



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 22, 2021

11:00 a.m.

Meeting will be held via webinar

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Committee at least two working days prior to the meeting. Meeting webinar/teleconference instructions can be accessed under 'Additional Materials' at the following link:
<https://www.sdmts.com/about-mts-meetings-and-agendas/other-committee>

ACTION RECOMMENDED

1. Roll Call

2. Approval of Minutes – March 5, 2021

Approve

3. Public Comments

COMMITTEE DISCUSSION ITEMS

4. Fiscal Year (FY) 2022 Operating Budget Discussion (Mike Thompson)

Receive

Action would receive a report regarding FY 2022 operating budget development and provide guidance on budgetary issues.

5. Fiscal Year (FY) 2022 Capital Improvement Program (CIP) (Mike Thompson)

Approve

Action would forward a recommendation to the Board of Directors to: (1) Approve the FY 2022 CIP with the estimated federal and nonfederal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; (2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS fiscal year 2022 CIP; and (3) Recommend that the SANDAG Board of Directors approve amendment number 1 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2022 CIP recommendations.

6. Next Meeting Date: April 26, 2021, 11:00 a.m.

7. Adjournment



MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUDGET DEVELOPMENT COMMITTEE
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

03/05/2021

MINUTES

1. ROLL CALL

Ms. Moreno called the Budget Development Committee (BDC) meeting to order at 11:31am. A roll call sheet listing BDC member attendance is attached.

2. APPROVAL OF MINUTES

Ms. Salas moved to approve the minutes of the October 09, 2020 San Diego Metropolitan Transit System (MTS) BDC meeting. Mr. Sandke seconded the motion, and the vote was 4 to 0 in favor, with Mr. Whitburn absent.

3. PUBLIC COMMENTS

There were no public comments.

4. Fiscal Year (FY) 2021 Operating Budget Midyear Amendment (Mike Thompson)

Mike Thompson, Director of Financial Planning and Analysis gave an overview of the FY 2020 Operating Budget Midyear Amendment and presented a PowerPoint explaining the Revenue Assumptions and Expense Assumptions for FY21.

Mr. Thompson discussed the revenue assumption for sales tax revenues and provided an update on the funding from Transportation Development ACT (TDA) and TransNet. MTS updated forecast from TDA is \$97.8M, with an increase of \$11.0M from the COVID-19 revised budget, Mr. Thompson added that these funds can be used for both Capital and Operating budgets. With TransNet, the updated forecast is \$28.4M, with an increase of \$3.7M from the COVID-19 revised budget, the TransNet funds are to be used for the Operating Budget Only. The State Transit Assistance (STA) revised forecast is \$27.0M with an increase of \$2.0M from the COVID-19 revised budget, Mr. Thompson mentioned that the STA budget is based on the proposed budget amendment from the Governor which won't be approved until May 2021; the STA funds can be used for both Capital and Operating Budgets.

Mr. Thompson went over the Passenger Levels and Passenger Fare Revenue. He stated both passenger levels have been averaging at 42% of baseline since June 2020, and this trend is expected to continue through June 2021. Passenger fare revenue is \$46.6M, 47% of baseline and \$7.0M reduction from the original budget. Other Operating Revenues include, Energy Credits, Advertising, Real Estate and miscellaneous revenue are projected at \$18.4M, an increase of \$2.0M from the original budget. FY21 Operating Revenues are projected to decrease \$4.2M, total Subsidy Revenues are projected to increase \$15.1M, with a project total revenue of \$254.6M for FY21. Mr. Thompson added that the projected revenue of \$254.6M still falls short of the Pre-pandemic baseline revenue of \$327.6M.

Mr. Thompson reviewed the expense assumptions. Service levels for Bus-Fixed Route is 5.5% lower than budget and Paratransit is 68% lower. He mentioned the personnel expense assumptions includes a projected decrease of \$11.0M as wages are projected to decrease by \$3.8M due to favorable overtime experience, fringe benefits having a projected decrease in pension cost and healthcare, partially offset by increased costs for paid time off. Outside services are expected to decrease by \$8.8M, which includes decreases from fixed route services of \$3.8M, ADA Paratransit decreasing by \$7.3M, the decrease also includes the increase of \$2.2M for repairs & maintenance. Mr. Thompson went over the Other Expense assumptions, which are decreasing by \$2.5M. The decrease includes the increase of \$3.2M in materials & supplies, decrease in energy budget of \$1.5M and a decrease of \$2.5M in General & Admin. FY21, Expenses are projected to decrease by \$19.8M (-5.7%) with a projected expense total of \$325.7M.

Mr. Thompson went over the Consolidated Revenues less Expenses. He stated revenue is favorable by \$10.9M, expenses are unfavorable by \$19.8M, and the total projected shortfall at -\$74.1M will be balanced with the Coronavirus Aid, Relief, and Economic Security (CARES) Act. Mr. Thompson, gave a breakdown of the CARES Act Balance which included a total apportionment of \$220.0M, FY20 Actual CARES funds used of \$17.9M, FY21 Projected CARES funds to be used of \$74.1M, leaving a remainder of \$128.0M, which is projected to last for a couple of years.

Action Taken

Mr. Whitburn moved to forward a recommendation to the MTS Board of Directors to enact resolution No. 21-1 amending the FY21 operating budget for the MTS, SDTC, SDTI MTS Contract Services and the Coronado Ferry. Mr. Fletcher seconded the motion, and the vote was 5 to 0 in favor.

5. Fiscal Year 2022 Operating Budget Discussion (Mike Thompson)

Mr. Thompson presented high-level projections and assumptions for the FY22 Operating Budget. Mr. Thompson mentioned that the current presentation is a very early look at FY22 and a more detailed presentation will be brought to the committee in 3 weeks. He mentioned the revenue assumptions for TDA/TransNet is a 3.76% growth for FY22, Mid-Coast will be going live in November of next year, and Federal revenues are projected to be at normal levels.

Mr. Thompson mentioned a major assumption that needs to be looked at is Passenger revenue. He mentioned the Pre-COVID baseline of passenger revenue was \$99M, and the FY21 Forecast is \$47M. Mr. Thompson continued on and presented 2 scenarios for passenger revenue, mentioning that the 2 scenarios include the impact of Pronto, fare ordinance changes and what recovery looks like. Scenario 1 has a 10% year over year growth projecting passenger revenue at \$51.0M, and Scenario 2 projects gradual improvement and a back to school bump in Fall of 2021, projecting passenger revenue at \$60.0M. Mr. Thompson went over the service levels for FY22. On the Rail side, service levels are projected to increase by 16%, Bus-Fixed Route is projected to be 1.8% higher than FY21 and Bus-Paratransit has a projected growth of 120% assuming there is gradual growth throughout the year.

On the expense side, Personnel costs increases will consist of Mid-Coast hires, that will be paid out of the operating budget come November, when Mid-Coast goes live, but no other major changes to headcounts. Wage increases are 3.25% for ATU, 3.0% increase for IBEW, SMART, TEOA and Management, Performance Improvement Program bonus of 1.0% for management, and Fringe Benefits increase of 5% in health care, 0.7% in

San Diego Transit self-funded plan actuary and 9.4% in CalPERS plans actuary. The Contracted rates for Purchased Transportation are known at this point. Transdev has a new contract for fixed route, with an overall rate increase of 13.5% in the first year, First Transit Contract has 3 pieces to the contract with Fixed costs increasing by 2.2%, ADA Paratransit increasing by 3.4% and Minibus increasing by 7.7%. Mr. Thompson mentioned a new security contract will begin in 01/01/2022, this contract will be impacted by the minimum wage increases.

In summary, the preliminary projection reflects a combined revenue of \$279.0M, combined expenses of \$348.0M, leading to total revenues less expenses at -\$69.0M, which will be balanced with the CARES Act funds. Mr. Thompson, gave a breakdown of the CARES Act Balance for FY22. The original Total Apportionment totaled \$220.0M, FY20 Actual CARES funds used was \$17.9M, FY21 projected CARES funds used is projected to be \$74.1M, and FY22 projected CARES funds used totaling \$69.0M leaves a remainder of \$59.0M. Mr. Thompson also mentioned that there are additional project stimulus funds from the American Rescue Plan (ARP) Act. The ARP Act has a cap of 132% of the FY18 Operating Expenses and is estimated to fund \$129.0M for MTS.

Mr. Thompson went over the plan for the stimulus funding. He mentioned the plan has been to keep the service levels stable and keep as much service on the streets as possible. He stated there will be revenue gaps in FY22 & FY23 until revenue can come up to the pre-COVID baseline. The deficits of the operating budget will be balanced with the CARES/ARP for as long as possible, and at the current revenue levels, the operating budget could stabilize in FY24-25. Mr. Thompson went over the option to draw CARES/ARP funding more rapidly, potentially holding excess local funds in a reserve for deficits in future years.

Action Taken

Ms. Moreno moved the action to receive the FY2022 Operating Budget Discussion report. Mr. Whitburn seconded the motion, and the vote was 5 to 0 in favor.

6. Next Meeting Date:
March 22, 2021

7. Adjournment
Ms. Moreno adjourned the meeting at 12:31pm

/s/ Vivian Moreno
Chair of the Budget Development Committee

/s/ Lucia Mansour
Clerk of the Budget Development Committee

Attachment: Roll Call Sheet

BUDGET DEVELOPMENT COMMITTEE
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ROLL CALL

MEETING OF (DATE) 03/05/2021

CALL TO ORDER (TIME) 11:31

RECESS _____

RECONVENE _____

CLOSED SESSION _____

RECONVENE _____

ADJOURN _____ 12:33

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Moreno <input checked="" type="checkbox"/>	11:31	12:33
FLETCHER <input checked="" type="checkbox"/>	11:31	12:33
SALAS <input checked="" type="checkbox"/>	11:31	12:33
SANDKE <input checked="" type="checkbox"/>	11:31	12:33
Gloria <input type="checkbox"/> Whitburn <input checked="" type="checkbox"/>	11:38	12:33

SIGNED BY THE CLERK OF THE BUDGET DEVELOPMENT COMMITTEE: *Leticia Mansour*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL: *James Carter*



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 22, 2021

SUBJECT:

FISCAL YEAR (FY) 2022 OPERATING BUDGET (MIKE THOMPSON)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Budget Development Committee (BDC) receive a report regarding FY 2022 operating budget development and provide guidance on budgetary issues.

Budget Impact

None at this time.

DISCUSSION:

Fiscal Year 2022 Budget Recap

The following is a recap of the FY22 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 March 5th, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY21 midyear operating budget amendment. Staff also presented a preliminary forecast of the FY22 operating budget based on high-level expense and revenue assumptions.
- Since the March 5th meeting, staff has continued working on the development of the FY22 operating budget. The current proposed draft is a preliminary version that will continue to be fine-tuned over the coming weeks.

Fiscal Year 2022 Operating Budget

The FY22 total budgeted revenue is projected at \$357.2 million, and total projected expenses are projected at \$357.2 million, resulting in a balanced budget for FY22. Attachments A-D detail the current draft of the proposed FY22 Operating Budget.

Fiscal Year 2022 Revenues

Attachment E summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY22 combined revenues total \$357.2 million, an increase from the FY21 amended budget of \$31.5 million (9.7%).

Operating revenue totals \$69.1 million, an increase from the FY21 amended budget of \$4.1 million (6.3%). Passenger revenues are projected to increase by \$2.9 million (6.2%). At the March 5th BDC meeting, staff presented multiple scenarios of passenger revenue growth for FY22. The consensus of BDC members and staff was to take a conservative approach and assume the new normal of approximately 47% of baseline revenue and layer on assumptions for students returning to school, the impact of the fare capping feature of the new Pronto fare system, and the launch of Mid-Coast in November 2021. Other operating revenues are projected to increase by \$1.2 million (6.4%). This includes projected increases in energy credit revenue, advertising revenue, lease revenues, and other miscellaneous revenues.

Non-operating revenue totals \$288.2 million, an increase from the FY21 amended budget of \$27.5 million (10.5%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Attachment E.

Subsidy revenue totals \$288.1 million, an increase from the FY21 amended budget of \$24.3 million (9.2%). 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 \$998,000 from the FY21 amended budget to \$64.2 million in total. 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. This proposed FY22 operating budget includes \$84.2 million in FTA CARES Act funding to cover the projected operating deficits resulting from COVID-19, an increase of \$10.0 million from the FY21 amended budget. The overall amount of federal revenues in the operating budget is projected to increase by \$11.0 million (8.0%).

Regional sales tax receipts are projected to increase by 3.7% year over year for FY22. TDA revenue in the FY22 operating budget is projected to decrease by \$3.2 million (-4.4%) over the FY21 amended budget. This is primarily due to a higher share of TDA

being allocated to the Capital Improvement Program (CIP) versus the FY21 mid-year budget.

TransNet formula revenue is projected to increase by \$1.3 million for FY22 (4.4%) from the FY21 amended budget. MTS also receives TransNet as operating assistance for TransNet funding service, which includes Superloop, I-15 BRT, Mid-City Rapid, and South Bay BRT. MTS will also start receiving TransNet reimbursement for Mid-Coast operations once service begins in November 2021. TransNet operating assistance is projected to be \$20.7 million in FY22, an increase of \$7.3 million from the FY21 amended budget, which is primarily due to the launch of Mid-Coast operations. In total, TransNet revenues are projected to increase by \$8.5 million (20.4%) from the FY21 amended budget.

In the FY21 fiscal year to date, MTS has received \$11.2 million of the originally projected \$22.3 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. Due to COVID-19, MTS had reduced STA revenues in the FY21 amended operating budget to \$3.3 million from \$10.3 million in recent years prior to the pandemic; however STA is being restored to \$11.3 million in FY22, a return to the pre-pandemic allocation of STA revenues in the operating budget. The share of STA in the operating budget is increasing by \$8.0 million.

Other state revenue is projected to be \$200,000 in FY22, an increase of \$70,000 from the FY21 amended budget. The projected increase is due to the expected growth in Medi-Cal revenue. MTS receives reimbursement for eligible medical trips to and from medical appointments, and demand for these services is expected to grow in FY22 due to vaccinations being underway.

Other local funding is projected to be \$9.3 million, a decrease of \$127,000 (-1.4%) from the FY21 amended budget.

Consolidated subsidy revenue totals \$288.1 million, an increase from the FY21 amended budget of \$24.3 million (9.2%).

Within other revenue, reserve revenue totals \$107,000. Taxicab Administration and San Diego & Arizona Eastern are self-funded activities. In total, they are projected to utilize \$107,000 of reserve revenue to balance their budgets, an increase of \$110,000 from the FY21 amended budget. With this draft, there is no projected MTS contingency reserve usage.

Fiscal Year 2022 Expenses

Attachment A contains the total revenues as detailed above and the total proposed expenses for FY22. FY22 combined expenses totaled \$357.2 million, an increase from the FY21 amended budget of \$31.5 million (9.7%). Overall service levels are expected to increase in FY22. Rail operations service levels are expected to increase by 18.7% year over year due to the launch of Mid-Coast in November 2021. Internal and contracted fixed route bus service levels are expected to increase by a combined 1.8% year over year. Paratransit service levels, based on demand, are projected to return to approximately 70% of baseline levels in FY22 as more people become vaccinated.

Within operating expenses, personnel expenses are projected to increase from the FY21 amended budget by \$4.8 million (3.1%). Salary Grade Ranges for FY22 are increasing

3.0% from the amended FY21 ranges. Wages are expected to increase by \$7.3 million (8.4%), primarily due to Mid-Coast employee wages which will no longer be billed to the Mid-Coast capital project once services begin in November 2021. Instead, MTS will receive Transnet revenue reimbursement for these wages. Fringe expenses are projected to decrease by \$2.4 million, primarily due to reductions in San Diego Transit pension costs; partially offset by projected increases in health and welfare costs and lower cost recovery projected for FY22.

Purchased transportation costs are projected to increase from the FY21 amended budget by \$19.4 million (26.2%). This is primarily due to contract increases for the new Transdev fixed route service contract which begins July 2021. The overall rate for Transdev fixed route service is expected to increase by 13.5% in FY22 versus the prior year contract rate. MTS also contracts with First Transit Inc. to provide mini-bus fixed route service and paratransit service. The First Transit contract includes fixed costs that aren't dependent on service levels, and a separate per-mile variable rate for both minibus services and paratransit services. Fixed costs are increasing 2.2%, the minibus per-mile rate is increasing by 3.4%, and the paratransit per-mile rate is increasing by 7.7%. Paratransit purchased transportation costs are increasing primarily due to the expected increase in service demand in FY22 versus FY21 service levels.

Excluding purchased transportation, other outside service expenses are projected to increase from the FY21 amended budget by \$3.4 million (10.1%). This is primarily due to projected increases in contracted security costs, increasing fare system costs due to concurrently supporting the old fare system and the new Pronto system, and the inclusion of light rail vehicle overhaul projects and facility repair projects, which used to be funded in the capital budget, in the operating budget.

Materials and supplies costs are projected to decrease by \$3.4 million (-20.3%), primarily due to the fact that the FY21 amended budget was abnormally high due to the one-time purchase of protective germ barriers for the entire bus fleet.

Energy costs are projected to increase by \$6.4 million (19.5%). Electricity costs are projected to increase by \$4.7 million (24.8%) due to projected rate increases and additional service levels with Mid-Coast becoming operational. CNG costs are projected to increase by \$1.7 million (15.4%), primarily due to a projected increase of 18% in commodity rates in FY22. Propane costs are expected to increase by \$152,000 (18.0%) due to higher demand for paratransit services. Diesel costs are projected to decrease by \$129,000 (-71.9%) due to the full transition of 24 commuter buses from diesel to CNG prior to the start of FY22.

Risk management costs are increasing by \$238,000 (3.5%). The increase is primarily driven by an increase of \$966,000 (25.7%) in insurance premiums due to harsh market conditions for liability and property insurance. Legal expenses are also expected to increase significantly in FY22 due to the anticipated return of in-person courtroom proceedings. These projected increases are offset by a projected decrease of \$1.3 million (-57.6%) versus the FY21 amended budget which included \$2.0 million for a one-time settlement payout.

General and Administrative costs are increasing by \$763,000 (18.2%), primarily due to increasing lease expenses from expanding the Mill's administration building lease to include the eight floor, increasing travel expenses as travel becomes safer due to vaccines, increasing fare material costs with the launch of the new fare system, and increasing credit card fees as a result of higher customer transaction volumes.

Vehicle and Facility Lease costs are projected to increase by \$45,000 (3.4%), primarily due to leasing additional vehicles to support Mid-Coast operations.

Debt service costs are projected to decrease from the FY21 amended budget by \$146,000 (-30.4%), primarily due to decreasing costs for the Pension Obligation Bond funding the San Diego Transit Corporation (SDTC) pension plan.

In total, expenses are projected to increase by \$31.5 million or 9.7% versus the FY21 amended budget.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY22 Operating Budget – Consolidated MTS
B. FY22 Operating Budget – Consolidated Operations
C. FY22 Operating Budget – Consolidated Administration
D. FY22 Operating Budget – Consolidated Other Activities
E. FY22 Operating Budget – Consolidated Revenue Summary
F. FY22 Operating Budget – Position Table Summary
G. FY22 Operating Budget – Position Table Details

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 2.01**

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	46,603,588	49,500,000	2,896,412	6.2%
OTHER OPERATING REVENUE	21,817,225	18,381,868	19,553,951	1,172,083	6.4%
TOTAL OPERATING REVENUES	101,349,151	64,985,456	69,053,951	4,068,495	6.3%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	205,967,142	263,738,058	288,079,331	24,341,274	9.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	26,056	(3,003,059)	107,099	3,110,158	-103.6%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	26,056	(3,003,059)	107,099	3,110,158	-103.6%
TOTAL NON OPERATING REVENUE	205,993,198	260,734,998	288,186,430	27,451,432	10.5%
TOTAL COMBINED REVENUES	307,342,349	325,720,454	357,240,381	31,519,927	9.7%
OPERATING EXPENSES					
LABOR EXPENSES	84,862,243	86,611,972	93,890,226	7,278,254	8.4%
FRINGE EXPENSES	54,475,623	69,139,073	66,697,195	(2,441,878)	-3.5%
TOTAL PERSONNEL EXPENSES	139,337,866	155,751,045	160,587,421	4,836,376	3.1%
SECURITY EXPENSES	7,917,868	8,751,540	9,500,000	748,460	8.6%
REPAIR/MAINTENANCE SERVICES	6,193,604	7,934,204	9,383,964	1,449,760	18.3%
ENGINE AND TRANSMISSION REBUILD	1,003,320	1,048,632	1,087,000	38,368	3.7%
OTHER OUTSIDE SERVICES	15,836,393	15,463,019	16,584,129	1,121,110	7.3%
PURCHASED TRANSPORTATION	75,308,366	74,128,784	93,519,968	19,391,184	26.2%
TOTAL OUTSIDE SERVICES	106,259,552	107,326,179	130,075,061	22,748,882	21.2%
LUBRICANTS	506,084	428,020	480,500	52,480	12.3%
TIRES	1,217,719	1,302,700	1,340,200	37,500	2.9%
OTHER MATERIALS AND SUPPLIES	12,446,781	14,986,840	11,497,828	(3,489,012)	-23.3%
TOTAL MATERIALS AND SUPPLIES	14,170,585	16,717,560	13,318,528	(3,399,032)	-20.3%
GAS/DIESEL/PROPANE	2,720,308	1,876,186	1,952,494	76,308	4.1%
CNG	9,462,873	10,967,235	12,651,235	1,684,000	15.4%
TRACTION POWER	13,222,628	15,523,128	19,397,378	3,874,250	25.0%
UTILITIES	4,344,654	4,665,410	5,465,034	799,624	17.1%
TOTAL ENERGY	29,750,463	33,031,959	39,466,141	6,434,182	19.5%
RISK MANAGEMENT	6,940,342	6,881,688	7,119,617	237,929	3.5%
GENERAL AND ADMINISTRATIVE	4,500,828	4,200,270	4,963,101	762,831	18.2%
DEBT SERVICE	984,407	481,450	335,196	(146,254)	-30.4%
VEHICLE / FACILITY LEASE	1,239,270	1,330,300	1,375,317	45,017	3.4%
TOTAL OPERATING EXPENSES	303,183,312	325,720,451	357,240,381	31,519,930	9.7%
NET OPERATING SUBSIDY	(201,834,161)	(260,734,995)	(288,186,430)	27,451,435	10.5%
OVERHEAD ALLOCATION	(0)	(0)	(0)	(0)	0.0%
ADJUSTED NET OPERATING SUBSIDY	(201,834,161)	(260,734,995)	(288,186,430)	27,451,435	10.5%
TOTAL REVENUES LESS TOTAL EXPENSES	4,159,037	3	(0)	3	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2022
SECTION 2.02**

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	46,603,588	49,500,000	2,896,412	6.2%
OTHER OPERATING REVENUE	753,515	286,100	280,431	(5,669)	-2.0%
TOTAL OPERATING REVENUES	80,285,441	46,889,688	49,780,431	2,890,743	6.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	201,651,327	258,029,590	287,925,558	29,895,969	11.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	201,651,327	258,029,590	287,925,558	29,895,969	11.6%
TOTAL COMBINED REVENUES	281,936,768	304,919,278	337,705,989	32,786,712	10.8%
OPERATING EXPENSES					
LABOR EXPENSES	68,093,673	69,810,163	75,516,185	5,706,022	8.2%
FRINGE EXPENSES	49,638,636	63,126,367	58,885,316	(4,241,051)	-6.7%
TOTAL PERSONNEL EXPENSES	117,732,309	132,936,530	134,401,501	1,464,971	1.1%
SECURITY EXPENSES	1,132,276	1,175,000	1,283,000	108,000	9.2%
REPAIR/MAINTENANCE SERVICES	6,041,503	7,738,204	9,177,964	1,439,760	18.6%
ENGINE AND TRANSMISSION REBUILD	1,003,320	1,048,632	1,087,000	38,368	3.7%
OTHER OUTSIDE SERVICES	5,524,954	5,137,228	5,263,202	125,974	2.5%
PURCHASED TRANSPORTATION	75,308,366	74,128,784	93,519,968	19,391,184	26.2%
TOTAL OUTSIDE SERVICES	89,010,419	89,227,848	110,331,134	21,103,286	23.7%
LUBRICANTS	506,084	428,000	480,500	52,500	12.3%
TIRES	1,217,719	1,302,700	1,340,200	37,500	2.9%
OTHER MATERIALS AND SUPPLIES	12,424,993	14,945,792	11,481,191	(3,464,601)	-23.2%
TOTAL MATERIALS AND SUPPLIES	14,148,797	16,676,492	13,301,891	(3,374,601)	-20.2%
GAS/DIESEL/PROPANE	2,587,806	1,732,436	1,768,744	36,308	2.1%
CNG	9,462,873	10,967,235	12,651,235	1,684,000	15.4%
TRACTION POWER	13,222,628	15,523,128	19,397,378	3,874,250	25.0%
UTILITIES	3,612,654	3,872,828	4,700,924	828,096	21.4%
TOTAL ENERGY	28,885,961	32,095,627	38,518,281	6,422,654	20.0%
RISK MANAGEMENT	3,042,537	4,136,760	6,056,531	1,919,771	46.4%
GENERAL AND ADMINISTRATIVE	867,682	950,644	972,162	21,518	2.3%
DEBT SERVICE	612,259	481,450	335,196	(146,254)	-30.4%
VEHICLE / FACILITY LEASE	1,026,269	1,074,550	1,112,667	38,117	3.5%
TOTAL OPERATING EXPENSES	255,326,232	277,579,901	305,029,362	27,449,461	9.9%
NET OPERATING SUBSIDY	(175,040,791)	(230,690,213)	(255,248,931)	24,558,718	10.6%
OVERHEAD ALLOCATION	(26,530,134)	(27,339,374)	(32,676,627)	(5,337,253)	19.5%
ADJUSTED NET OPERATING SUBSIDY	(201,570,925)	(258,029,587)	(287,925,558)	29,895,972	11.6%
TOTAL REVENUES LESS TOTAL EXPENSES	80,402	3	(0)	3	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2022
SECTION 2.03**

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	20,051,911	17,208,943	18,381,965	1,173,022	6.8%
TOTAL OPERATING REVENUES	20,051,911	17,208,943	18,381,965	1,173,022	6.8%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	4,315,815	5,708,468	153,773	(5,554,695)	-97.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	(3,000,000)	-	3,000,000	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	(3,000,000)	-	3,000,000	-100.0%
TOTAL NON OPERATING REVENUE	4,315,815	2,708,468	153,773	(2,554,695)	-94.3%
TOTAL COMBINED REVENUES	24,367,727	19,917,411	18,535,738	(1,381,673)	-6.9%
OPERATING EXPENSES					
LABOR EXPENSES	16,266,682	16,439,809	18,040,384	1,600,575	9.7%
FRINGE EXPENSES	4,593,256	5,798,300	7,621,598	1,823,298	31.4%
TOTAL PERSONNEL EXPENSES	20,859,938	22,238,109	25,661,982	3,423,873	15.4%
SECURITY EXPENSES	6,785,592	7,576,540	8,217,000	640,460	8.5%
REPAIR/MAINTENANCE SERVICES	144,839	192,000	202,000	10,000	5.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	10,266,840	10,225,573	11,211,227	985,654	9.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	17,197,270	17,994,113	19,630,227	1,636,114	9.1%
LUBRICANTS	-	20	-	(20)	-100.0%
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	16,742	40,928	16,637	(24,291)	-59.4%
TOTAL MATERIALS AND SUPPLIES	16,742	40,948	16,637	(24,311)	-59.4%
GAS/DIESEL/PROPANE	128,169	136,750	176,750	40,000	29.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	723,311	784,432	755,890	(28,542)	-3.6%
TOTAL ENERGY	851,480	921,182	932,640	11,458	1.2%
RISK MANAGEMENT	3,867,387	2,683,512	921,102	(1,762,410)	-65.7%
GENERAL AND ADMINISTRATIVE	3,509,893	3,183,436	3,856,197	672,761	21.1%
DEBT SERVICE	372,148	-	-	-	-
VEHICLE / FACILITY LEASE	189,930	230,000	236,900	6,900	3.0%
TOTAL OPERATING EXPENSES	46,864,789	47,291,300	51,255,685	3,964,385	8.4%
NET OPERATING SUBSIDY	(26,812,877)	(30,082,357)	(32,873,720)	2,791,363	9.3%
OVERHEAD ALLOCATION	26,575,698	27,373,889	32,719,947	5,346,058	19.5%
ADJUSTED NET OPERATING SUBSIDY	(237,179)	(2,708,468)	(153,773)	(2,554,695)	-94.3%
TOTAL REVENUES LESS TOTAL EXPENSES	4,078,636	(0)	-	(0)	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2022
SECTION 2.04**

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,011,799	886,825	891,555	4,730	0.5%
TOTAL OPERATING REVENUES	1,011,799	886,825	891,555	4,730	0.5%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	0	-	(0)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	26,056	(3,059)	107,099	110,158	-3600.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	26,056	(3,059)	107,099	110,158	-3600.7%
TOTAL NON OPERATING REVENUE	26,056	(3,059)	107,099	110,158	-3601.1%
TOTAL COMBINED REVENUES	1,037,855	883,766	998,654	114,888	13.0%
OPERATING EXPENSES					
LABOR EXPENSES	501,887	362,000	333,657	(28,343)	-7.8%
FRINGE EXPENSES	243,731	214,406	190,281	(24,125)	-11.3%
TOTAL PERSONNEL EXPENSES	745,618	576,406	523,938	(52,468)	-9.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	7,263	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	44,600	100,218	109,700	9,482	9.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	51,863	104,218	113,700	9,482	9.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,045	120	-	(120)	-100.0%
TOTAL MATERIALS AND SUPPLIES	5,045	120	-	(120)	-100.0%
GAS/DIESEL/PROPANE	4,333	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	8,690	8,150	8,220	70	0.9%
TOTAL ENERGY	13,022	15,150	15,220	70	0.5%
RISK MANAGEMENT	30,419	61,416	141,984	80,568	131.2%
GENERAL AND ADMINISTRATIVE	123,253	66,190	134,742	68,552	103.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	23,071	25,750	25,750	-	0.0%
TOTAL OPERATING EXPENSES	992,291	849,250	955,334	106,084	12.5%
NET OPERATING SUBSIDY	19,507	37,575	(63,779)	101,354	-269.7%
OVERHEAD ALLOCATION	(45,564)	(34,516)	(43,320)		25.5%
ADJUSTED NET OPERATING SUBSIDY	(26,056)	3,059	(107,099)	110,158	-3600.7%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	-	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 3.02**

	ACTUAL FY20	AMENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	46,603,588	49,500,000	2,896,412	6.2%
OTHER INCOME	21,817,225	18,381,868	19,553,951	1,172,083	6.4%
TOTAL OPERATING REVENUE	101,349,151	64,985,456	69,053,951	4,068,495	6.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	63,129,955	63,219,614	64,217,753	998,140	1.6%
FEDERAL REVENUE - CARES ACT	17,900,000	74,143,632	84,184,164	10,040,532	13.5%
TRANSPORTATION DEVELOPMENT ACT (TDA)	63,505,007	71,776,987	68,591,624	(3,185,363)	-4.4%
STATE TRANSIT ASSISTANCE (STA)	10,912,864	3,269,000	11,300,000	8,031,000	245.7%
STATE REVENUE - OTHER	670,411	130,034	200,000	69,966	53.8%
TRANSNET	40,315,353	41,770,086	50,284,480	8,514,394	20.4%
OTHER LOCAL SUBSIDIES	9,533,553	9,428,703	9,301,311	(127,392)	-1.4%
TOTAL SUBSIDY REVENUE	205,967,143	263,738,054	288,079,331	24,341,277	9.2%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	26,056	(3,003,059)	107,099	3,110,158	-103.6%
TOTAL OTHER REVENUE	26,056	(3,003,059)	107,099	3,110,158	-103.6%
TOTAL NON OPERATING REVENUE	205,993,199	260,734,995	288,186,430	27,451,435	10.5%
GRAND TOTAL REVENUES	307,342,349	325,720,451	357,240,381	31,519,930	9.7%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.03**

	Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	FY 2021	Shifts	Funding Adjs	FY 2022	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	7.0	0.0	0.0	7.0	0.0
COMPASS CARD	11.5	1.0	0.0	12.5	0.0
EXECUTIVE	3.0	0.0	1.0	4.0	0.0
FINANCE	22.0	0.0	0.0	22.0	0.0
HUMAN RESOURCES	17.0	0.0	0.0	17.0	0.0
INFORMATION TECHNOLOGY	29.0	0.0	2.0	31.0	0.0
LEGAL	2.0	0.0	0.0	2.0	0.0
MARKETING	10.0	0.0	0.0	10.0	0.0
PLANNING	8.5	0.0	0.0	8.5	0.0
PROCUREMENT	13.0	0.0	0.0	13.0	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	75.0	0.0	12.0	87.0	0.0
STORES (ADMIN)	3.0	0.0	0.0	3.0	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	254.0	1.0	15.0	270.0	0.0
<u>Bus Operations</u>					
CONTRACT SERVICES	9.5	0.0	0.0	9.5	0.0
EXECUTIVE (BUS)	3.0	0.0	0.0	3.0	0.0
MAINTENANCE	184.0	0.0	0.0	184.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	7.0	0.0	0.0	7.0	0.0
REVENUE (BUS)	12.0	-1.0	0.0	11.0	0.0
SAFETY	1.0	0.0	0.0	1.0	0.0
TRAINING	8.0	0.0	0.0	8.0	0.0
TRANSPORTATION (BUS)	609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations	839.0	-1.0	0.0	838.0	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	68.0	0.0	0.0	68.0	-1.0
LIGHT RAIL VEHICLES	86.0	0.0	0.0	86.0	0.0
MAINTENANCE OF WAYSIDE	38.0	0.0	0.0	38.0	0.0
MID-COAST POSITIONS	63.7	0.3	20.0	84.0	0.0
REVENUE (RAIL)	38.7	0.0	0.0	38.7	0.0
TRACK	18.0	0.0	0.0	18.0	-1.0
TRANSPORTATION (RAIL)	218.0	0.0	0.0	218.0	0.0
Subtotal Rail Operations	534.8	0.3	20.0	555.1	-2.0
<u>Other MTS Operations</u>					
TAXICAB	6.0	0.0	0.0	6.0	0.0
Subtotal Other MTS Operations	6.0	0.0	0.0	6.0	0.0
<u>Grand Total</u>	1,633.8	0.3	35.0	1,669.1	-2.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(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
Mgr of Capital Projects (Bus)	12	1.0	0.0	0.0	1.0	0.0
Project Engineer (Rail)	10	2.0	0.0	0.0	2.0	0.0
Project Mgr-Capital Projects	10	1.0	0.0	0.0	1.0	0.0
Systems Engineer (Rail)	11	1.0	0.0	0.0	1.0	0.0
CAPITAL PROJECTS TOTAL		7.0	0.0	0.0	7.0	0.0
<u>COMPASS CARD</u>						
Asst Sup Compass Services	04	1.0	0.0	0.0	1.0	0.0
Asst Supervisor Support Services	03	0.0	1.0	0.0	1.0	0.0
Call/Service Center Rep (FT)	02	2.0	0.0	0.0	2.0	0.0
Call/Service Center Rep (PT)	02	1.5	0.0	0.0	1.5	0.0
Compass Services Supervisor	07	1.0	0.0	0.0	1.0	0.0
Deputy Fare Systems Administra	08	0.0	1.0	0.0	1.0	0.0
Fare System Support Analyst	06	1.0	0.0	0.0	1.0	0.0
Fare Systems Administrator	10	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	03	3.0	-1.0	0.0	2.0	0.0
Staff Accountant I	05	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		11.5	1.0	0.0	12.5	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	0.0	0.0	1.0	1.0	0.0
Manager of Government Affairs	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		3.0	0.0	1.0	4.0	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
Financial Analyst	07	1.0	0.0	0.0	1.0	0.0
Financial Analyst (Capital & Grants)	07	1.0	0.0	0.0	1.0	0.0
Operating Budget Supervisor	08	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	06	4.0	0.0	0.0	4.0	0.0
Payroll Manager	10	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	1.0	0.0	0.0	1.0	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		22.0	0.0	0.0	22.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(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	2.0	0.0	0.0	2.0	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	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant II	05	2.0	0.0	0.0	2.0	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
Mgr of Organizational Dev.	09	1.0	0.0	0.0	1.0	0.0
Receptionist - MTS	02	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	3.0	0.0	0.0	3.0	0.0
Trust Fund Administrator	07	1.0	0.0	0.0	1.0	0.0
HUMAN RESOURCES TOTAL		17.0	0.0	0.0	17.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
Business Relationship Manager	11	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (SAP)	11	2.0	0.0	0.0	2.0	0.0
Chief Information Officer	14	1.0	0.0	0.0	1.0	0.0
Computer Support Specialist	05	5.0	0.0	0.0	5.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Datacenter Operations Manager	12	1.0	0.0	0.0	1.0	0.0
Enterprise Bus Solutions Mgr	12	1.0	0.0	0.0	1.0	0.0
Info Sec & Intel Mgr	12	1.0	0.0	0.0	1.0	0.0
Info Security & Intel Eng	10	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
Network Administrator	09	2.0	0.0	1.0	3.0	0.0
Network Operations Manager	12	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 SAP Architect	11	1.0	0.0	0.0	1.0	0.0
Software Developer	09	1.0	0.0	0.0	1.0	0.0
Support Analyst	09	1.0	0.0	0.0	1.0	0.0
Systems Administrator	10	7.0	0.0	1.0	8.0	0.0
INFORMATION TECHNOLOGY TOTAL		29.0	0.0	2.0	31.0	0.0
<u>LEGAL</u>						
General Counsel	15	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		2.0	0.0	0.0	2.0	0.0
<u>MARKETING</u>						
Dir Marketing & Communications	13	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 Design & Content Spec.	07	1.0	0.0	0.0	1.0	0.0
Graphic Designer III	07	1.0	0.0	0.0	1.0	0.0
Manager of Public Relations	08	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	1.0	0.0	0.0	1.0	0.0
Marketing Specialist	06	3.0	0.0	0.0	3.0	0.0
Mgr of Advertising & Contracts	08	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		10.0	0.0	0.0	10.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>PLANNING</u>						
Director of Planning	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 Scheduler	07	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	09	3.0	0.0	0.0	3.0	0.0
Transit Services Data Analyst	07	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		8.5	0.0	0.0	8.5	0.0
<u>PROCUREMENT</u>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	2.0	0.0	0.0	2.0	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
Procurement Assistant	05	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	08	5.0	0.0	0.0	5.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		13.0	0.0	0.0	13.0	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 Engineer-Permits	10	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>						
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
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Senior Workers' Comp Analyst	08	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>						
Clerk Typist/Data Entry TSS	BU	4.0	0.0	0.0	4.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Inspector	BU	50.0	0.0	9.0	59.0	0.0
Code Compliance Supervisor	06	12.0	0.0	3.0	15.0	0.0
Dir Transit Sys Security-COP	12	1.0	0.0	0.0	1.0	0.0
Director of Transit Sys Sec	12	1.0	0.0	0.0	1.0	0.0
Dispatch Sup - Transit Enf	06	1.0	0.0	0.0	1.0	0.0
Mgr of Operations-Transit Enf	09	1.0	0.0	0.0	1.0	0.0
Records Manager	08	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		75.0	0.0	12.0	87.0	0.0
<u>STORES (ADMIN)</u>						
Business Perf & Dev Analyst	08	1.0	0.0	0.0	1.0	0.0
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		3.0	0.0	0.0	3.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2021	Shifts	Funding Adjs	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(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		254.0	1.0	15.0	270.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>Bus Operations</u>						
<u>CONTRACT SERVICES</u>						
Contract Operations Administra	05	2.0	0.0	0.0	2.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Mgr of Contract Ops & Pass Fac	11	1.0	0.0	0.0	1.0	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		9.5	0.0	0.0	9.5	0.0
<u>EXECUTIVE (BUS)</u>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	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		3.0	0.0	0.0	3.0	0.0
<u>MAINTENANCE</u>						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	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
Maintenance Clerk - KMD	02	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	28.0	0.0	0.0	28.0	0.0
Mechanic Apprentice I - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice I - KMD	BU	17.0	0.0	0.0	17.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	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
Serviceman A - IAD	BU	30.0	0.0	0.0	30.0	0.0
Serviceman A - KMD	BU	25.0	0.0	0.0	25.0	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
Zero Emission Bus Project Spec	06	1.0	0.0	0.0	1.0	0.0
MAINTENANCE TOTAL		184.0	0.0	0.0	184.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>MAINTENANCE-FACILITY</u>						
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
Mechanic A - Facilities - KMD	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
Receptionist	02	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	1.0	0.0	0.0	1.0	0.0
PASSENGER SERVICES TOTAL		7.0	0.0	0.0	7.0	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 & Compass Services Mgr	08	1.0	-1.0	0.0	0.0	0.0
Revenue Processors - IAD	BU	3.0	0.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
REVENUE (BUS) TOTAL		12.0	-1.0	0.0	11.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		1.0	0.0	0.0	1.0	0.0
<u>TRAINING</u>						
Asst Manager of Training	06	1.0	0.0	0.0	1.0	0.0
Bus Op Training Admin Asst	03	1.0	0.0	0.0	1.0	0.0
Bus Op Training Instructor	06	5.0	0.0	0.0	5.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		8.0	0.0	0.0	8.0	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
Bus Operators - P/T	BU	0.5	0.0	0.0	0.5	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		609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations		839.0	-1.0	0.0	838.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(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 - Rail	10	1.0	0.0	0.0	1.0	0.0
Special Events Coordinator	09	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
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
Asst Manager of Facilities	07	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	5.0	0.0	0.0	5.0	0.0
Serviceperson	BU	60.0	0.0	0.0	60.0	-1.0
Superintendent of Facilities	13	1.0	0.0	0.0	1.0	0.0
FACILITIES TOTAL		68.0	0.0	0.0	68.0	-1.0
<u>LIGHT RAIL VEHICLES</u>						
Superintendent of LRV Maint	13	1.0	0.0	0.0	1.0	0.0
Asst Superintendent LRV	10	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
LRV Asst Lineman	BU	17.0	0.0	0.0	17.0	0.0
LRV Electromechanic	BU	48.0	0.0	0.0	48.0	0.0
LRV Lineman	BU	8.0	0.0	0.0	8.0	0.0
LRV Maint Supervisor	09	6.0	0.0	0.0	6.0	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
Training Supervisor - LRV	09	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		86.0	0.0	0.0	86.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (Rail)	05	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	9.0	0.0	0.0	9.0	0.0
Wayside Electromechanic	BU	14.0	0.0	0.0	14.0	0.0
Wayside Lineman	BU	7.0	0.0	0.0	7.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		38.0	0.0	0.0	38.0	0.0
<u>MID-COAST POSITIONS</u>						
Assist Training Sup - LRV (MC)	09	1.0	0.0	0.0	1.0	0.0
Asst Training Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor (MC)	06	0.0	0.0	1.0	1.0	0.0
LRV Asst Lineman (MC)	BU	16.0	0.0	0.0	16.0	0.0
LRV Maint Supervisor (MC)	09	3.0	0.0	0.0	3.0	0.0
Revenue Maintainer I (MC)	BU	4.0	0.0	0.0	4.0	0.0
Serviceperson (MC)	BU	0.0	0.0	12.0	12.0	0.0
Track Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Trackperson (MC)	BU	3.0	0.0	0.0	3.0	0.0
Train Operator - PT (MC)	BU	7.7	-1.7	0.0	6.0	0.0
Train Operator (MC)	BU	19.0	2.0	0.0	21.0	0.0
Training Supervisor - Trans (MC)	08	1.0	0.0	0.0	1.0	0.0
Transportation Controller (MC)	08	0.0	0.0	4.0	4.0	0.0
Transportation Supervisor (MC)	08	0.0	0.0	3.0	3.0	0.0
Wayside Assistant Lineman (MC)	BU	6.0	0.0	0.0	6.0	0.0
Wayside Maintenance Sup (MC)	09	1.0	0.0	0.0	1.0	0.0
MID-COAST POSITIONS TOTAL		63.7	0.3	20.0	84.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2021	Shifts	Funding Adjs	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>REVENUE (RAIL)</u>						
Clerk Typist/Data Entry REV	BU	1.0	0.0	0.0	1.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Lead Special Events Assistant	01	0.2	0.0	0.0	0.2	0.0
Revenue Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	2.0	0.0	0.0	2.0	0.0
Revenue Maintainer II	BU	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer III	BU	11.0	0.0	0.0	11.0	0.0
Revenue Maintenance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Revenue Supervisor	07	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	3.0	0.0	0.0	3.0	0.0
Special Events Assistant	01	7.5	0.0	0.0	7.5	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
REVENUE (RAIL) TOTAL		38.7	0.0	0.0	38.7	0.0
<u>TRACK</u>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	1.0	0.0	0.0	1.0	0.0
Trackperson	BU	12.0	0.0	0.0	12.0	-1.0
Trackperson Equip Op	BU	4.0	0.0	0.0	4.0	0.0
TRACK TOTAL		18.0	0.0	0.0	18.0	-1.0
<u>TRANSPORTATION (RAIL)</u>						
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
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
Flagpersons	BU	30.0	0.0	0.0	30.0	0.0
Lead Transportation Sup	08	1.0	0.0	0.0	1.0	0.0
Superintendent Transportation	13	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	99.0	0.0	0.0	99.0	0.0
Train Operator - PT	BU	51.0	0.0	0.0	51.0	0.0
Training Supervisor - Trans	08	2.0	0.0	0.0	2.0	0.0
Transportation Controller	08	13.0	0.0	0.0	13.0	0.0
Transportation Supervisor	08	12.0	0.0	0.0	12.0	0.0
TRANSPORTATION (RAIL) TOTAL		218.0	0.0	0.0	218.0	0.0
Subtotal Rail Operations		534.8	0.3	20.0	555.1	-2.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04**

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2021	Shifts	Funding Adjs	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>Other MTS Operations</u>						
<u>TAXICAB</u>						
FHV Administration Manager	10	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	2.0	0.0	0.0	2.0	0.0
Regulatory Inspector	05	3.0	0.0	0.0	3.0	0.0
TAXICAB TOTAL		6.0	0.0	0.0	6.0	0.0
Subtotal Other MTS Operations		6.0	0.0	0.0	6.0	0.0
Grand Total		1,633.8	0.3	35.0	1,669.1	-2.0

Metropolitan Transit System FY22 Operating Budget Overview

MTS Board of Directors
Budget Development Committee
March 22, 2021

Fiscal Year 2022 Operating Budget

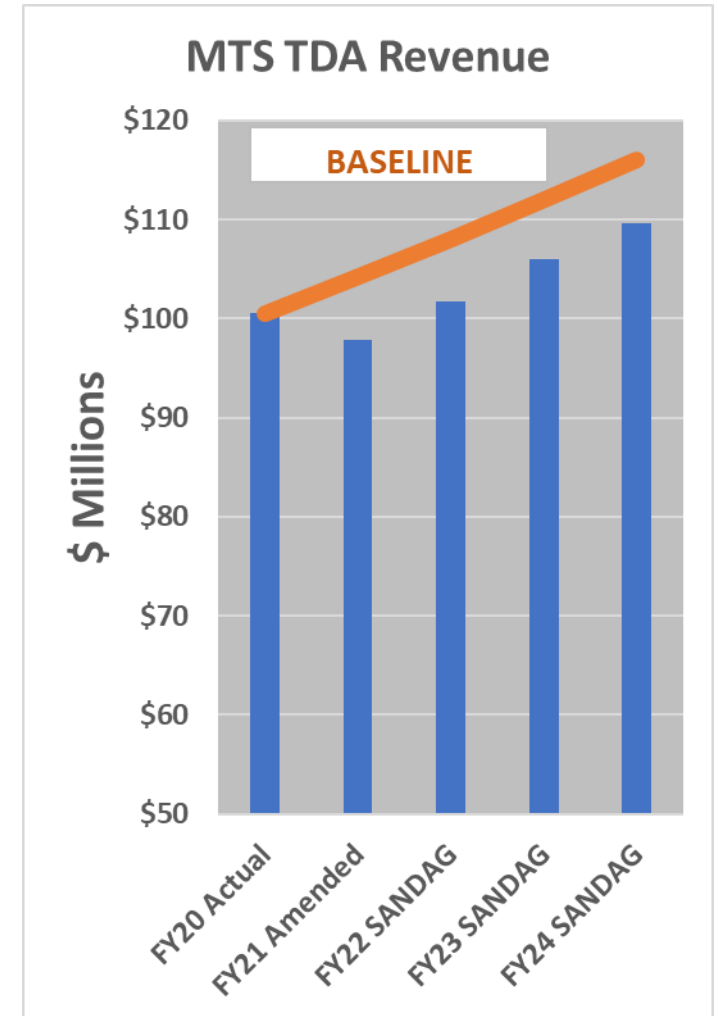
Budget Development Process

- 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
 - First rollup of assumptions
 - Still a work in progress

Fiscal Year 2022 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- Transportation Development Act (TDA)
 - State wide, established in 1971
 - ¼ cent sales tax assessed in the region
 - SANDAG forecasts and apportions each year
 - San Diego County administers the cash distribution
 - Provides:
 - Funding for operations
 - Internal calculation for Federal funding match/swap in Capital Improvement Program (CIP)
 - Total region pool of \$159M in FY22
 - Total MTS apportionment: \$101.7M
 - \$68.6M in Operating Budget
 - \$33.1M in CIP



Fiscal Year 2022 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- TransNet (San Diego County)

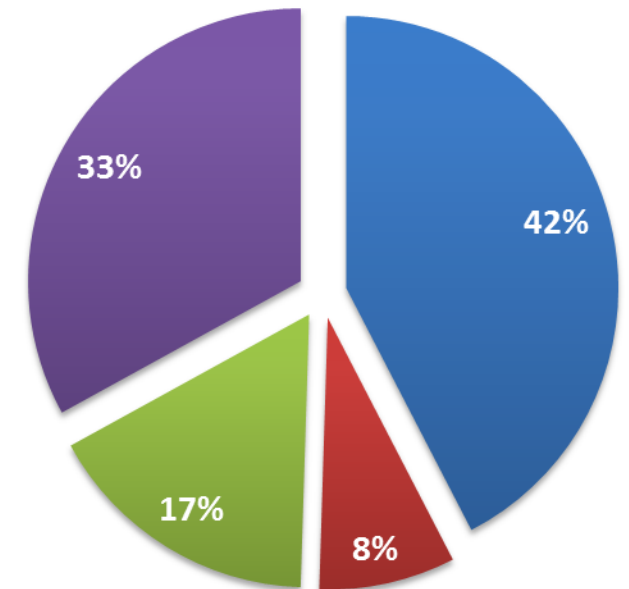
- ½ cent sales tax assessed in the region
- \$320M projected for the region in FY22
 - Projected and administered by SANDAG
 - \$10.0M off the top allocations
 - Then allocated by the formulas in the table ->
 - Major Corridors funds TransNet capital projects
 - Local Systems Improvement goes to county and cities for roads

- New Operations (8.1%)

- Reimbursement for operations/ maintenance of TransNet II projects
 - SuperLoop
 - BRT Routes
 - Mid-Coast will be funded beginning in November
- MTS expected cost recovery = \$20.7M

TransNet Program Allocations

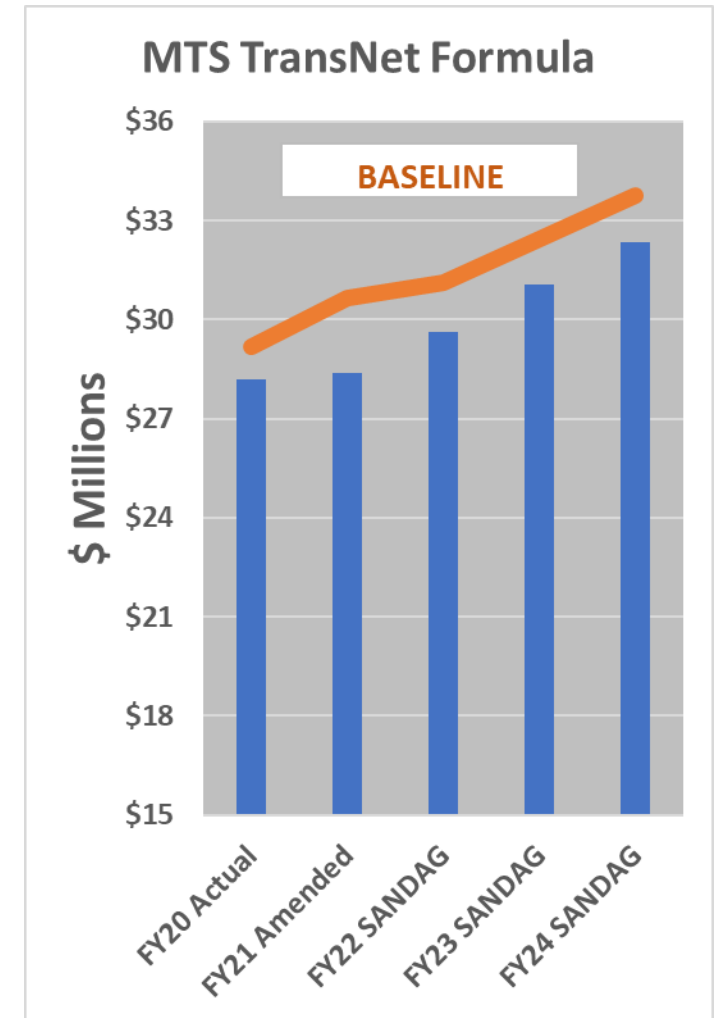
- Major Corridors Program
- New BRT/Rail Operations
- Transit System Improvements
- Local System Improvement



Fiscal Year 2022 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- TransNet (continued)
 - **Transit System Improvements** 16.5% for operations
 - Formula funding that equates to approximately 1/9 cent
 - Shared with NCTD, approximately a 70/30 formula
 - Total pool projected to be \$48.2M
 - MTS apportionment = \$35.1M
 - \$5.5M for Fare Discounts on Senior Disabled and Youth passes
 - \$29.6M for Operations



Fiscal Year 2022 Operating Budget

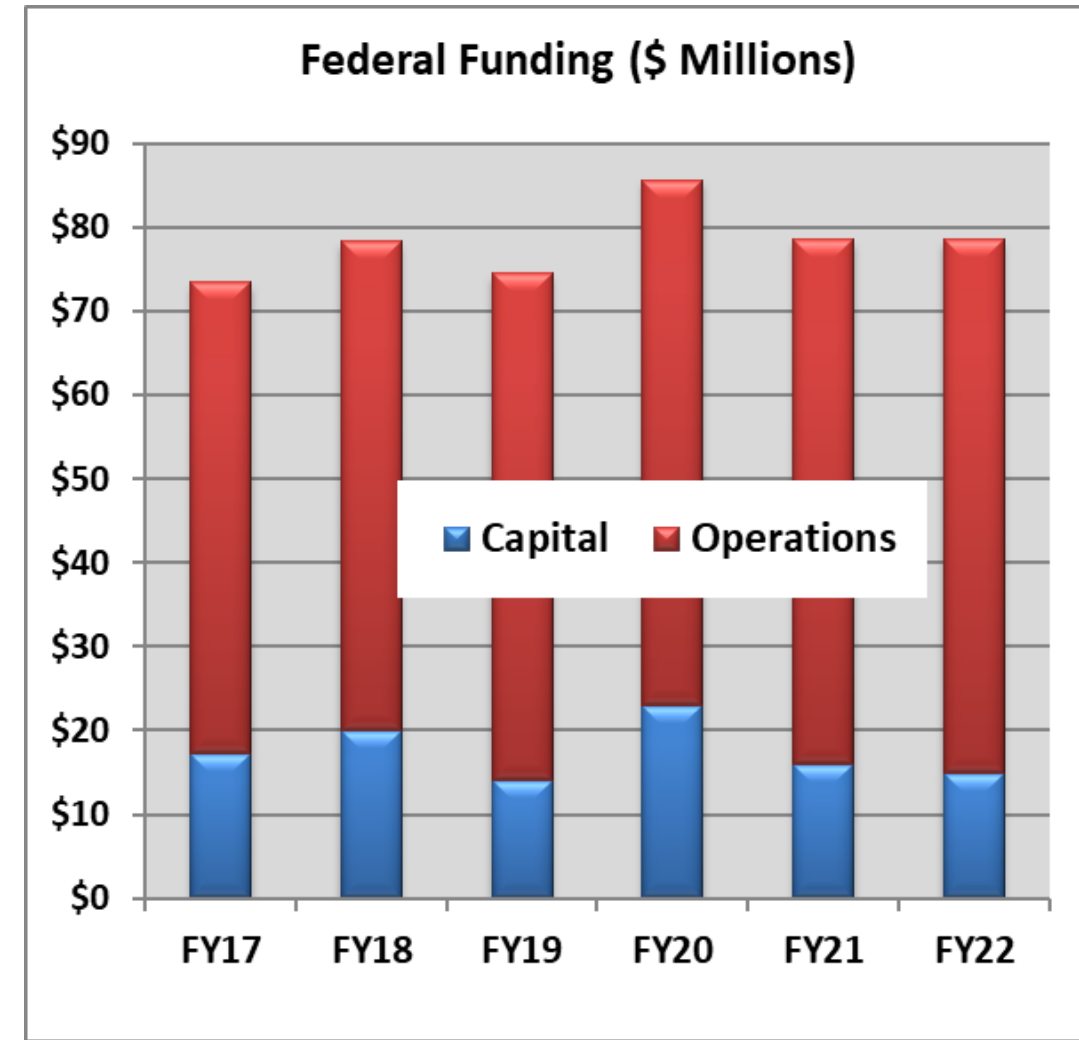
Revenue Assumptions - Sales Tax Revenues

- 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 FY18
 - Smaller pool of State of Good Repair funding was added
 - Historically volatile funding source
 - State of CA diverting dollars for General Fund obligations
 - Tied to Diesel fuel sales, which is a declining commodity
 - Expect each year to have lower projected STA revenues
 - Funding can be used for Operations and Capital
 - \$28.1M in total allocation for FY22
 - Fixed \$11.3M used in Operations to fund prior service restorations
 - Remainder allocated to Capital

Fiscal Year 2022 Operating Budget

Revenue Assumptions - Federal Transit Administration (FTA)

- Surface Transportation Reauthorization
 - Fixing America's Surface Transportation (FAST)
 - Legislation in place through 9/30/2021
 - 5307: Urban Area Formula funding
 - 5337: State of Good Repair funding
 - 5339: Bus and Bus Facilities funding
 - MTS seeks to maximize use of Federal to fund Preventive Maintenance in Operations
 - Federal funding received on a reimbursement basis
 - Improves cash flow
 - Swap with TDA to preserve Capital share
 - Increase in Operating Budget of \$1.0M



Fiscal Year 2022 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 Commuter Express Services
 - \$7.5M to fund I-15 BRT Routes
 - \$8.5M in total
 - Other state and local sources
 - Medi-Cal for ADA Paratransit service reimbursement
 - City of San Diego
 - UCSD shuttle reimbursement
 - Total of \$1.0M

Fiscal Year 2022 Operating Budget

Revenue Assumptions - Passenger Fare Revenue

- Passenger Revenue

- BDC direction to plan based on New Normal until we actually see the improvement
- Average fare impact
 - Best fare and ordinance change
 - Revenue reduction of 4.7% based on model
- Students back to school
 - Youth pass revenue was only 10% of baseline in Fall of 2020
 - Will use 50% beginning in Sept. 2021
- Mid-Coast beginning in Nov.
 - Original ridership forecasts from SANDAG of ~700K riders per month
 - Use 50% of that in current environment

Annual Revenue (\$M)	
Baseline	\$ 98.5
New Normal	\$ 47.4
Average Fare	(2.2)
Students	1.2
Mid-Coast	3.1
FY22 Forecast	\$ 49.5

Fiscal Year 2022 Operating Budget Revenue Summary (\$000s)

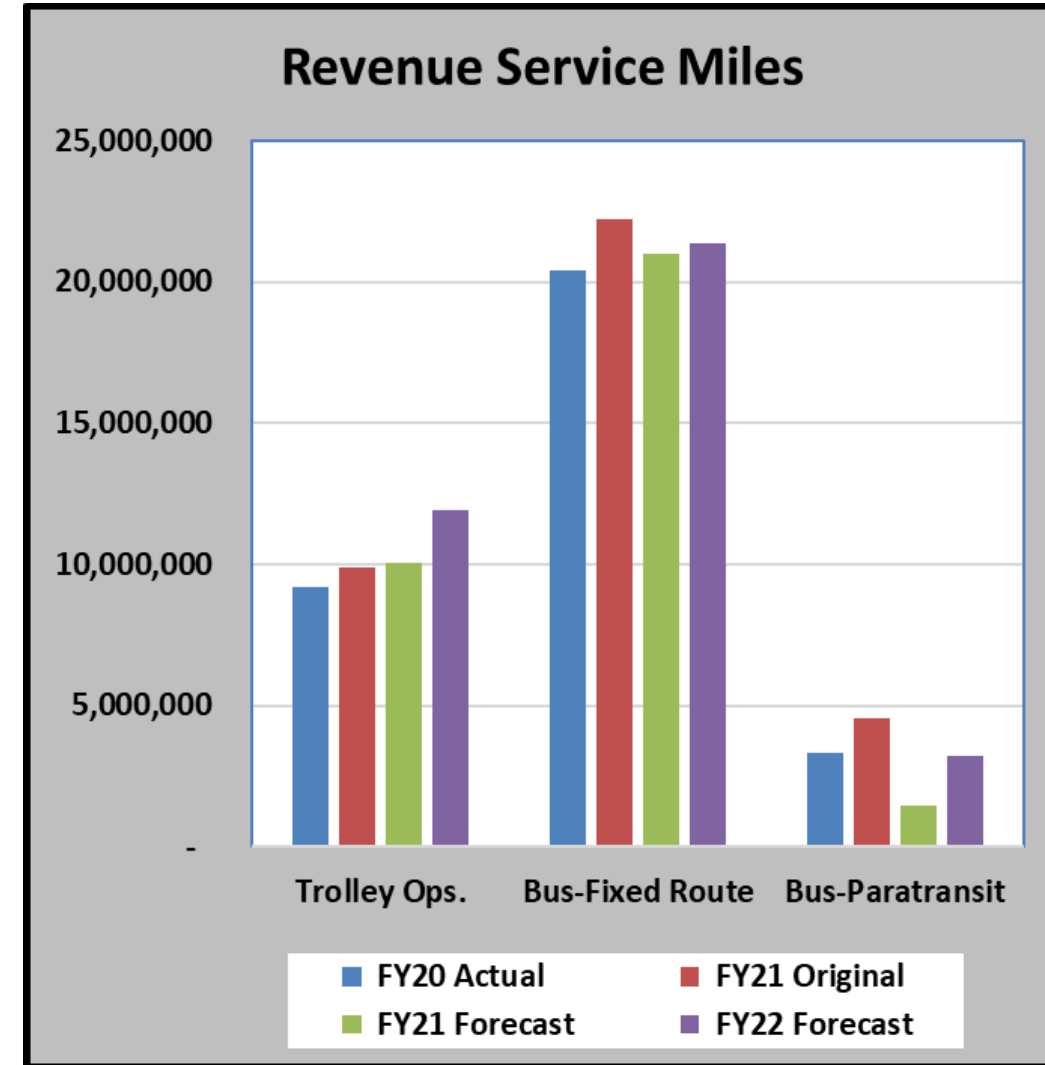
	FY 2021 Amended	FY 2022 Draft	Var.	Var. %
Passenger Revenue	\$ 46,604	\$ 49,500	\$ 2,896	6.2%
Other Operating Revenue	18,382	19,554	1,172	6.4%
Total Operating Revenue	\$ 64,985	\$ 69,054	\$ 4,068	6.3%
Federal	\$ 63,220	\$ 64,218	\$ 998	1.6%
TDA	71,777	68,592	(3,185)	-4.4%
TransNet Formula	28,373	29,626	1,253	4.4%
TransNet Operating	13,397	20,659	7,261	54.2%
STA	3,269	11,300	8,031	245.7%
Other	9,559	9,501	(57)	-0.6%
Total Subsidy	\$ 189,594	\$ 203,895	\$ 14,301	7.5%
Reserves	\$ 497	\$ 107	\$ (390)	-
Total Revenue	\$ 255,077	\$ 273,056	\$ 17,979	7.0%

- Reserves relate to SD&AE and For-Hire Vehicle Admin self funded activities, plus \$500K Contingency Reserve usage in FY21

Fiscal Year 2022 Operating Budget

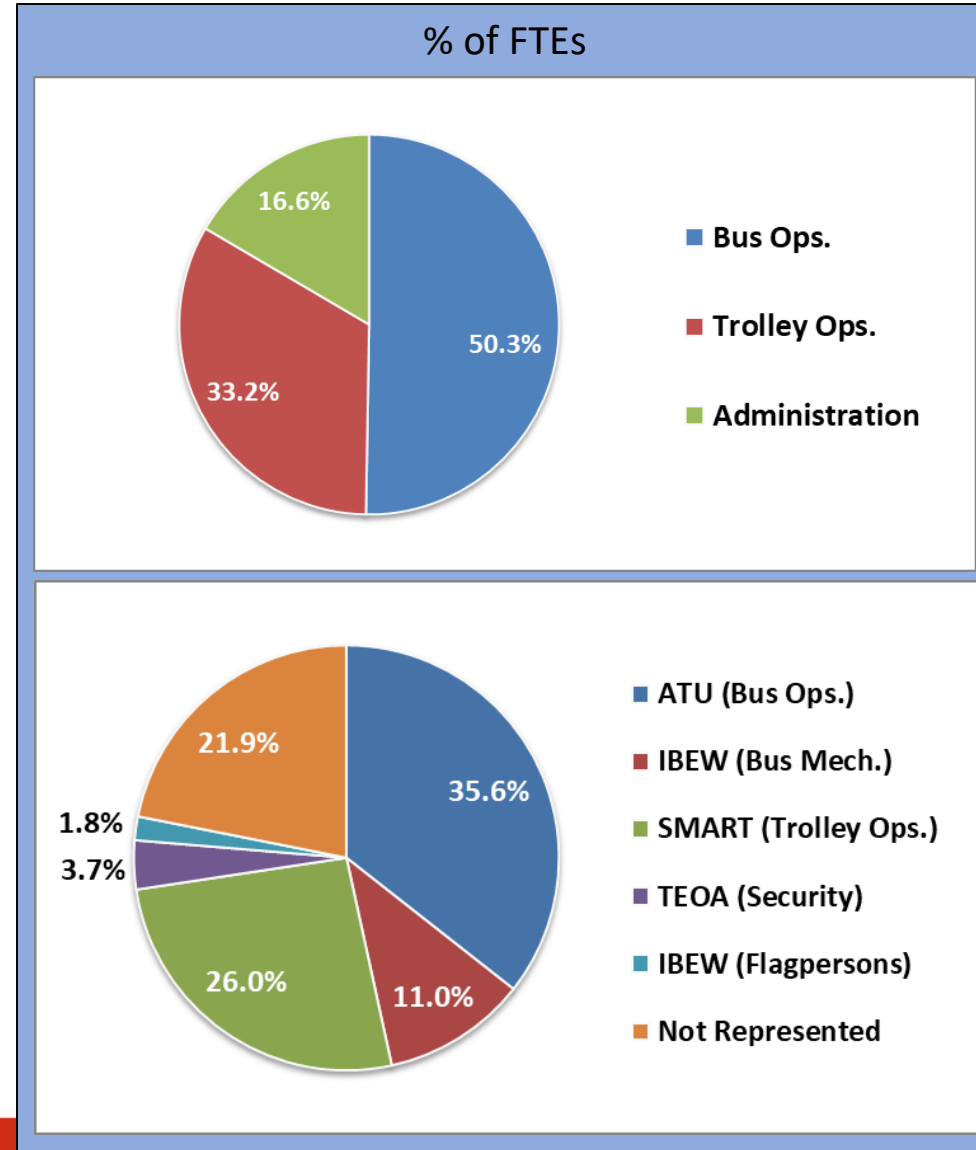
Service Levels

- Additional service across all modes
 - Trolley Operations:
 - Mid-Coast extension goes live in November 2021
 - Added service to late night on Blue Line as well
 - 18.7% increase in overall service level
 - Bus-Fixed Route:
 - All current COVID-19 reductions go away
 - Mid-Coast feeder service changes as presented to the Board
 - 1.8% higher than FY21 forecast
 - Bus-Paratransit:
 - Planning for significant increases to demand
 - From low FY21 Forecast, 120% increase
 - Still not back to prior levels, only 70% of original FY21 Budget



Fiscal Year 2022 Operating Budget Expense Assumptions - Personnel

- MTS Personnel Budget - Wages
 - 1,667 total MTS Full Time Equivalents (FTEs)
 - Adding 34 Mid-Coast positions
 - 98 positions in total added over the past three years
 - Also adding a Grants Administrator
 - Represented Groups (78% of FTEs)
 - Wage increases
 - Collective Bargaining Agreements in place for all represented groups for FY21
 - 3.5% increase for ATU (last year of a four year deal)
 - 3.0% increases for all others (IBEW, SMART, TEOA, Management)
 - Performance Improvement Program bonus pool of 1.0% for Management
 - Total Wages - \$93.9M, increase of \$7.3M (8.4%)



Fiscal Year 2022 Operating Budget Expense Assumptions - Personnel

- MTS Personnel Budget - Fringe Benefits

- Pension

- FY21 additional SDTC pension payment \$7.5M
 - CalPERS plans actuary contribution increases by \$728K (9.4%)

- Healthcare

- Additional staffing in FY22
 - CY21 insurance premium rates known, assuming 5% increase for CY22

- Paid time off

- Additional staffing in FY22

- Other

- Workers Comp., Taxes, Cost Recovery, etc.
 - Cost recovery change due to Mid-Coast go-live

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Pension	\$ 35,420	\$ 28,899	\$ (6,521)	-18.4%
Healthcare	14,787	17,217	2,430	16.4%
Paid Absences	13,609	13,782	172	1.3%
Other	5,323	6,800	1,477	27.8%
Total	\$ 69,139	\$ 66,697	\$ (2,442)	-3.5%

Fiscal Year 2022 Operating Budget

Expense Assumptions - Purchased Transportation

- Purchased Transportation Budget
 - Planned increases to service levels
 - Transdev Contract - Fixed Route
 - Operate two Bus divisions - South Bay and East County
 - Overall rate increases by 13.5% in the first year of the new contract
 - First Transit Contract - ADA Paratransit and Minibus Fixed Route
 - Operates out of the Copley Park Division
 - Fixed costs increasing by 2.2%
 - ADA Paratransit service per hour rate increases by 3.4%
 - Minibus fixed route service per mile rate increases by 7.7%

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
TransDev	\$ 59,950	\$ 71,910	\$ 11,960	19.9%
First-Minibus	5,590	6,203	613	11.0%
First-Paratransit	8,589	15,407	6,818	79.4%
Total	\$ 74,129	\$ 93,520	\$ 19,391	26.2%

Fiscal Year 2022 Operating Budget

Expense Assumptions - Outside Services

- Outside Services Budget
 - Security
 - New contract 1/1/21
 - Repair & Maintenance
 - Light Rail Vehicle overhauls
 - Facility upgrades
 - Engines and Transmissions
 - Other Outside Service
 - Fare system costs as two systems will be operational at the same time

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Security	\$ 8,752	\$ 9,500	\$ 748	8.6%
Repairs & Maint.	7,934	9,384	1,450	18.3%
Engines / Trans.	1,049	1,087	38	3.7%
Other Services	15,463	16,584	1,121	7.3%
Total	\$ 33,197	\$ 36,555	\$ 3,358	10.1%

Fiscal Year 2022 Operating Budget

Expense Assumptions - Energy

- Energy Budget

- Planned increases to service levels
- Electricity Costs
 - Traction power and facility electric
 - Electricity commodity - Market index rates through Direct Access (similar to the Community Choice), 10% increase projected
 - Transmission/demand - SDG&E rates, 10% increase

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Electricity	\$ 18,878	\$ 23,567	\$ 4,689	24.8%
CNG	10,967	12,651	1,684	15.4%
Gas/Propane	1,746	1,952	206	11.8%
Other	1,440	1,295	(145)	-10.1%
Total	\$ 33,032	\$ 39,466	\$ 6,434	19.5%

- Compressed Natural Gas

- Fixed route bus fleet
 - Natural gas commodity - Market index rates through third party provider, 18% increase projected
 - Transportation - SDG&E rates, 10% increase
 - Facility Costs - Trillium maintenance contract, 3% increase

- Gas/Propane

- Paratransit/Minibus buses
- Non-revenue vehicles

Fiscal Year 2022 Operating Budget

Expense Assumptions - Other

- Other

- Materials & Supplies

- High costs in FY21 for upgraded driver barriers

- Risk Management

- Projecting lower settlement costs
 - Offset by higher insurance premiums

- General & Administrative

- Additional Mills Building Rent cost, taking over part of the 8th floor in July

- Leases

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Materials & Supl.	\$ 16,718	\$ 13,319	\$ (3,399)	-20.3%
Risk	7,382	7,120	(262)	-3.6%
G&A	4,200	4,963	763	18.2%
Leases	1,330	1,375	45	3.4%
Total	\$ 29,630	\$ 26,777	\$ (2,853)	-9.6%

Fiscal Year 2022 Operating Budget Expenses Summary (\$000s)

	FY 2021	FY 2022		Var.
	Amended	Draft	Var.	%
Personnel Expenses	\$ 155,751	\$ 160,587	\$ 4,836	3.1%
Purchased Transportation	74,129	93,520	19,391	26.2%
Outside Services	33,197	36,555	3,358	10.1%
Materials and Supplies	16,718	13,319	(3,399)	-20.3%
Energy	33,032	39,466	6,434	19.5%
Risk Management	7,382	7,120	(262)	-3.6%
Other	6,012	6,674	662	11.0%
Total Expenses	\$ 326,220	\$ 357,240	\$ 31,020	9.5%

Fiscal Year 2022 Operating Budget

Consolidated Revenues less Expenses (\$000s)

	FY 2021 Amended	FY 2022 Draft	Var.	Var. %
Operating Revenues	\$ 64,985	\$ 69,054	\$ 4,068	6.3%
Subsidy Revenues	189,594	203,895	14,301	7.5%
Total Revenues	\$ 254,580	\$ 272,949	\$ 18,369	7.2%
Total Expenses	326,220	357,240	31,020	9.5%
Net Operating Deficit	\$ (71,641)	\$ (84,291)	\$ (12,651)	-17.7%
Insurance Reserve Increase	\$ (3,000)	\$ -	\$ 3,000	100.0%
Reserve Revenues	497	107	(390)	-78.4%
Revenues Less Expenses	\$ (74,144)	\$ (84,184)		
Federal CARES Act	\$ 74,144	\$ 84,184		

Fiscal Year 2022 Operating Budget Stimulus Funding

- CARES Act
 - Being utilized to offset lost revenues and increased expenses related to the pandemic
 - Projected usage by fiscal year in the table->
 - Projected balance of \$128M going into FY22
- American Rescue Plan (ARP) Act of 2021
 - Formula based apportionment, same as CARES
 - Includes cap on total CARES and ARP funding that can be received by each region
 - Cap of 132% of FY18 Operating Expenses
 - Estimated \$129M for MTS
 - ARP funds must be spent by 9/30/2024
 - Continue to use as a budget balancing strategy

CARES Act Balance (\$M)	
Total Apportionment	\$ 220.0
FY20 Actual	(17.9)
FY21 Projected	(74.1)
FY22 Projected	(84.2)
Remainder	\$ 43.8

Fiscal Year 2022 Operating Budget

Budget Development Next Steps

- Finance workshop at the April Board Meeting
 - FY21 Mid-year Operating Budget
 - FY22 Operating Budget Overview
 - FY22 Capital Improvement Program Budget
- Finalize Operating Budget
 - A number of open items remain
 - Complete review of all assumptions
 - Continue to refine the revenue and expense budgets
 - More time to review passenger forecasts
 - Continue to watch energy prices before finalizing those budgets
 - Finalize all assumptions and create full budget book
 - Present final draft to BDC at the April meeting
 - Hold Public Hearing at the Board meeting in May

Fiscal Year 2022 Operating Budget Staff Recommendation

That the Budget Development Committee receive this report regarding fiscal year 2022 operating budget development.



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 22, 2021

SUBJECT:

FISCAL YEAR (FY) 2022 CAPITAL IMPROVEMENT PROGRAM (MIKE THOMPSON)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Budget Development Committee (BDC) to forward a recommendation to the Board of Directors:

1. Approve the FY 2022 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS FY 2022 CIP (shown in Attachment A); and
3. Recommend that the SANDAG Board of Directors approve amendment number 1 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2022 CIP recommendations.

Budget Impact

The total estimated funding for FY 2022 is \$188.3 million (Attachment A). After the utilization of \$60.1 million in preventative maintenance, \$2.5 million for Americans with Disabilities Act (ADA) Operation (funding the FY 2021 operating budget), and funding for SANDAG planning studies totaling \$0.2 million, \$125.5 million is available for capital projects.



DISCUSSION:

The creation of the annual CIP and operating budgets involve a multitude of decisions that impact the agency's assets and the ability to keep these assets in a State of Good Repair (SGR). This requires a delicate balance between funding capital and operations in order to effectively, efficiently, and safely provide transit services for the region. In accordance with Board policy 65 - Transit Asset Management Policy, MTS maintains both a Transit Asset Management plan and a 20-year CIP forecast in order to facilitate these decision-making processes. On a yearly basis, the CIP is constructed under this framework, subject to the funding that is available in the current year.

Development of the MTS FY 2022 CIP

The CIP process began in September 2020 with the call for projects. The recommended CIP assumes funding \$60.1 million for preventative maintenance, \$2.5 million for ADA Operations, and \$212,957 in SANDAG planning studies. The remaining submitted projects compete for the balance of available funding. For FY 2022, there is \$125.5 million in available federal, state and local funding sources, which are detailed below.

Federal Funding

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Federal FY (FFY) 2020. FAST establishes the legal authority to commence and continue Federal Transit Administration (FTA) programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

FAST provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 State of Good Repair Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

The FY 2022 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section (as indicated in Attachment A) this year are based on the actual apportionments published for the region.

As the region's Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region's vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is

designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a maximum of 10 percent maximum of the allocation to support operations of ADA complementary paratransit service.

For FFY 2020, the estimated allocation for the MTS Section 5307 program is \$45.9 million, which will be matched with local funds of \$11.5 million. This program would provide an estimated \$57.4 million to fund MTS's FY 2022 CIP.

Section 5337 is a formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least eight years. For FFY 2020, the Section 5337 funds MTS allocation estimate is \$28.3 million and will be matched with local funds of \$7.1 million. The program will provide an estimated \$35.4 million to fund MTS's FY 2022 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For FFY 2020, the Section 5339 funds MTS allocation estimate is \$4.3 million and will be matched with local funds of \$1.1 million. The program will provide an estimated \$5.4 million to fund MTS's FY 2022 CIP.

In September of 2019, SANDAG's board has approved a total of \$72 million in federal Regional Surface Transportation Program (RSTP) funding from FY20 to FY25 for the replacement of MTS's SD100 LRV fleet to support additional/more frequent trolley service. In MTS's FY 2022 CIP \$10 million is budgeted, and the remaining balance will be budgeted in the future fiscal years.

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/ State Transit Assistance (STA) /TransNet) is scheduled at the beginning of each fiscal year and received on a monthly or quarterly basis. In many situations, local funds are received before expenses are incurred.

Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the FY 2022 CIP implementation process in order to maximize the availability and flexibility of funding.

State Transit Assistance (STA)

MTS receives STA funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. This funding was augmented by the Road Repair

and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY 2022, the estimated STA funding is \$23.1 million, of which \$11.8 million is planned in CIP with the remaining \$11.3 million planned for the operating budget.

MTS also receives a separate STA allocation for SGR program funding from SB1, which is funded from a portion of a new transportation improvement fee on vehicle registration. Receipts for FY 2021 will provide \$5.0 million to MTS's FY 2022 CIP.

California Cap-and-Trade Revenue

Since 2014, the State of California Budget has provided \$11.0 billion to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Trade auction proceeds to support existing and pilot programs that will reduce GHG emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs which will be funded from the GHGRF, most of which are competitive programs.

The Low Carbon Transit Operations Program (LCTOP) has \$147 million in total funding that will be distributed by the same formula as STA funding. MTS's allocation for FY 2020 is \$6.2 million, in which \$5.2 million is budgeted in MTS's FY 2022 CIP and the remaining balance will be budgeted in the future fiscal years.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). In FY 2019, MTS was awarded a total of \$40.1 million for Blue Line Rail Corridor Transit Enhancements projects, which also included funding for the new Iris Rapid route. In FY 2022 CIP, \$16.0 million is budgeted, with a remaining balance of \$2.6 million to be budgeted in future fiscal years. In FY 2020, MTS was awarded a total of \$7.2 million for the El Cajon Transit Center Third Track project, with \$4.2 million budgeted in FY 2022 and a balance of \$3.0 million to be budgeted in future fiscal years.

Other Revenue

Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program has expired and then reauthorized multiple times over the years, but most recently expired on December 31, 2019. It continues to be discussed within the legislature, but has not yet been reauthorized. MTS has included \$8.4 million in revenues for calendar years 2018 and 2019 in the FY 2022 CIP.

\$16.0 million of other one-time funding has also been included in the FY 2022 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and revenues carried over from the FY20 Operating Budget.

Project Selection

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for FY 2022. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division, agency, or city. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators, 76 projects in total for \$138.2 million. Each MTS agency submitted

its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. The list of projects is also subject to an analysis based on social equity principles (Attachment E). This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis.

FY 2022 CIP Funded Projects

Of the \$125.5 million available after preventative maintenance and SANDAG planning studies, \$70.7 million (or 57 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles. \$25.8 million (or 21 percent) has been dedicated to Facility and Construction projects, with another \$15.5 million (or 12 percent) dedicated to Rail Infrastructure projects.

The table below is a summary of the CPRC recommendations, the major categories that are proposed to be funded, and the percentage of total available funding.

Capital Project Categories	Funding (\$000s)	% of Total
Bus Revenue Vehicles	\$42,225	34%
Rail Revenue Vehicles	28,500	23%
Facility & Construction Projects	26,062	21%
Rail Infrastructure	16,715	13%
Other Equipment & Installation	11,985	9%
Grand Total	\$125,486	100%

A full listing of projects with respective funding levels is available within Attachment B, and brief descriptions are included in Attachment C. A couple projects of note:

- SD100 Light Rail Vehicle (LRV) Replacement – Funding of \$28.5 million will be added to the \$109.0 million previously funded for the replacement of the SD100 fleet. There will be 47 LRVs that will need to be replaced by 2025, with a total estimated cost of over \$216 million.
- 40' & 60' Bus Procurement – Funding of \$42.2 million for the replacement of 32 40' CNG buses, 10 minibuses and 5 Zero Emission Bus (ZEB) in accordance with the ZEB Transition plan approved by the Board in September 2020. This also includes \$15.6 million for 11 60' ZEBs for the Iris Rapid project.
- Iris Rapid – Funding of \$12.1 million will be added to the \$6.5 million previously funded for service design of this new rapid route, as well as station infrastructure along the route, and the electric bus overhead charging infrastructure at the South Bay Division.
- Fare System Upgrade (Pronto) – Funding of \$3.3 million will be added to the \$26.0 million previously funded for the replacement of the existing Compass fare system. The Pronto system will be going live in the summer of 2021.

Five-Year Capital Program Projections

Attachment D summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to hold flat through FY 2026. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be \$840 million. Projected deficits from FY 2022 to FY 2026 total \$330 million. The ratio of total funding to total capital needs over the five-year term is projected at 60.7 percent.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY 2022 Funding Sources
B. FY 2022 Capital Improvement Projects List
C. FY 2022 Project Descriptions
D. Funding Compared to Capital Needs for Fiscal Years 2022 – 2026
E. FY 2022 Capital Improvement Program Title VI/Environmental Justice Analysis

San Diego Metropolitan Transit System
Capital Improvement Program - Funding Sources (\$000s)
Fiscal Year 2022

Funding Description	Total
Federal FFY21 - 5307 Funding Estimate	\$ 45,931
Federal FFY21 - 5337 Funding Estimate	28,318
Federal FFY21 - 5339 Funding Estimate	4,318
Federal Regional Surface Transportation Program (RSTP)	10,000
California Transportation Development Act (TDA)	33,087
California State Transit Assistance (STA)	11,833
California State of Good Repair (SGR)	4,956
California Cap and Trade (LCTOP)	5,126
California Cap and Trade (TIRCP)	20,270
Other Funds	24,455
Total Available Funding	\$ 188,292
Preventive Maintenance - Federal 5307	\$ (31,813)
Preventive Maintenance - Federal 5337	(28,318)
ADA Operation - Federal 5307	(2,462)
SANDAG Planning Study - FFY20 Local Match	(213)
Total Preventative Maintenance/SANDAG Planning	\$ (62,806)
Available Funding for Capital Program	\$ 125,486

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Bus Ops - Bus Procurement	\$ -	\$ 25,284	\$ -	\$ 29,429	\$ 39,235	\$ 35,273	\$ 75,904	\$ 205,125
Bus Ops - Iris Rapid - ZEB Bus Procurement	1,030	15,616	-	-	-	-	-	15,616
Bus Ops - El Cajon Bus Maintenance Facility - Expansion lot	-	8,000	-	-	-	-	-	8,000
Bus Ops - Iris Rapid - Charging Infrastructure at SBMF - FY22	2,355	6,600	-	-	-	-	-	6,600
Bus Ops - Iris Rapid - Route & Stations Infrastructure - FY22	3,865	5,532	-	-	-	-	-	5,532
Bus Ops - Mini Bus Procurement	-	1,100	-	6,800	-	693	-	8,593
Bus Ops - KMD Shop Hoists Construction - FY22	2,032	1,000	-	3,500	-	-	-	4,500
Bus Ops - KMD Concrete Lot - FY22	576	675	-	-	-	-	500	1,175
Bus Ops - IAD OH ZEB Charging Master Planning	-	500	-	-	-	-	-	500
Bus Ops - Iris Rapid Transit Center Island Modification	-	410	-	-	-	-	-	410
Bus Ops - ADA Bus Stop - FY22	246	400	-	-	-	-	-	400
Bus Ops - IAD RAM HVAC Replacement	-	350	-	557	-	-	-	907
Bus Ops - IAD Roof Fall Protection Safety Improvements	-	245	-	-	250	-	250	745
Bus Ops - ZEB Pilot Program - FY22	12,639	225	-	-	-	-	-	225
Bus Ops - Misc Shop Equipment Replacement - IAD & KMD	-	110	-	-	-	-	-	110
Bus Ops - CPD Mobile Column Lift Replacement FY22 - 2 of 3	65	50	-	-	60	-	-	110
Bus Ops - South Bay ZEB Generator & Battery Storage	-	-	1,950	-	-	-	-	1,950
Bus Ops - South Bay ZEB Solar Panels	-	-	855	-	-	810	830	2,495
Bus Ops - IAD Rehabilitation Planning	-	-	150	250	250	250	250	1,150
Bus Ops - IAD Restroom Rehabilitation	-	-	150	150	-	-	-	300
Bus Ops - East County Division Above Ground Diesel Tank Removal	-	-	125	-	-	-	-	125
Bus Ops - CPD Asphalt Depression Repair	-	-	116	-	-	-	-	116
Bus Ops - KMD LED Lot Lighting Safety Upgrade	-	-	105	-	-	-	-	105
Bus Ops - CPD Shop Floor Rehabilitation	-	-	105	-	-	-	-	105
Bus Ops - CPD Modular Training Building Replacement Planning	-	-	95	350	1,000	-	-	1,445
Bus Ops - New Transit Facility	-	-	-	34,926	29,926	29,926	29,926	124,706
Bus Ops - SB ZEB OH Charging Infrastructure	-	-	-	3,360	520	2,080	6,400	12,360
Bus Ops - ADA Bus Procurement	-	-	-	3,071	765	4,034	2,396	10,266
Bus Ops - SB Older Gemini Compressors C&D Replacement	-	-	-	1,350	-	-	-	1,350
Bus Ops - IAD ZEB OH Charging Infrastructure	-	-	-	1,000	4,200	4,300	-	9,500
Bus Ops - KMD Bus Wash Replacement	-	-	-	850	-	-	-	850
Bus Ops - SB Concrete Repairs (training area)	-	-	-	600	-	-	-	600
Bus Ops - KMD ZEB OH Charging Infrastructure	-	-	-	510	1,060	5,735	5,890	13,195
Bus Ops - CPD ZEB Charging Infrastructure - 200 plug in unit	-	-	-	510	520	1,005	1,005	3,040
Bus Ops - RTMS Server Co-Location	-	-	-	500	-	-	-	500
Bus Ops - SB Mobile Column Lift Replacement	-	-	-	450	-	-	-	450
Bus Ops - ECD Battery Storage	-	-	-	175	-	-	-	175
Bus Ops - KMD Misc. Shop Equipment Replacement	-	-	-	100	-	-	-	100
Bus Ops - KMD Maintenance Building Restroom Rehabilitation	-	-	-	95	-	-	-	95
Bus Ops - CPD Gasoline AST Removal	-	-	-	75	-	-	-	75
Bus Ops - IAD Asphalt Repairs	-	-	-	65	-	-	-	65
Bus Ops - IAD ZEB CNG Generator & Battery Storage	-	-	-	-	1,580	-	-	1,580
Bus Ops - KMD Older Gemini Compressor Replacement	-	-	-	-	1,300	-	-	1,300
Bus Ops - IAD ZEB Solar Panels on OH Gantry	-	-	-	-	790	-	-	790
Bus Ops - EC ZEB OH Charging Infrastructure	-	-	-	-	520	1,090	6,080	7,690
Bus Ops - IAD CNG A&B Dryer Replacement	-	-	-	-	450	-	-	450

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Bus Ops - Transit Service Truck Replacement	-	-	-	-	345	-	665	1,010
Bus Ops - KMD Fuel Lane & Brake Pit Roof Replacement	-	-	-	-	285	-	-	285
Bus Ops - KMD Chassis Wash Hoist Replacement	-	-	-	-	160	-	-	160
Bus Ops - KMD Service Lane Restroom Rehab	-	-	-	-	95	-	-	95
Bus Ops - ZEB Hydrogen Storage Facility #1	-	-	-	-	-	-	1,120	1,120
Bus Ops - RTMS Hardware Refresh	-	-	-	-	-	250	-	250
Bus Ops - KMD Parking Garage Renovations	-	-	-	-	-	500	-	500
Bus Ops - SB 3650A Demo & New Fuel Lane Building	-	-	-	-	-	-	1,500	1,500
Bus Ops - KMD Maintenance Floor Replacement	-	-	-	-	-	-	200	200
Bus Ops - KMD CNG Dispenser Replacement (five total)	-	-	-	-	-	400	-	400
Bus Ops - SB Misc. Shop Equipment Replacement	-	-	-	-	-	-	100	100
Bus Ops - KMD ZEB CNG Generator & Battery Storage	-	-	-	-	-	1,620	-	1,620
Bus Ops - KMD ZEB Solar Panels on OH Gantry	-	-	-	-	-	810	-	810
Bus Ops - IAD RAM Misc. Shop Equipment	-	-	-	-	-	-	100	100
Bus Ops - CPD HVAC Split System Replacement	-	-	-	-	-	-	75	75
Bus Ops - CPD ZEB CNG Gen & Battery Storage	-	-	-	-	-	-	1,660	1,660
Bus Ops - EC ZEB CNG Gen & Battery Storage	-	-	-	-	-	-	1,660	1,660
Bus Ops - ECD ZEB Solar Panels on OH Gantry	-	-	-	-	-	-	830	830
Bus Ops - CPD Bus Wash Renovations	-	-	-	-	-	-	450	450
Rail Ops - SD100 Replacement	109,010	28,500	-	30,500	43,431	5,000	-	107,431
Rail Ops - Green Line IMT Double Tracking - FY22	4,794	5,170	-	3,000	-	-	-	8,170
Rail Ops - El Cajon Transit Center Third Track - FY22	-	5,000	-	3,000	-	-	-	8,000
Rail Ops - Green Line Catenary Project - FY22	-	1,785	-	-	-	-	-	1,785
Rail Ops - On-Track Equipment Replacement - FY22	-	1,590	-	2,071	800	200	-	4,661
Rail Ops - Grade Crossing Replacement - FY22	1,900	1,245	-	6,916	5,635	2,987	2,388	19,171
Rail Ops - Rail Replacement - America Plaza & Kettner - Const	260	1,100	-	250	800	300	-	2,450
Rail Ops - Beyer Blvd Track and Slope - FY22	5,042	1,000	-	500	5,000	500	-	7,000
Rail Ops - 12KV Service Disconnect at Friars and Napa	-	425	-	-	-	-	-	425
Rail Ops - SDSU UPS & Inverters Replacement	-	425	-	-	-	-	-	425
Rail Ops - Building C Door Replacement - FY22	325	325	-	-	-	-	-	325
Rail Ops - New Elevator at Fashion Valley - FY22	2,957	250	-	-	-	-	-	250
Rail Ops - Station Cleaning Equipment - FY22	-	210	-	75	75	50	50	460
Rail Ops - Las Chollas Creek Bridge - Design	-	200	-	1,480	-	-	-	1,680
Rail Ops - Beech St Double Crossover - FY22	5,065	200	-	-	-	-	-	200
Rail Ops - Radio Infrastructure FY22	164	128	-	-	-	-	-	128
Rail Ops - HVAC Improvements	-	125	-	110	140	180	110	665
Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design	-	100	-	1,700	-	-	-	1,800
Rail Ops - Signal Replacement	-	65	-	2,380	4,190	1,190	1,165	8,990
Rail Ops - SD8 Passenger Seating Replacement	-	-	1,340	1,340	-	-	-	2,680
Rail Ops - OL Crossing Approach & Signal - Const.	-	-	1,200	-	-	-	-	1,200
Rail Ops - Downtown Parallel Feeder - Phase 1	-	-	946	947	948	949	-	3,790
Rail Ops - AC Switch Gear Replacement - FY22	-	-	600	600	600	600	-	2,400
Rail Ops - SD7 Passenger Seating Replacment	-	-	530	-	-	-	-	530
Rail Ops - CPC Substation Replacement - Design	-	-	400	4,200	2,200	2,400	4,000	13,200
Rail Ops - Fence Improvements - Blue Line - FY22	-	-	350	200	-	200	-	750
Rail Ops - Trackwork Replacement - A-yard - Design	-	-	300	3,000	4,590	1,200	-	9,090
Rail Ops - Platform & Parking Lot Lighting - Fashion Valley	-	-	250	365	475	500	75	1,665

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Rail Ops - Building C Fans	-	-	250	-	-	-	-	250
Rail Ops - Grade Crossing Warning System - Design	-	-	200	1,200	1,000	1,200	1,200	4,800
Rail Ops - Substation Building Repairs - FY22	-	-	175	175	175	175	175	875
Rail Ops - Station Parking Lots Resurfacing	-	-	165	420	450	-	350	1,385
Rail Ops - Elevator Floors and Panels Upgrades	-	-	140	-	-	-	-	140
Rail Ops - SD8 Wheelset Overhaul	-	-	-	3,859	3,100	3,180	3,300	13,439
Rail Ops - Orange/Blue Line Tie Replacement - FY22	-	-	-	3,500	2,000	-	-	5,500
Rail Ops - Station Elevators	-	-	-	3,060	-	750	-	3,810
Rail Ops - Station Trackway Replacement	-	-	-	2,022	1,670	550	-	4,242
Rail Ops - Replace Wheel Truing Machine Building A	-	-	-	2,000	-	-	-	2,000
Rail Ops - SD7 Coupler Replacement	-	-	-	1,500	-	-	-	1,500
Rail Ops - Commercial Street Track Replacement	-	-	-	1,218	1,418	1,475	1,752	5,863
Rail Ops - ABS Signaling Between Francis and 32nd St	-	-	-	1,200	-	-	-	1,200
Rail Ops - Station Shelter Replacement	-	-	-	1,180	-	-	-	1,180
Rail Ops - "C" Yard Expansion	-	-	-	1,000	5,000	-	-	6,000
Rail Ops - Building A Roof Replacement	-	-	-	800	-	-	-	800
Rail Ops - SDIV Trackway Paving Removal	-	-	-	600	600	-	-	1,200
Rail Ops - Paint Station Structures	-	-	-	450	75	-	90	615
Rail Ops - Ohio Brass Retifier Upgrades - Design	-	-	-	400	1,600	400	4,000	6,400
Rail Ops - Paint Booth Roof Replacement	-	-	-	350	-	-	-	350
Rail Ops - Rio Vista Platform Design	-	-	-	300	1,500	-	-	1,800
Rail Ops - Station and Parking Lot Lighting	-	-	-	242	250	500	175	1,167
Rail Ops - E8 & E10 Interlocking Upgrades	-	-	-	200	2,500	-	-	2,700
Rail Ops - System Wide UPS & Battery Upgrade	-	-	-	200	-	-	-	200
Rail Ops - Building A, B, C Office Improvements	-	-	-	150	-	-	-	150
Rail Ops - Downtown Traffic Signal Priority - Design	-	-	-	150	-	-	-	150
Rail Ops - Building A Paint Exterior	-	-	-	125	-	-	-	125
Rail Ops - Drainage Improvements	-	-	-	100	1,600	2,900	-	4,600
Rail Ops - City College Substation Replacement	-	-	-	100	400	-	-	500
Rail Ops - Replace Station Furniture	-	-	-	100	200	100	-	400
Rail Ops - C Street Pavement Track Replacement	-	-	-	-	885	823	860	2,568
Rail Ops - Double Crossover Switches at Francis St & Horton	-	-	-	-	600	4,000	-	4,600
Rail Ops - A & C Yard Slurry	-	-	-	-	350	-	-	350
Rail Ops - Yard Tower Roof & Interior Upgrades	-	-	-	-	350	-	-	350
Rail Ops - SD8 APS (Auxiliary Power Supply Overhaul)	-	-	-	-	-	-	406	406
Rail Ops - Replace Forklift (Small)	-	-	-	-	-	-	100	100
Rail Ops - Resurface Building A, B & C Floors	-	-	-	-	-	-	250	250
Rail Ops - SD7 Replacement	-	-	-	-	-	-	10,566	10,566
Admin - Fare System Upgrades - FY22	25,950	3,300	-	-	-	-	-	3,300
Admin - Miscellaneous Capital	-	2,703	220	1,000	-	-	1,000	4,923
Admin - Hastus Upgrade	-	1,800	-	-	-	-	-	1,800
Admin - San Ysidro Transit Center Planning & Design	-	1,250	-	1,550	800	15,000	15,000	33,600
Admin - San Ysidro Retail Kiosks Refresh	-	400	-	-	-	-	-	400
Admin - Network Equipment Refresh - FY22	870	390	-	400	400	400	400	1,990
Admin - Light Rail Vehicle Router upgrade	-	380	-	-	-	-	400	780
Admin - Copier Replacement	-	284	-	53	-	-	-	337
Admin - Data Storage Replacement - FY22	825	282	-	100	100	125	781	1,388

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Admin - Server Replacement - FY22	1,422	273	-	659	260	310	300	1,802
Admin - Document Management System	-	230	-	-	-	-	-	230
Admin - CCTV Installation and Upgrade	-	150	-	175	200	225	250	1,000
Admin - Trolley Right of Way Lidar Imagery Refresh	-	105	-	-	-	105	-	210
Admin - SAP - HANA Migration to the Cloud	-	-	600	-	-	-	-	600
Admin - SAP Upgrade Warehouse Bar Code Implementation	-	-	530	-	-	-	-	530
Admin - Public Wifi	-	-	433	-	-	-	-	433
Admin - Intranet Update	-	-	246	-	-	-	-	246
Admin - Bus Yard Wireless Networks Replacement - FY22	-	-	220	220	250	250	250	1,190
Admin - America Plaze Pedestrian Enhancements (TIRCP)	-	-	-	3,294	-	-	-	3,294
Admin - Southwestern Rapid	-	-	-	1,000	11,000	-	-	12,000
Total Funding Requirement	\$ 181,392	\$ 125,486	\$ 12,746	\$ 186,359	\$ 190,928	\$ 137,500	\$ 187,184	\$ 840,205

Glossary of Acronyms:			
Acronym	Description	Acronym	Description
ABS	Automatic Braking System	OH	Overhead
APS	Auxiliary Power Supply	OL	Orange Line
AST	Aboveground Storage Tank	RAM	Revenue and Maintenance Building at IAD
CCTV	Closed Circuit Television	RTMS	Regional Transportation Management System
CNG	Compressed Natural Gas	SAP	Enterprise resource planning system used by MTS
CPC	Centralized Protection and Control	SBMF	South Bay Maintenance Facility (Chula Vista)
CPD	Copley Park Division (Kearny Mesa)	SD100	Light Rail Vehicles (2000 Series)
EC	El Cajon	SD7	Light Rail Vehicles (4000 Series)
ECD	East County Division (El Cajon)	SD8	Light Rail Vehicles (5000 Series)
HVAC	Heating, Ventilation, and Air Conditioning	SDIV	San Diego & Imperial Valley (old rail line)
IAD	Imperial Avenue Division (Downtown)	TIRCP	Transit and Intercity Rail Capital Projects (revenue source)
IMT	Imperial Avenue Transit Center	UPS	Uninterruptible Power Supply
KMD	Kearny Mesa Division	ZEB	Zero Emission Bus
LRV	Light Rail Vehicle or trolley		

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)

ATTACHMENT C

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY22 Budget	Federal	State/Local	Other
1427	<u>Bus Ops - Bus Procurement</u> Procurement of 40' buses	25,284	14,546	9,866	872
1435	<u>Bus Ops - Iris Rapid - ZEB Bus Procurement</u> Procurement of zero emission buses	15,616	-	15,616	-
1273	<u>Bus Ops - El Cajon Bus Maintenance Facility - Expansion lot</u> El Cajon bus maintenance facility expansion	8,000	-	-	8,000
1226	<u>Bus Ops - Iris Rapid - Charging Infrastructure at SBMF - FY22</u> Charging infrastructure for the Iris Rapid project at East County Division	6,600	-	6,600	-
1224	<u>Bus Ops - Iris Rapid - Route & Stations Infrastructure - FY22</u> Route and Station infrastructure for the Iris Rapid project at East County Division	5,532	-	5,532	-
1428	<u>Bus Ops - Mini Bus Procurement</u> Procurement of mini buses	1,100	-	1,100	-
1215	<u>Bus Ops - KMD Shop Hoists Construction - FY22</u> Replacement of shop hoist at Kearney Mesa Division	1,000	-	1,000	-
1204	<u>Bus Ops - KMD Concrete Lot - FY22</u> Replacement of concrete paving at Kearney Mesa Division	675	-	675	-
1208	<u>Bus Ops - IAD OH ZEB Charging Master Planning</u> Initial master plan study for Zero Emission Bus overhead charging at Imperial Ave Division	500	-	500	-
1225	<u>Bus Ops - Iris Rapid Transit Center Island Modification</u> Modification to Transit Center island for the Iris Rapid project at East County Division	410	-	410	-
1229	<u>Bus Ops - ADA Bus Stop - FY22</u> ADA bus stop enhancements	400	-	400	-
1217	<u>Bus Ops - IAD RAM HVAC Replacement</u> HVAC replacement at Imperial Ave Division	350	-	350	-
1223	<u>Bus Ops - IAD Roof Fall Protection Safety Improvements</u> Fall protection improvement at Imperial Ave Division	245	-	245	-
1222	<u>Bus Ops - ZEB Pilot Program - FY22</u> Zero emission bus pilot program	225	-	225	-
1205	<u>Bus Ops - Misc Shop Equipment Replacement - IAD & KMD</u> Shop equipment replacement	110	-	110	-
1220	<u>Bus Ops - CPD Moblie Column Lift Replacement FY22 - 2 of 3</u> Replacement of mobile column lifts at Copley Park Division	50	-	50	-
1433	<u>Rail Ops - SD100 Replacement</u> Replacement SD100 Light Rail Vehicle Fleet	28,500	10,000	7,270	11,230
1275	<u>Rail Ops - Green Line IMT Double Tracking - FY22</u> Green Line Imperial Ave Transit Center Double Tracking	5,170	-	5,170	-
1276	<u>Rail Ops - El Cajon Transit Center Third Track - FY22</u> Construction of El Cajon Transit Center Third Track	5,000	-	5,000	-
1169	<u>Rail Ops - Green Line Catenary Project - FY22</u> Upgrade to the Green Line Catenary system.	1,785	1,428	357	-
1159	<u>Rail Ops - On-Track Equipment Replacement - FY22</u>	1,590	-	1,590	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)

ATTACHMENT C

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY22 Budget	Federal	State/Local	Other
1153	Replacement of On-Track Equipment <u>Rail Ops - Grade Crossing Replacement - FY22</u> Replacement of grade crossing	1,245	-	1,245	-
1156	<u>Rail Ops - Rail Replacement - America Plaza & Kettner - Const</u> Rail Replacement at America Plaza & Kettner	1,100	-	1,100	-
1143	<u>Rail Ops - Beyer Blvd Track and Slope - FY22</u> Beyer Blvd Track and Slope Upgrade	1,000	-	1,000	-
1201	<u>Rail Ops - 12KV Service Disconnect at Friars and Napa</u> 12KV Service disconnect at Friars and Napa	425	-	425	-
1171	<u>Rail Ops - SDSU UPS & Inverters Replacement</u> SDSU UPS & Inverters Replacement	425	-	425	-
1152	<u>Rail Ops - Building C Door Replacement - FY22</u> Building C Door Replacement	325	-	325	-
1193	<u>Rail Ops - New Elevator at Fashion Valley - FY22</u> New Elevator at Fashion Valley	250	-	250	-
1148	<u>Rail Ops - Station Cleaning Equipment - FY22</u> Station Cleaning Equipment	210	-	210	-
1157	<u>Rail Ops - Las Chollas Creek Bridge - Design</u> Design for Las Chollas Creek Bridge	200	-	200	-
1284	<u>Rail Ops - Beech St Double Crossover - FY22</u> Signal and track modifications for Beech Street Double Crossover.	200	-	200	-
1149	<u>Rail Ops - Radio Infrastructure FY22</u> Radio Infrastructure	128	-	128	-
1151	<u>Rail Ops - HVAC Improvements</u> HVAC Improvements	125	-	125	-
1285	<u>Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design</u> Design for Interlocking E26 Signal	100	-	100	-
1166	<u>Rail Ops - Signal Replacement</u> Signal Replacement	65	-	65	-
1231	<u>Admin - Fare System Upgrades - FY22</u> Fare System Upgrades	3,300	-	3,300	-
1431	<u>Admin - Miscellaneous Capital</u> Miscellaneous Capital	2,703	-	-	2,703
1197	<u>Admin - Hastus Upgrade</u> Upgrade to the Hastes system	1,800	-	1,800	-
1272	<u>Admin - San Ysidro Transit Center Planning & Design</u> Design of the San Ysidro Transit Center	1,250	-	-	1,250
1278	<u>Admin - San Ysidro Retail Kiosks Refresh</u> Refresh San Ysidro Retail Kiosks	400	-	-	400
1183	<u>Admin - Network Equipment Refresh - FY22</u> Network Equipment Refresh	390	-	390	-
1186	<u>Admin - Light Rail Vehicle Router upgrade</u>	380	-	380	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM**CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)****ATTACHMENT C**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY22 Budget	Federal	State/Local	Other
1145	Light Rail Vehicle Router upgrade <u>Admin - Copier Replacement</u> Copier Replacement	284	-	284	-
1188	<u>Admin - Data Storage Replacement - FY22</u> Data Storage Replacement	282	-	282	-
1189	<u>Admin - Server Replacement - FY22</u> Server Replacement	273	-	273	-
1216	<u>Admin - Document Management System</u> Document Management System	230	-	230	-
1426	<u>Admin - CCTV Installation and Upgrade</u> CCTV Installation and Upgrade	150	-	150	-
1185	<u>Admin - Trolley Right of Way Lidar Imagery Refresh</u> Trolley Right of Way Lidar Imagery Refresh	105	-	105	-
Totals		\$ 125,486	\$ 25,974	\$ 75,058	\$ 24,455

San Diego Metropolitan Transit System
Funding Compared to Capital Needs (\$000s)
Fiscal Years 2022-2026

	Proposed FY22	Projected FY23	Projected FY24	Projected FY25	Projected FY26	Total FY22 to FY26
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 133,568	\$ 136,008	\$ 135,862	\$ 136,612	\$ 139,662	\$ 681,711
Other Non Recurring Revenues	54,724	29,416	25,000	5,000	38,298	152,438
Total Capital Revenues	\$ 188,292	\$ 165,424	\$ 160,862	\$ 141,612	\$ 177,960	\$ 834,150
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (213)	\$ (217)	\$ (217)	\$ (217)	\$ (217)	\$ (1,082)
ADA Operation	(2,462)	(4,591)	(4,591)	(4,591)	(4,591)	(20,827)
Preventative Maintenance	(60,131)	(59,000)	(60,000)	(61,000)	(62,000)	(302,131)
Total "Off The Top" Expenses	\$ (62,806)	\$ (63,808)	\$ (64,808)	\$ (65,808)	\$ (66,808)	\$ (324,040)
Adjusted Available CIP Revenues	\$ 125,486	\$ 101,616	\$ 96,053	\$ 75,803	\$ 111,151	\$ 510,110
Total Project Needs	138,232	186,359	190,928	137,500	187,184	840,205
Total Deficit	\$ (12,746)	\$ (84,744)	\$ (94,875)	\$ (61,697)	\$ (76,033)	\$ (330,095)
% of Funding / Needs	90.8%	54.5%	50.3%	55.1%	59.4%	60.7%
Accumulated Deficit	\$ (12,746)	\$ (97,489)	\$ (192,365)	\$ (254,062)	\$ (330,095)	



Metropolitan Transit System

DATE: February 10, 2021

TO: Eric Cheng, Capital Accountant, Finance

FROM: Denis Desmond, Director of Planning

SUBJECT: FY 2022 CAPITAL IMPROVEMENT PROGRAM TITLE VI/EJ ANALYSIS

Revised FTA guidance on compliance with Title VI and Environmental Justice requirements was issued in 2012. Given the greater emphasis on analyzing projects and proposals for burdens, benefits, and disproportionate impacts for low-income and minority communities, the analysis detailed below was made of the 48 projects proposed for funding in MTS' FY 2022 Capital Improvement Program (CIP). Please keep this information for your files.

ANALYSIS METHODOLOGY

MTS' Title VI analysis for an annual CIP is conducted as a whole to determine if the capital investment strategy introduces a disparate impact or disproportionate burden throughout the MTS service area relative to the average population value for the MTS service area, consistent with the methodology approved by the MTS Board of Directors for service change analyses. Population statistics are drawn from the most recent broad-based federal population survey, in this instance the 2019 American Community Survey (ACS) five-year sample.

A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. For example, if the total MTS service area average is 55% minority, then a proposed capital improvement program that adversely affects a population that is 65% minority or greater would be defined as a disparate impact. If MTS chooses to implement a capital improvement program despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the program in its current form, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the program.

A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. For example, if the total MTS service area average is 20% "low-income," then a proposed capital improvement program that benefits a population that is 90% or greater "non-low-income" would be defined as a disproportionate burden. If MTS chooses to implement a capital investment program despite a finding of disproportionate burden, MTS may only do so if steps are taken to



avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

REGIONAL BENEFIT/BURDEN PROJECTS

Of the 48 total projects proposed for funding, 16 were determined to have a regional impact that would not be specific to any one or few locations in our jurisdiction. These are primarily vehicle replacements or rehabilitation, vehicle equipment, system-wide amenities, and information technology projects. Since the vehicles are distributed throughout MTS' service area, and the technology projects are deployed system-wide, there was no further analysis of these projects for the purpose of this Title VI/EJ evaluation. These projects are listed in Table 1 below.

Table 1. Regional Benefit/Burden Projects

Division	Project Name	Location	FY 2022 Funded
Admin	IT - Data Storage Replacement		\$282,000
Admin	IT - Server Replacement		\$273,000
Admin	IT - Document Management System		\$230,000
Admin	IT - Network Equipment Refresh		\$390,000
Admin	IT - Hastus Upgrade		\$1,800,000
Admin	IT - Trolley ROW Lidar Imagery Refresh		\$105,000
Admin	IT - Light Rail Vehicle Router Upgrade		\$380,000
Admin	Fare System Upgrades		\$3,300,000
Admin	CCTV Installation and Upgrade		\$150,000
SDTC	Bus Procurement		\$25,284,000
SDTC	Minibus Procurement		\$1,100,000
SDTC	ZEB Pilot Program		\$225,000
Rail	Track - On-Track Eqpt. Replacement		\$1,590,000
Rail	Transportation - Radio Infrastructure		\$128,000
Rail	SD100 Replacement		\$28,500,000
Rail	FAC - Station Cleaning Equipment		\$210,000

Additionally, MTS maintains a Miscellaneous Capital budget for emergency and unforeseen needs that may arise during the year. No specific projects or locations are identified, so for purposes of this FY 2022 CIP, no further Title VI analysis of these projects is undertaken.

Table 1A. Future Projects with No Specific Site Identified

Division	Project Name	Location	FY 2022 Funded
Admin	Admin - Miscellaneous Capital - FY22		\$2,922,526

The other 31 projects are mostly maintenance projects and equipment for MTS facilities, infrastructure, or right-of-way. They repair or replace capital inventory that has reached the end of its useful life. They are detailed below and are included in the equity analysis.

REPAIR/REPLACE PROJECTS AT EXISTING MTS FACILITIES

There are 11 projects that would occur at existing MTS bus or rail operating divisions or facilities, in areas inaccessible to the general public. Therefore, no benefits or burdens for the community or riders were identified. These projects are listed in Table 2.

Table 2. Repair/Replace Projects at Existing MTS Facilities

Division	Project Name	Location	FY 2022 Funded
Admin	FY22 Copier Replacement	Mills Building	\$284,000
SDTC	KMD Shop Hoists Construction	KMD	\$1,000,000
SDTC	KMD Concrete Lot	KMD	\$675,000
SDTC	OH ZEB Charging Master Planning	IAD	\$500,000
SDTC	RAM HVAC Replacement	IAD	\$350,000
SDTC	Roof Fall Protection Safety Improvements	IAD	\$245,000
SDTC	Misc. Shop Eqpt. Replacement	IAD, KMD	\$110,000
SDTC	CPD Mobile Column Lift Replacement-2/3	CPD	\$50,000
SDTC	ECD Facility - Expansion lot	ECD	\$8,000,000
Rail	FAC - HVAC Improvements	SD Trolley	\$125,000
Rail	FAC - Building C Door Replacement	SD Trolley	\$325,000

EXTERNAL REPAIR/REPLACE PROJECTS WITH NEGLIGIBLE IMPACTS

Eight of the remaining projects are similarly repairs or replacements of existing infrastructure or right-of-way, but occur throughout the community beyond our operating division facilities. The completion of these projects will enhance reliability and extend the life of the capital assets, but the projects themselves will have little or no direct impact on the community or riders, other than minor, temporary construction work. These are primarily maintenance-of-way state-of-good repair projects and information technology upgrades. Therefore, they have also been identified as having no specific and substantive burden or benefit. These are listed in Table 3.

Table 3. External Repair/Replace Projects with Negligible Impacts

Division	Project Name	Location	FY 2022 Funded
Rail	MOW - 12KV Service Disconnect at Friars and Napa	Friars Rd. & Napa St.	\$425,000
Rail	MOW - SDSU UPS & Inverters Replacement	SDSU	\$425,000
Rail	MOW - Signal Replacement	India/C, 12 th /Imperial	\$65,000
Rail	Beech St Double Crossover	Green Line @ Beech St.	\$200,000
Rail	Track - Las Chollas Creek Bridge - Design	Blue Line @ Chollas Creek	\$200,000
Rail	Track - Rail Replacement - America Plaza & Kettner - Const.	Kettner Blvd. Grade Crossing	\$1,100,000
Rail	Beyer Blvd Track and Slope	Blue Line @ E. Beyer Blvd.	\$1,000,000
Rail	Green Line Catenary Project	Green Line	\$1,785,000

EXTERNAL REPAIR/REPLACE PROJECTS WITH NET BENEFIT

The final 12 projects in the proposed FY 2022 CIP could have a noticeable impact to riders and communities. Four of the projects are part of the overall Iris Rapid BRT currently in development. Two of the projects are at the San Ysidro Transit Center, and two are related to the third track project at the El Cajon Transit Center. All of these are determined to be a **net benefit** to the communities in which they are located, as they improve the accessibility, condition, security, and/or aesthetics of facilities commonly used by the public. They are listed below in Table 4, and a separate Title VI mapping analysis was conducted for these 12 projects.

Table 4. External Repair/Replace Projects with a Net Benefit

Division	Project Name	Location	FY 2022 Funded
SDTC	Iris Rapid: ZEB Bus Procurement	Imperial Beach to Otay Mesa TC	\$15,616,000
SDTC	Iris Rapid: Route & Stations Infrastructure	Imperial Beach to Otay Mesa TC	\$4,300,000
SDTC	Iris Rapid: Charging Infrastructure at SBD	South Bay Division	\$4,000,000
SDTC	Iris Rapid: Iris TC Modifications	Iris Ave. TC	\$410,000
SDTC	ADA Bus Stops	<ul style="list-style-type: none"> ▪ San Vicente & Norm ▪ San Ysidro & Cottonwood ▪ San Ysidro & Averil ▪ Camino de la Plaza & Via Nacional ▪ Gigantic & Excellante ▪ College & College Grove ▪ Imperial & 22nd 	\$400,000
Admin	San Ysidro TC Planning & Design	San Ysidro Transit Center	\$1,250,000
Admin	San Ysidro TC Retail Kiosks Refresh	San Ysidro Transit Center	\$400,000
Rail	El Cajon TC Third Track - FY22	El Cajon Transit Center	\$5,000,000
Rail	Interlocking E26 Signal for EC 3rd Track – Design	El Cajon Transit Center	\$100,000
Rail	Green Line IMT Double Tracking	12th & Imperial Transit Center	\$5,170,000
Rail	Track - Grade Crossing Replacement	Hill St., 7 th /C, Park/Island, Park/F	\$1,245,000
Rail	FAC - New Elevator at Fashion Valley	Fashion Valley Transit Center	\$250,000

RESULTS

Two analyses were conducted using GIS and census block group data. The first analysis included the 31 projects listed in Tables 2, 3, and 4. All projects were mapped to determine how the percentages and populations of low-income and minority communities affected by the proposed CIP projects compared to percentages and populations of low-income and minority

communities in the entire MTS jurisdiction. The second analysis reviewed the same metrics, but only mapped the 12 projects with a perceived net benefit.

Data for the census block groups in which the proposed CIP projects are located was compared to data for the entire MTS jurisdiction. Comparisons were made for both the number of census block groups and the population of those census block groups. The jurisdiction-wide low-income and minority percentages were compared to the percentages in the affected census block groups. The maps and datasheets for the analyses are attached.

In all four cases (for both low-income and minority, by both number of census block groups and by population), the results showed a benefit for a larger percentage of minority and low income populations than for the overall MTS jurisdiction. Since all projects were determined to either have no substantive locational impact (19 projects) or to have a net positive impact (12 projects), there was no adverse impact found for low-income or minority populations, nor any disproportionate benefit for non-minority or non-low-income populations.

Please let me know if you have any questions.

M-THOMPSON.FY22CIPITLEVI_FUNDED_DDESMOND_REVFEB9

Attachment A: Map of 31 Proposed CIP Projects with a Determined Location

Attachment B: Map of 31 Proposed CIP Projects with a Determined Location Overlaid with Minority Census Block Groups

Attachment C: Map of 231 Proposed CIP Projects with a Determined Location Overlaid with Low-Income Census Block Groups

Attachment D: Statistical Analysis for 31 Proposed CIP Projects with a Determined Location

Attachment E: Map of 12 Proposed CIP Projects with a Community Benefit

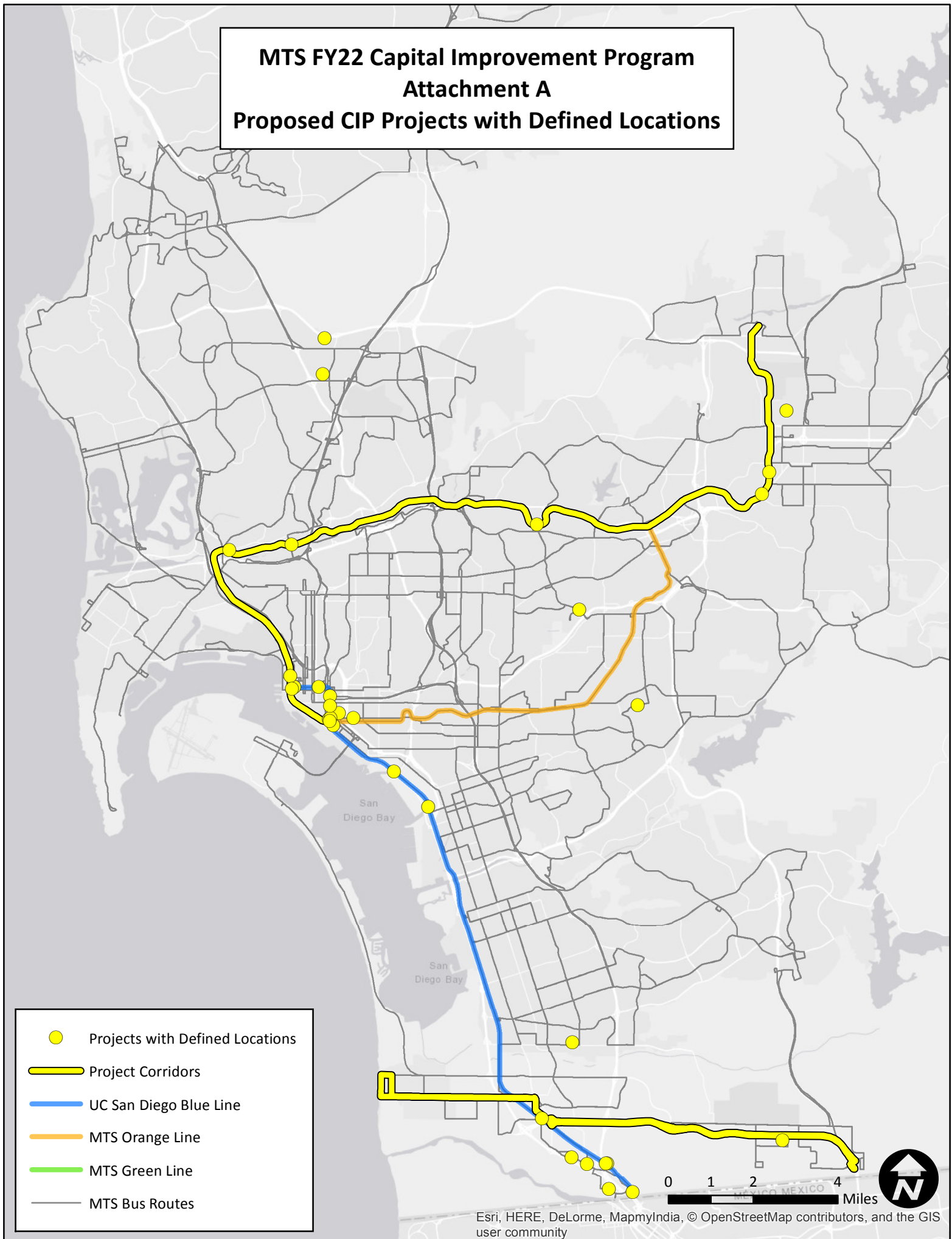
Attachment F: Map of 12 Proposed CIP Projects with a Community Benefit Overlaid with Minority Census Block Groups

Attachment G: Map of 12 Proposed CIP Projects with a Community Benefit Overlaid with Low-Income Census Block Groups

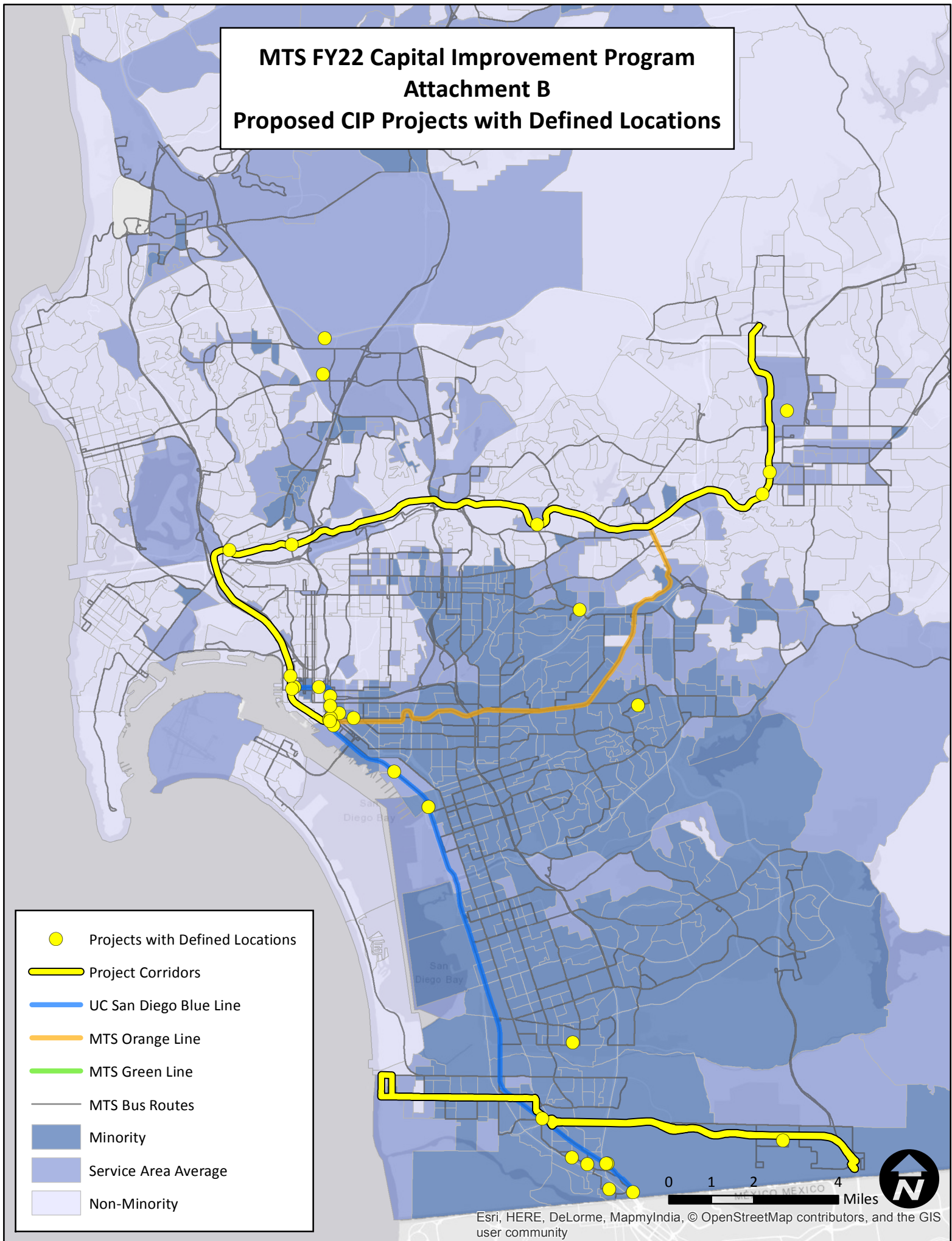
Attachment H: Statistical Analysis for 12 Proposed CIP Projects with a Community Benefit

C: Sharon Cooney, Mike Thompson

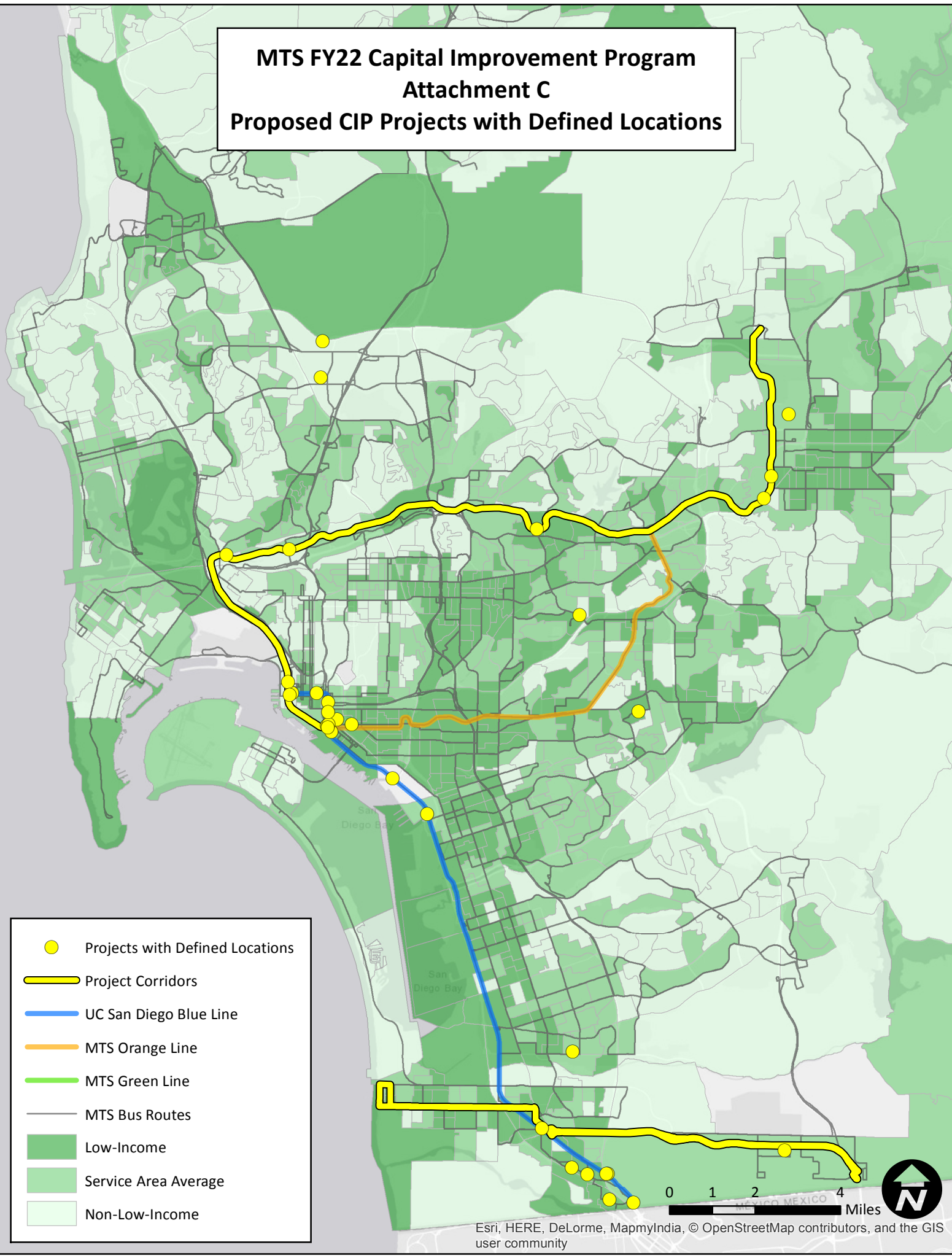
**MTS FY22 Capital Improvement Program
Attachment A
Proposed CIP Projects with Defined Locations**



**MTS FY22 Capital Improvement Program
Attachment B
Proposed CIP Projects with Defined Locations**



MTS FY22 Capital Improvement Program Attachment C Proposed CIP Projects with Defined Locations



Attachment D: Statistical Analysis for Proposed CIP Projects with a Determined Location

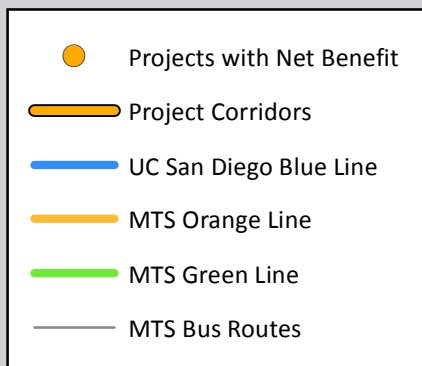
Project ID	Project Description	Total Census Block Groups	Block Group Population – Income Surveys	Low-Income Population	% Low-Income	# Block Groups More Low-Income Than SAA	% Block Groups Over Low-Income SAA	Block Group Population – Race & Ethnicity Surveys	Minority Population	% Minority	# Block Groups More Minority Than SAA	% Block Groups Over Minority SAA
-	MTS Service Area Average (SAA)	1,321	2,298,741	657,817	28.6%	358	27%	2,356,657	1,350,366	57.3%	465	35%
1145	Admin - FY22 Copier Replacement	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
1220	SDTC - CPD Mobile Column Lift Replacement FY22 - 2 of 3	1	4,927	676	13.7%	0	0%	4,989	2,912	58.4%	0	0%
1205	SDTC - Misc Shop Equipment Replacement - IAD & KMD	2	6,808	1,910	28.1%	1	50%	6,870	4,291	62.5%	1	50%
1223	SDTC - IAD Roof Fall Protection Safety Improvements	1	1,881	1,234	65.6%	1	100%	1,881	1,379	73.3%	1	100%
1217	SDTC - IAD RAM HVAC Replacement	1	1,881	1,234	65.6%	1	100%	1,881	1,379	73.3%	1	100%
1208	SDTC - IAD OH ZEB Charging Master Planning	1	1,881	1,234	65.6%	1	100%	1,881	1,379	73.3%	1	100%
1204	SDTC - KMD Concrete Lot - FY22	1	4,927	676	13.7%	0	0%	4,989	2,912	58.4%	0	0%
1215	SDTC - KMD Shop Hoists Construction - FY22	1	4,927	676	13.7%	0	0%	4,989	2,912	58.4%	0	0%
1273	Admin - El Cajon Bus Maintenance Facility - Expansion lot	1	1,016	332	32.7%	0	0%	1,016	556	54.7%	0	0%
1151	FAC - HVAC Improvements	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
1152	FAC - Building C Door Replacement - FY22	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
1166	MOW - Signal Replacement	2	8,362	3,259	39.0%	1	50%	8,381	3,963	47.3%	0	0%
1284	SDTI - Beech St Double Crossover - FY22	1	3,953	668	16.9%	0	0%	3,953	1,212	30.7%	0	0%
1157	Track - Las Chollas Creek Bridge - Design	4	7,326	2,820	38.5%	1	25%	13,717	10,406	75.9%	3	75%
1201	MOW - 12KV Service Disconnect at Friars and Napa	2	3,785	896	23.7%	0	0%	3,785	1,351	35.7%	0	0%
1171	MOW - SDSU UPS & Inverters Replacement	1	1,306	1,142	87.4%	1	100%	1,604	790	49.3%	0	0%
1143	SDTI - Beyer Blvd Track and Slope - FY22	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1156	Track - Rail Replacement - America Plaza & Kettner - Const.	1	2,560	441	17.2%	0	0%	2,560	828	32.3%	0	0%
1169	SDTI - Green Line Catenary Project - FY22	35	68,759	22,136	32.2%	10	29%	73,384	30,466	41.5%	0	0%
1278	Admin - San Ysidro Retail Kiosks Refresh	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1272	Admin - San Ysidro Transit Center Planning & Design	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1229	SDTC - ADA Bus Stop - FY22	6	12,706	4,758	37.4%	4	67%	12,762	11,603	90.9%	5	83%
1225	Admin - Iris Rapid Transit Center Island Modification	1	2,347	1,427	60.8%	1	100%	2,347	2,228	94.9%	1	100%
1226	Admin - Iris Rapid - Charging Infrastructure at SBMF - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1224	Admin - Iris Rapid - Route & Stations Infrastructure - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1435	Admin - Iris Rapid - ZEB Bus Procurement	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1285	SDTI - Interlocking E26 Signal for EC 3rd Track - Design	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1193	FAC - New Elevator at Fashion Valley - FY22	1	1,065	199	18.7%	0	0%	1,065	476	44.7%	0	0%
1153	Track - Grade Crossing Replacement - FY22	5	14,648	6,062	41.4%	2	40%	14,675	7,546	51.4%	0	0%
1276	SDTI - El Cajon Transit Center Third Track - FY22	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1275	SDTI - Green Line IMT Double Tracking - FY22	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
-	FY22 Program Total - Projects with a Determined Location	92	191,261	69,771	36.5%	41	45%	206,953	134,331	64.9%	38	41%

Block Group data is sourced from 2019 American Community Survey 5-year estimates.

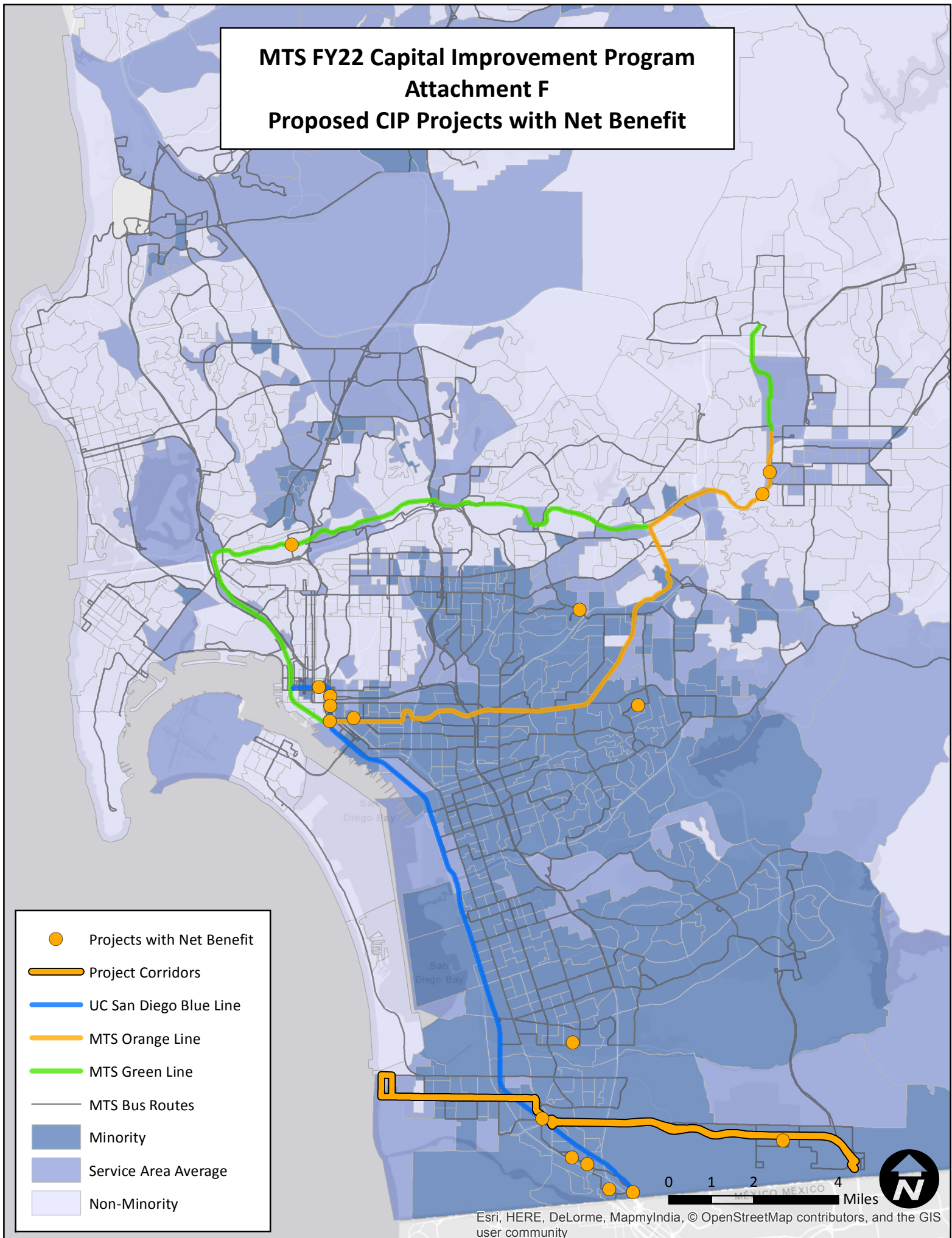
Low-income population represents the population within 200 percent of the federal poverty level.

Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.

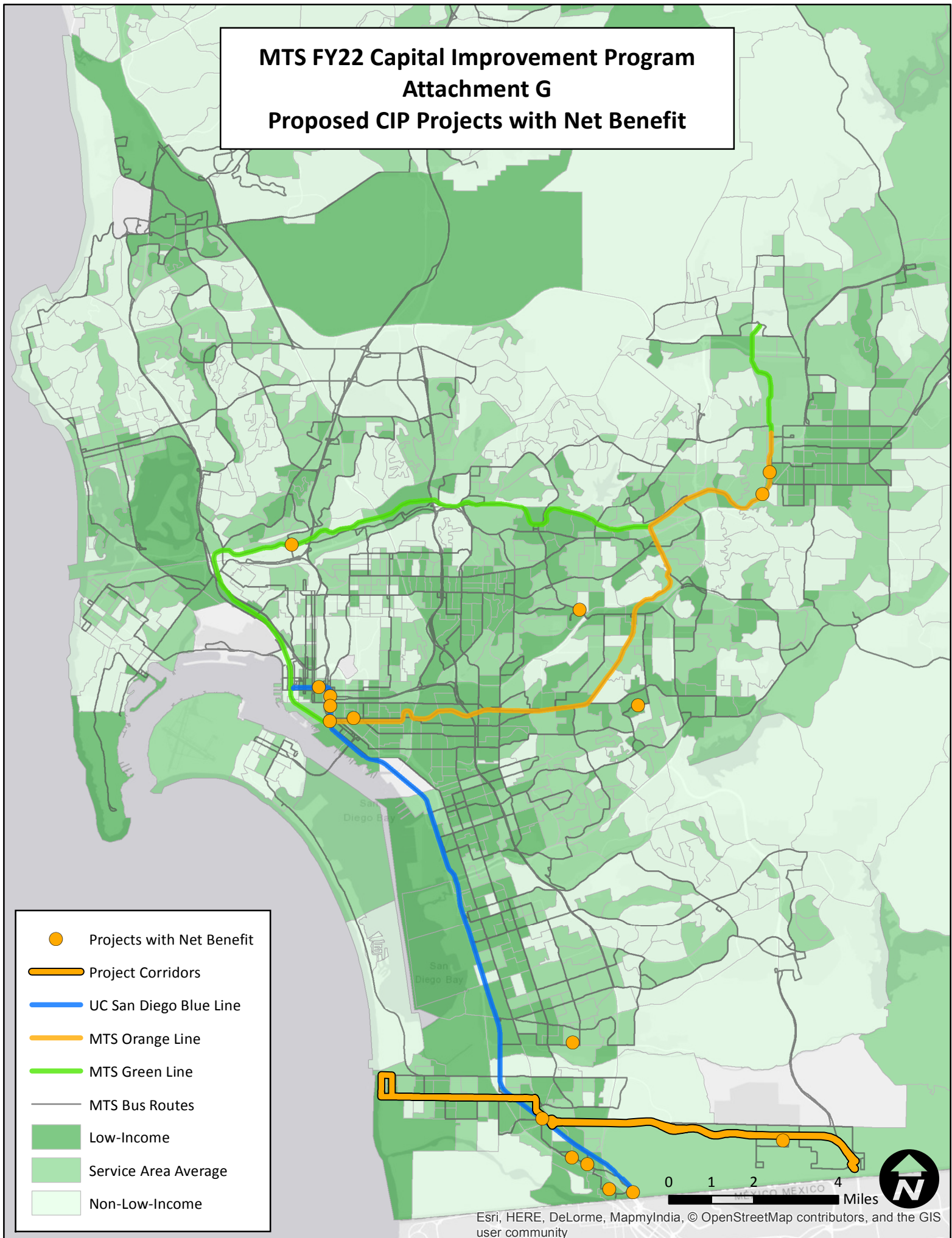
**MTS FY22 Capital Improvement Program
Attachment E
Proposed CIP Projects with Net Benefit**



MTS FY22 Capital Improvement Program Attachment F Proposed CIP Projects with Net Benefit



MTS FY22 Capital Improvement Program Attachment G Proposed CIP Projects with Net Benefit



Attachment H: Statistical Analysis for Proposed CIP Projects with a Determined Location and Community Benefit

Project ID	Project Description	Total Census Block Groups	Block Group Population – Income Surveys	Low-Income Population	% Low-Income	# Block Groups More Low-Income Than SAA	% Block Groups Over Low-Income SAA	Block Group Population – Race & Ethnicity Surveys	Minority Population	% Minority	# Block Groups More Minority Than SAA	% Block Groups Over Minority SAA
-	MTS Service Area Average (SAA)	1,321	2,298,741	657,817	28.6%	358	27%	2,356,657	1,350,366	57.3%	465	35%
1278	Admin - San Ysidro Retail Kiosks Refresh	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1272	Admin - San Ysidro Transit Center Planning & Design	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1229	SDTC - ADA Bus Stop - FY22	6	12,706	4,758	37.4%	4	67%	12,762	11,603	90.9%	5	83%
1225	Admin - Iris Rapid Transit Center Island Modification	1	2,347	1,427	60.8%	1	100%	2,347	2,228	94.9%	1	100%
1226	Admin - Iris Rapid - Charging Infrastructure at SBMF - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1224	Admin - Iris Rapid - Route & Stations Infrastructure - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1435	Admin - Iris Rapid - ZEB Bus Procurement	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1285	SDTI - Interlocking E26 Signal for EC 3rd Track - Design	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1193	FAC - New Elevator at Fashion Valley - FY22	1	1,065	199	18.7%	0	0%	1,065	476	44.7%	0	0%
1153	Track - Grade Crossing Replacement - FY22	5	14,648	6,062	41.4%	2	40%	14,675	7,546	51.4%	0	0%
1276	SDTI - El Cajon Transit Center Third Track - FY22	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1275	SDTI - Green Line IMT Double Tracking - FY22	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
-	FY22 Program Total - Projects with Net Benefit	56	120,624	45,807	38.0%	30	54%	125,268	98,426	78.6%	36	64%

Block Group data is sourced from 2019 American Community Survey 5-year estimates.

Low-income population represents the population within 200 percent of the federal poverty level.

Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.

Metropolitan Transit System FY22 Capital Improvement Program (CIP)

MTS Board of Directors
Budget Development Committee
March 22, 2021

Development of the FY22 CIP: Guiding Principles

- Board Policy 65 - Transit Asset Management (TAM)
 - MTS is committed to effectively manage its transit assets and maintain its system in a State of Good Repair (SGR) **to support safe, efficient, and reliable transit services** across the organization
 - MTS required to comply with applicable maintenance regulations of the Federal Transit Administration, Federal Railroad Administration, and the California Public Utilities Commission
 - Base capital project prioritization and other asset management decisions on asset criticality, condition, performance, available funding, safety considerations, and on the evaluation of alternatives that consider full lifecycle benefits, costs, and risks
- Board Policy 42 – Vision for MTS Services
 - Develop a **Customer Focused** System: Provide services that reflect the travel needs and priorities of our customers
 - Develop a **Competitive** System: Provide services that are competitive with other travel options by meeting market segment expectations
 - Develop an **Integrated** System: Develop transit services as part of an integrated network rather than a collection of individual routes
 - Develop a **Sustainable** System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions
 - MTS is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. (Title VI analysis of CIP)

Capital Funding Levels

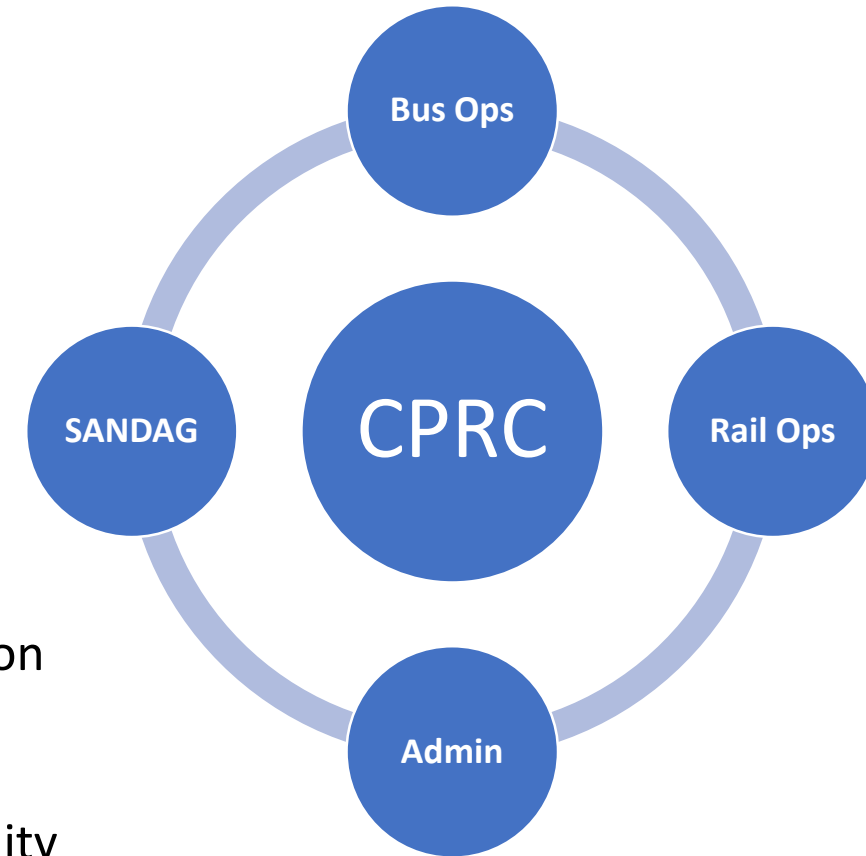
Proposed Fiscal Year 2022 (\$000s)

Funding Description	Amount
Federal Funding (Sections 5307, 5337, 5339)	\$ 78,567
* Federal Regional Surface Transportation Program (RSTP)	10,000
Transportation Development Act (TDA)	33,087
California State Transit Assistance (STA)	11,833
California STA State of Good Repair	4,956
California Cap and Trade Formula (LCTOP)	5,126
* California Cap and Trade Discretionary (TIRCP)	20,270
* Other	24,455
Total Preventive Maintenance	(62,593)
SANDAG Planning Studies	(213)
Available Funding for Capital Program	\$ 125,486
* Non-recurring funding totals:	\$ 54,724

Other funding includes IRS CNG credits, transfers from closed projects, carryover from FY20 operations, and proceeds from land sale

Development of the FY22 CIP

- Process began in September 2020 with request for projects
 - Each department submits:
 - Update to their departmental **20 year CIP forecast**
 - Project requests for the next 5 fiscal years
 - Departmental prioritization
 - Consolidated project list is prepared
- Capital Projects Review Committee (CPRC) meeting was held to discuss the priority project list
 - Each Committee member responsible for discussing their prioritized capital requests for the group it serves
 - Projects with safety and/or operational needs are priority 1
 - The Committee reviewed and the CEO approved the prioritization of the capital requests
 - All priority 1 projects were funded
 - The project list is also subject to an analysis based on social equity principles and there was no disproportionate impact on Low Income/Minority populations



Capital Project Summary

Proposed Fiscal Year 2022 (\$000s)

- \$138.2M in total requests
 - 76 total projects
- \$125.5M in available funding
 - Only able to fund 90.8% of requests
- Projects funded
 - 48 projects funded
 - Listed in Attachment B
 - Short project descriptions also included in Attachment C
 - 57% of funding for Revenue Vehicles

Capital Project Categories	Funding	%
Bus Revenue Vehicles	\$ 42,225	34%
Rail Revenue Vehicles	28,500	23%
Facility & Construction Projects	26,062	21%
Rail Infrastructure	16,715	13%
Other Equipment & Installation	11,985	10%
Grand Total	\$ 125,486	

FY22 CIP Project Highlights

- TIRCP Awards

- Blue Line Rail Corridor Transit Enhancements project

- \$40.1M total award in FY19
 - \$71.4M total budget
 - Funding spread over multiple CIP years
 - Blue Line rail corridor enhancements
 - Track/Right of Way improvements
 - Station improvements
 - South Bay feeder bus service to the Blue Line
 - Iris Rapid utilizing 60-foot articulated ZEBs
 - El Cajon Transit Center Third Track Project
 - \$7.2M award in FY20
 - \$8.5M total budget
 - Funding spread over FY22 and FY23

Project Description	Funding
Bus Ops - Iris Rapid - ZEB Bus Procurement	\$ 15,616
Bus Ops - Iris Rapid - Charging Infrastructure at SBMF	6,600
Bus Ops - Iris Rapid - Route & Stations Infrastructure	5,532
Bus Ops - Iris Rapid - Transit Center Island Modification	410
Rail Ops - Green Line IMT Double Tracking	5,170
Rail Ops - Beech St Double Crossover	200
Rail Ops - El Cajon Transit Center Third Track	5,000
Subtotal	\$ 38,528

FY22 CIP Project Highlights - Bus Revenue Vehicles

- Bus Fleet Replacement

- Fleet Plan tries to normalize the buses replaced each year and funding levels
 - Annual goal = Buses in Fleet divided by the useful life
 - Harder to do with 60 ft. articulated buses
- Board approved Zero Emission Bus (ZEB) Transition plan in September 2020
- \$42.2M funding in FY22
 - Replacements listed in the table
 - Includes the Iris Rapid buses which is an expansion of the fleet

	Buses in Fleet	Useful Life (Years)	Replacing (# of Buses)	Cost per Bus (\$000s)
40 ft.	468	12	32	\$ 591
40 ft. ZEB	8	12	5	\$ 1,025
60 ft. Artics	113	15	-	\$ 1,058
60 ft. Artics ZEB	-	15	11	\$ 1,509
Commuter Express	24	12	-	\$ 918
Minibuses	40	7	5	\$ 211
ADA Minibuses	147	5	5	\$ 142
Total	800		58	

FY21 CIP Project Highlights - Rail Revenue Vehicles

- SD100 Replacement Project
 - SD100s LRVs need to be replaced by 2025
 - Replacing the 2000s series
 - Low floor vehicles system wide
 - Purchased 25 LRVs initially
 - Additional 22 LRVs in phase 2
 - Total project budget \$216M
 - Began saving for this project in FY15
 - Funding will be added through FY26
 - \$109.0M in prior funding
 - \$28.5M funding in FY22
 - \$10M Federal RSTP from SANDAG



FY22 CIP - Facility & Construction Projects (\$000s)

- 12 Facility/Construction projects
 - State of good repair projects for all facilities
 - Maintenance buildings
 - Admin buildings
 - Transit centers and stations
 - Includes a potential land purchase adjacent to the ECBMF
 - \$13.5M in total
 - Short descriptions of each project included in Attachment C

Project Description	Funding
Bus Ops - East Cty Bus Maintenance Facility - Expansion	\$ 8,000
Admin - San Ysidro Transit Center Planning & Design	1,250
Bus Ops - KMD Shop Hoists Construction	1,000
Bus Ops - KMD Concrete Lot	675
Bus Ops - IAD OH ZEB Charging Master Planning	500
Bus Ops - ADA Bus Stop	400
Admin - San Ysidro Retail Kiosks Refresh	400
Bus Ops - IAD RAM HVAC Replacement	350
Rail Ops - Building C Door Replacement	325
Rail Ops - New Elevator at Fashion Valley	250
Bus Ops - IAD Roof Fall Protection Safety Improvements	245
Rail Ops - HVAC Improvements	125
Subtotal	\$ 13,520

FY22 CIP - Rail Infrastructure Projects (\$000s)

- 9 Rail Infrastructure projects
 - State of good repair projects on the trolley fixed guideway system
 - Things like:
 - Track
 - Right of Way
 - Electrical system (Traction Power)
 - Signaling
 - \$6.3M in total
 - Short descriptions of each project included in Attachment C

Project Description	Funding
Rail Ops - Green Line Catenary Project	\$ 1,785
Rail Ops - Grade Crossing Replacement	1,245
Rail Ops - Rail Replacement - America Plaza & Kettner	1,100
Rail Ops - Beyer Blvd Track and Slope	1,000
Rail Ops - 12KV Service Disconnect at Friars and Napa	425
Rail Ops - SDSU UPS & Inverters Replacement	425
Rail Ops - Las Chollas Creek Bridge - Design	200
Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design	100
Rail Ops - Signal Replacement	65
Subtotal	\$ 6,345

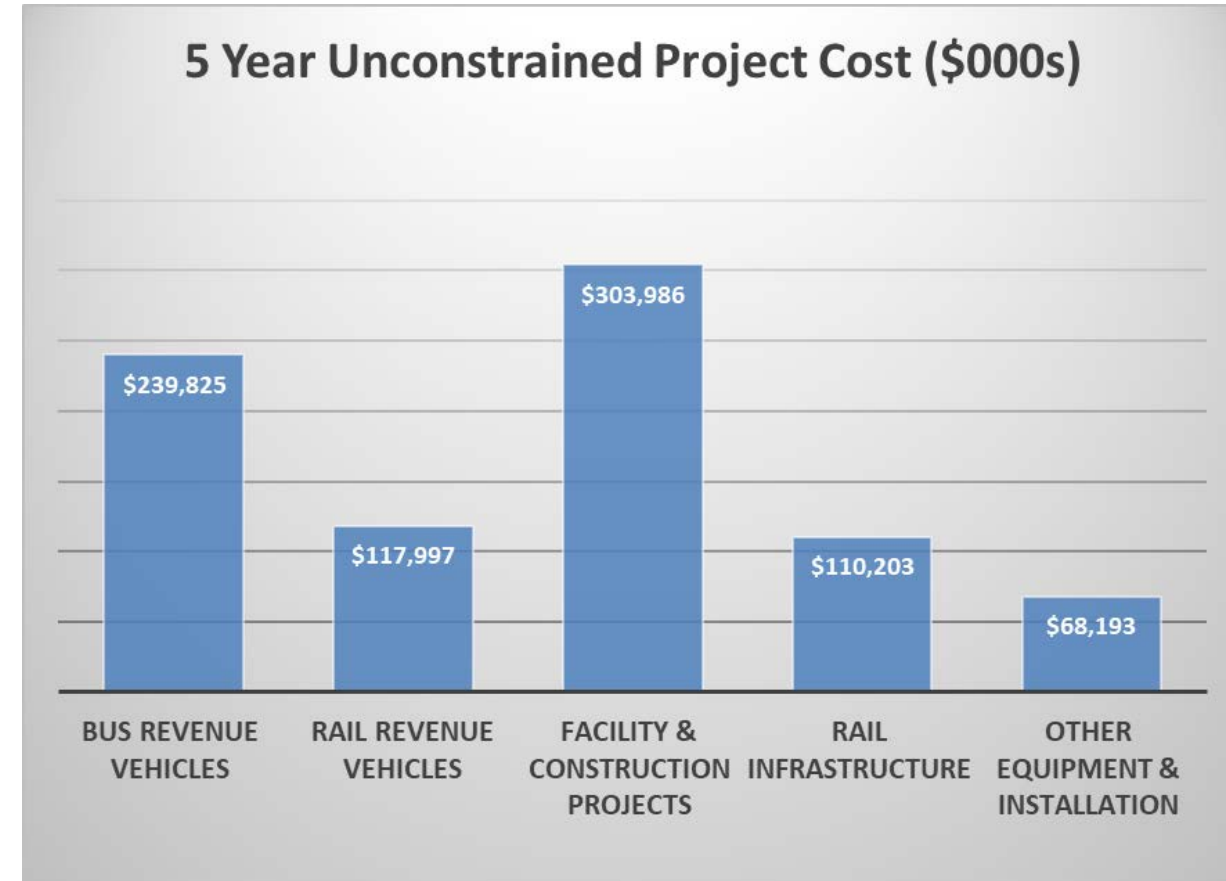
FY22 CIP - Other Equipment & Installation Projects (\$000s)

- 16 Equip/Installation projects
 - Across all operating divisions and Admin
 - Things like:
 - IT infrastructure
 - IT systems
 - CCTV in stations and vehicles
 - Equipment replacement
 - \$12.0M in total
 - Short descriptions of each project included in Attachment C

Project Description	Funding
Admin - Fare System Upgrades	\$ 3,300
Admin - Miscellaneous Capital	2,703
Admin - Hastus Upgrade	1,800
Rail Ops - On-Track Equipment Replacement	1,590
Admin - Network Equipment Refresh	390
Admin - Light Rail Vehicle Router upgrade	380
Admin - Copier Replacement	284
Admin - Data Storage Replacement	282
Admin - Server Replacement	273
Admin - Document Management System	230
Rail Ops - Station Cleaning Equipment	210
Admin - CCTV Installation and Upgrade	150
Rail Ops - Radio Infrastructure	128
Bus Ops - Misc Shop Equipment Replacement - IAD & KMD	110
Admin - Trolley Right of Way Lidar Imagery Refresh	105
Bus Ops - CPD Moblie Column Lift Replacement	50
Subtotal	\$ 11,985

FY22 CIP - Unconstrained Project List (\$000s)

- 5 year unconstrained project list
 - Totals need of \$840M
 - Summary by category in the table ->
 - Revenue vehicles 43%
 - Including the transition plan to ZEBs
 - Ongoing state of good repair requirements
 - Major initiatives include:
 - ZEB charging infrastructure at all five bus facilities
 - Division 6 - new bus maintenance facility
 - San Ysidro Transit Center redesign
 - New Southwestern Rapid



FY22 CIP - Five Year Forecast (\$000s)

	Proposed FY22	Projected FY23	Projected FY24	Projected FY25	Projected FY26	Total FY22-FY26
Total Capital Revenues	\$ 188,292	\$ 165,424	\$ 160,862	\$ 141,612	\$ 177,960	\$ 834,150
Less:						
PM/Planning Studies	\$ (62,806)	\$ (63,808)	\$ (64,808)	\$ (65,808)	\$ (66,808)	\$ (324,040)
Available CIP Revenues	\$ 125,486	\$ 101,616	\$ 96,053	\$ 75,803	\$ 111,151	\$ 510,110
Total Project Needs	138,232	186,359	190,928	137,500	187,184	840,205
Total Deficit	\$ (12,746)	\$ (84,744)	\$ (94,875)	\$ (61,697)	\$ (76,033)	\$ (330,095)
% of Funding / Needs	90.8%	54.5%	50.3%	55.1%	59.4%	60.7%
Accumulated Deficit	\$ (12,746)	\$ (97,489)	\$ (192,365)	\$ (254,062)	\$ (330,095)	

FY22 CIP – Staff Recommendation

That the Budget Development Committee forward a recommendation to the MTS Board of Directors to:

1. Approve the fiscal year 2022 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS fiscal year 2022 CIP (shown in Attachment A);
3. Recommend that the SANDAG Board of Directors approve amendment number 1 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2022 CIP recommendations.