation.
- Seek funding to offset the costs associated with implementation and deployment of zero emission bus technologies.
- Seek funding or policies that would facilitate better utilization of the San Diego waterways as a viable transportation option.

- Seek opportunities for funding or policies to help improve system infrastructure as a means to increase the safety of transit riders.
- Seek programs in the defense appropriation process that would help offset the cost to provide transit services for military facilities.
- Oppose attempts to discontinue federal funding for school paratransit services or for nonemergency medical transport.
- Seek a legislative fix to ensure that transit operators will be reimbursed for paratransit services for Medicaid eligible trips.
- Seek funding for the following capital projects:
 - 12th and Imperial Transit Center Expansion
 - Bus Stop Improvements
 - Expansion of Trolley Yard
 - MTS Bus Replacement Vehicles
 - New Bus Maintenance Facility
 - San Ysidro Intermodal Transit Center
 - SD 100 Light Rail Vehicle Replacements
 - Traction Power Substation Replacements
 - Zero Emission Buses and Electrification Infrastructure
 - Southwestern College Bus Rapid Transit (BRT)
 - Trolley to the Airport

II. Recovery from Coronavirus (COVID-19) Pandemic

- Support legislation that would provide funding and policy relief measures to public transit agencies to help recover and rebuild from the COVID-19 pandemic.
- Support policies and public health measures that protect the safety and wellbeing of transit riders and public transit employees during the recovery of the COVID-19 pandemic.
- Support new federal emergency and economic stimulus measures that include direct funding for public transit agencies via Federal Transit Administration Formula Grants.

III. Equity and Social Justice

- Support equity and social justice measures that encourage inclusivity in public engagement and outreach efforts in order to better serve and deliver equitable transportation options.

IV. Homelessness

- Seek funding and resources to implement a program that helps persons experiencing homelessness throughout the MTS system.

V. Climate Change

- Support federal and other governmental agency efforts that help address issues of climate change.
- Seek legislative opportunities for funding and policies that increase transit's ability to play a lead role in addressing issues of climate change.

VI. Public Safety

- Oppose attempts to create duplicative state rail safety regulatory agencies.
- Support legislation that provides reimbursement to transit operators for lost employee work hours due to emergency preparedness and antiterrorism training.

- Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.

VII. Regulatory Matters

- Support legislation that would facilitate the delivery of capital projects.
- Oppose unfunded mandates that negatively impact transit operators.
 - Seek funding for all newly mandated programs.
- Support efforts to increase competition in the fuel market.
- Oppose proposals that limit the use of eminent domain for public transportation projects.
- Monitor and respond to legislation in the areas of finance, employment, and safety that could affect agency governance or operations, including issues related to contractors.
- Support efforts to ensure that climate change legislation recognizes that transit investment can help achieve emission reduction goals, and seek inclusion of transit funding in any climate change legislation.
- Oppose efforts to enlarge the universe of paratransit service eligibility to classifications of individuals that could effectively be served through fixed route services.
- Support limitations on the interpretation of the Americans with Disabilities Act with regard to service animals.
- Monitor and respond to attempts to alter Access Guidelines in a way that would financially burden transit operators without providing funding.
- Seek positive closure to the Department of Labor's case regarding the California Public Employees' Pension Reform Act (PEPRA).

VIII. Support Legislative Programs of Other Agencies or Organizations

- Support the legislative programs of other agencies, such as the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD), where consistent with the MTS legislative program.
- Support provisions in the legislative programs of other organizations, such as the California Transit Association (CTA) and American Public Transportation Association (APTA), where consistent with the MTS legislative program.