



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



## **DRAFT**

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 contact 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

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Chair of the Budget Development Committee

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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<br>(Alternate)   | PRESENT<br>(TIME ARRIVED) | ABSENT<br>(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                 |
| <del>Gloria</del> <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*



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## 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 5<sup>th</sup> 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.

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Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto: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<br>FY20       | AMDENDED<br>BUDGET<br>FY21 | PROPOSED<br>BUDGET<br>FY22 | \$ CHANGE<br>BUDGET/<br>AMENDED | % CHANGE<br>BUDGET/<br>AMENDED |
|---|----------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| <b>OPERATING REVENUE</b>                  |                      |                            |                            |                                 |                                |
| 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%                           |
| <b>TOTAL OPERATING REVENUES</b>           | <b>101,349,151</b>   | <b>64,985,456</b>          | <b>69,053,951</b>          | <b>4,068,495</b>                | <b>6.3%</b>                    |
| <b>NON OPERATING REVENUE</b>              |                      |                            |                            |                                 |                                |
| 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%                        |
| <b>TOTAL NON OPERATING REVENUE</b>        | <b>205,993,198</b>   | <b>260,734,998</b>         | <b>288,186,430</b>         | <b>27,451,432</b>               | <b>10.5%</b>                   |
| <b>TOTAL COMBINED REVENUES</b>            | <b>307,342,349</b>   | <b>325,720,454</b>         | <b>357,240,381</b>         | <b>31,519,927</b>               | <b>9.7%</b>                    |
| <b>OPERATING EXPENSES</b>                 |                      |                            |                            |                                 |                                |
| 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%                          |
| <b>TOTAL PERSONNEL EXPENSES</b>           | <b>139,337,866</b>   | <b>155,751,045</b>         | <b>160,587,421</b>         | <b>4,836,376</b>                | <b>3.1%</b>                    |
| 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%                          |
| <b>TOTAL OUTSIDE SERVICES</b>             | <b>106,259,552</b>   | <b>107,326,179</b>         | <b>130,075,061</b>         | <b>22,748,882</b>               | <b>21.2%</b>                   |
| 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%                         |
| <b>TOTAL MATERIALS AND SUPPLIES</b>       | <b>14,170,585</b>    | <b>16,717,560</b>          | <b>13,318,528</b>          | <b>(3,399,032)</b>              | <b>-20.3%</b>                  |
| 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%                          |
| <b>TOTAL ENERGY</b>                       | <b>29,750,463</b>    | <b>33,031,959</b>          | <b>39,466,141</b>          | <b>6,434,182</b>                | <b>19.5%</b>                   |
| <b>RISK MANAGEMENT</b>                    | <b>6,940,342</b>     | <b>6,881,688</b>           | <b>7,119,617</b>           | <b>237,929</b>                  | <b>3.5%</b>                    |
| <b>GENERAL AND ADMINISTRATIVE</b>         | <b>4,500,828</b>     | <b>4,200,270</b>           | <b>4,963,101</b>           | <b>762,831</b>                  | <b>18.2%</b>                   |
| <b>DEBT SERVICE</b>                       | <b>984,407</b>       | <b>481,450</b>             | <b>335,196</b>             | <b>(146,254)</b>                | <b>-30.4%</b>                  |
| <b>VEHICLE / FACILITY LEASE</b>           | <b>1,239,270</b>     | <b>1,330,300</b>           | <b>1,375,317</b>           | <b>45,017</b>                   | <b>3.4%</b>                    |
| <b>TOTAL OPERATING EXPENSES</b>           | <b>303,183,312</b>   | <b>325,720,451</b>         | <b>357,240,381</b>         | <b>31,519,930</b>               | <b>9.7%</b>                    |
| <b>NET OPERATING SUBSIDY</b>              | <b>(201,834,161)</b> | <b>(260,734,995)</b>       | <b>(288,186,430)</b>       | <b>27,451,435</b>               | <b>10.5%</b>                   |
| OVERHEAD ALLOCATION                       | (0)                  | (0)                        | (0)                        | (0)                             | 0.0%                           |
| <b>ADJUSTED NET OPERATING SUBSIDY</b>     | <b>(201,834,161)</b> | <b>(260,734,995)</b>       | <b>(288,186,430)</b>       | <b>27,451,435</b>               | <b>10.5%</b>                   |
| <b>TOTAL REVENUES LESS TOTAL EXPENSES</b> | <b>4,159,037</b>     | <b>3</b>                   | <b>(0)</b>                 | <b>3</b>                        | <b>0.0%</b>                    |

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

|   | ACTUAL<br>FY20       | AMDENDED<br>BUDGET<br>FY21 | PROPOSED<br>BUDGET<br>FY22 | \$ CHANGE<br>BUDGET/<br>AMENDED | % CHANGE<br>BUDGET/<br>AMENDED |
|---|----------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| <b>OPERATING REVENUE</b>                  |                      |                            |                            |                                 |                                |
| 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%                          |
| <b>TOTAL OPERATING REVENUES</b>           | <b>80,285,441</b>    | <b>46,889,688</b>          | <b>49,780,431</b>          | <b>2,890,743</b>                | <b>6.2%</b>                    |
| <b>NON OPERATING REVENUE</b>              |                      |                            |                            |                                 |                                |
| 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         | -                    | -                          | -                          | -                               | -                              |
| <b>TOTAL NON OPERATING REVENUE</b>        | <b>201,651,327</b>   | <b>258,029,590</b>         | <b>287,925,558</b>         | <b>29,895,969</b>               | <b>11.6%</b>                   |
| <b>TOTAL COMBINED REVENUES</b>            | <b>281,936,768</b>   | <b>304,919,278</b>         | <b>337,705,989</b>         | <b>32,786,712</b>               | <b>10.8%</b>                   |
| <b>OPERATING EXPENSES</b>                 |                      |                            |                            |                                 |                                |
| 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%                          |
| <b>TOTAL PERSONNEL EXPENSES</b>           | <b>117,732,309</b>   | <b>132,936,530</b>         | <b>134,401,501</b>         | <b>1,464,971</b>                | <b>1.1%</b>                    |
| 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%                          |
| <b>TOTAL OUTSIDE SERVICES</b>             | <b>89,010,419</b>    | <b>89,227,848</b>          | <b>110,331,134</b>         | <b>21,103,286</b>               | <b>23.7%</b>                   |
| 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%                         |
| <b>TOTAL MATERIALS AND SUPPLIES</b>       | <b>14,148,797</b>    | <b>16,676,492</b>          | <b>13,301,891</b>          | <b>(3,374,601)</b>              | <b>-20.2%</b>                  |
| 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%                          |
| <b>TOTAL ENERGY</b>                       | <b>28,885,961</b>    | <b>32,095,627</b>          | <b>38,518,281</b>          | <b>6,422,654</b>                | <b>20.0%</b>                   |
| <b>RISK MANAGEMENT</b>                    | <b>3,042,537</b>     | <b>4,136,760</b>           | <b>6,056,531</b>           | <b>1,919,771</b>                | <b>46.4%</b>                   |
| <b>GENERAL AND ADMINISTRATIVE</b>         | <b>867,682</b>       | <b>950,644</b>             | <b>972,162</b>             | <b>21,518</b>                   | <b>2.3%</b>                    |
| <b>DEBT SERVICE</b>                       | <b>612,259</b>       | <b>481,450</b>             | <b>335,196</b>             | <b>(146,254)</b>                | <b>-30.4%</b>                  |
| <b>VEHICLE / FACILITY LEASE</b>           | <b>1,026,269</b>     | <b>1,074,550</b>           | <b>1,112,667</b>           | <b>38,117</b>                   | <b>3.5%</b>                    |
| <b>TOTAL OPERATING EXPENSES</b>           | <b>255,326,232</b>   | <b>277,579,901</b>         | <b>305,029,362</b>         | <b>27,449,461</b>               | <b>9.9%</b>                    |
| <b>NET OPERATING SUBSIDY</b>              | <b>(175,040,791)</b> | <b>(230,690,213)</b>       | <b>(255,248,931)</b>       | <b>24,558,718</b>               | <b>10.6%</b>                   |
| <b>OVERHEAD ALLOCATION</b>                | <b>(26,530,134)</b>  | <b>(27,339,374)</b>        | <b>(32,676,627)</b>        | <b>(5,337,253)</b>              | <b>19.5%</b>                   |
| <b>ADJUSTED NET OPERATING SUBSIDY</b>     | <b>(201,570,925)</b> | <b>(258,029,587)</b>       | <b>(287,925,558)</b>       | <b>29,895,972</b>               | <b>11.6%</b>                   |
| <b>TOTAL REVENUES LESS TOTAL EXPENSES</b> | <b>80,402</b>        | <b>3</b>                   | <b>(0)</b>                 | <b>3</b>                        | <b>-100.0%</b>                 |



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

|   | ACTUAL<br>FY20      | AMDENDED<br>BUDGET<br>FY21 | PROPOSED<br>BUDGET<br>FY22 | \$ CHANGE<br>BUDGET/<br>AMENDED | % CHANGE<br>BUDGET/<br>AMENDED |
|---|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| <b>OPERATING REVENUE</b>                  |                     |                            |                            |                                 |                                |
| PASSENGER REVENUE                         | -                   | -                          | -                          | -                               | -                              |
| OTHER OPERATING REVENUE                   | 20,051,911          | 17,208,943                 | 18,381,965                 | 1,173,022                       | 6.8%                           |
| <b>TOTAL OPERATING REVENUES</b>           | <b>20,051,911</b>   | <b>17,208,943</b>          | <b>18,381,965</b>          | <b>1,173,022</b>                | <b>6.8%</b>                    |
| <b>NON OPERATING REVENUE</b>              |                     |                            |                            |                                 |                                |
| 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%                        |
| <b>TOTAL NON OPERATING REVENUE</b>        | <b>4,315,815</b>    | <b>2,708,468</b>           | <b>153,773</b>             | <b>(2,554,695)</b>              | <b>-94.3%</b>                  |
| <b>TOTAL COMBINED REVENUES</b>            | <b>24,367,727</b>   | <b>19,917,411</b>          | <b>18,535,738</b>          | <b>(1,381,673)</b>              | <b>-6.9%</b>                   |
| <b>OPERATING EXPENSES</b>                 |                     |                            |                            |                                 |                                |
| 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%                          |
| <b>TOTAL PERSONNEL EXPENSES</b>           | <b>20,859,938</b>   | <b>22,238,109</b>          | <b>25,661,982</b>          | <b>3,423,873</b>                | <b>15.4%</b>                   |
| 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                  | -                   | -                          | -                          | -                               | -                              |
| <b>TOTAL OUTSIDE SERVICES</b>             | <b>17,197,270</b>   | <b>17,994,113</b>          | <b>19,630,227</b>          | <b>1,636,114</b>                | <b>9.1%</b>                    |
| LUBRICANTS                                | -                   | 20                         | -                          | (20)                            | -100.0%                        |
| TIRES                                     | -                   | -                          | -                          | -                               | -                              |
| OTHER MATERIALS AND SUPPLIES              | 16,742              | 40,928                     | 16,637                     | (24,291)                        | -59.4%                         |
| <b>TOTAL MATERIALS AND SUPPLIES</b>       | <b>16,742</b>       | <b>40,948</b>              | <b>16,637</b>              | <b>(24,311)</b>                 | <b>-59.4%</b>                  |
| 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%                          |
| <b>TOTAL ENERGY</b>                       | <b>851,480</b>      | <b>921,182</b>             | <b>932,640</b>             | <b>11,458</b>                   | <b>1.2%</b>                    |
| <b>RISK MANAGEMENT</b>                    | <b>3,867,387</b>    | <b>2,683,512</b>           | <b>921,102</b>             | <b>(1,762,410)</b>              | <b>-65.7%</b>                  |
| <b>GENERAL AND ADMINISTRATIVE</b>         | <b>3,509,893</b>    | <b>3,183,436</b>           | <b>3,856,197</b>           | <b>672,761</b>                  | <b>21.1%</b>                   |
| <b>DEBT SERVICE</b>                       | <b>372,148</b>      | <b>-</b>                   | <b>-</b>                   | <b>-</b>                        | <b>-</b>                       |
| <b>VEHICLE / FACILITY LEASE</b>           | <b>189,930</b>      | <b>230,000</b>             | <b>236,900</b>             | <b>6,900</b>                    | <b>3.0%</b>                    |
| <b>TOTAL OPERATING EXPENSES</b>           | <b>46,864,789</b>   | <b>47,291,300</b>          | <b>51,255,685</b>          | <b>3,964,385</b>                | <b>8.4%</b>                    |
| <b>NET OPERATING SUBSIDY</b>              | <b>(26,812,877)</b> | <b>(30,082,357)</b>        | <b>(32,873,720)</b>        | <b>2,791,363</b>                | <b>9.3%</b>                    |
| OVERHEAD ALLOCATION                       | 26,575,698          | 27,373,889                 | 32,719,947                 | 5,346,058                       | 19.5%                          |
| <b>ADJUSTED NET OPERATING SUBSIDY</b>     | <b>(237,179)</b>    | <b>(2,708,468)</b>         | <b>(153,773)</b>           | <b>(2,554,695)</b>              | <b>-94.3%</b>                  |
| <b>TOTAL REVENUES LESS TOTAL EXPENSES</b> | <b>4,078,636</b>    | <b>(0)</b>                 | <b>-</b>                   | <b>(0)</b>                      | <b>-100.0%</b>                 |

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

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

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

|                                      | <b>ACTUAL<br/>FY20</b> | <b>AMENDED<br/>BUDGET<br/>FY21</b> | <b>PROPOSED<br/>BUDGET<br/>FY22</b> | <b>\$ CHANGE<br/>AMENDED/<br/>ORIGINAL</b> | <b>% CHANGE<br/>AMENDED/<br/>ORIGINAL</b> |
|--------------------------------------|------------------------|------------------------------------|-------------------------------------|--|---|
| <b>OPERATING REVENUE</b>             |                        |                                    |                                     |  |   |
| 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%                                      |
| <b>TOTAL OPERATING REVENUE</b>       | <b>101,349,151</b>     | <b>64,985,456</b>                  | <b>69,053,951</b>                   | <b>4,068,495</b>                           | <b>6.3%</b>                               |
| <b>NON OPERATING REVENUE</b>         |                        |                                    |                                     |  |   |
| <b>SUBSIDY REVENUE</b>               |                        |                                    |                                     |  |   |
| 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%                                     |
| <b>TOTAL SUBSIDY REVENUE</b>         | <b>205,967,143</b>     | <b>263,738,054</b>                 | <b>288,079,331</b>                  | <b>24,341,277</b>                          | <b>9.2%</b>                               |
| <b>OTHER REVENUE</b>                 |                        |                                    |                                     |  |   |
| OTHER FUNDS                          | -                      | -                                  | -                                   | 0  | -   |
| RESERVES REVENUE                     | 26,056                 | (3,003,059)                        | 107,099                             | 3,110,158                                  | -103.6%                                   |
| <b>TOTAL OTHER REVENUE</b>           | <b>26,056</b>          | <b>(3,003,059)</b>                 | <b>107,099</b>                      | <b>3,110,158</b>                           | <b>-103.6%</b>                            |
| <b>TOTAL NON OPERATING REVENUE</b>   | <b>205,993,199</b>     | <b>260,734,995</b>                 | <b>288,186,430</b>                  | <b>27,451,435</b>                          | <b>10.5%</b>                              |
| <b>GRAND TOTAL REVENUES</b>          | <b>307,342,349</b>     | <b>325,720,451</b>                 | <b>357,240,381</b>                  | <b>31,519,930</b>                          | <b>9.7%</b>                               |

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

|                                      | Amended Budget | Position    | Net Positons<br>Requiring | Proposed       | Frozen      |
|--------------------------------------|----------------|-------------|---------------------------|----------------|-------------|
|                                      | FY 2021        | Shifts      | Funding Adjs              | FY 2022        | Positions   |
|                                      | FTE's          | FTE's       | FTE's                     | FTE's          | FTE's       |
| <b><u>MTS Administration</u></b>     |                |             |                           |                |             |
| 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         |
| <b>Subtotal MTS Administration</b>   | <b>254.0</b>   | <b>1.0</b>  | <b>15.0</b>               | <b>270.0</b>   | <b>0.0</b>  |
| <b><u>Bus Operations</u></b>         |                |             |                           |                |             |
| 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         |
| <b>Subtotal Bus Operations</b>       | <b>839.0</b>   | <b>-1.0</b> | <b>0.0</b>                | <b>838.0</b>   | <b>0.0</b>  |
| <b><u>Rail Operations</u></b>        |                |             |                           |                |             |
| 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         |
| <b>Subtotal Rail Operations</b>      | <b>534.8</b>   | <b>0.3</b>  | <b>20.0</b>               | <b>555.1</b>   | <b>-2.0</b> |
| <b><u>Other MTS Operations</u></b>   |                |             |                           |                |             |
| TAXICAB                              | 6.0            | 0.0         | 0.0                       | 6.0            | 0.0         |
| <b>Subtotal Other MTS Operations</b> | <b>6.0</b>     | <b>0.0</b>  | <b>0.0</b>                | <b>6.0</b>     | <b>0.0</b>  |
| <b><u>Grand Total</u></b>            | <b>1,633.8</b> | <b>0.3</b>  | <b>35.0</b>               | <b>1,669.1</b> | <b>-2.0</b> |

**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)    |
| <b><u>MTS Administration</u></b>     |        |                |            |              |             |            |
| <b><u>BOD ADMINISTRATION</u></b>     |        |                |            |              |             |            |
| 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        |
| <b>BOD ADMINISTRATION TOTAL</b>      |        | <b>2.0</b>     | <b>0.0</b> | <b>0.0</b>   | <b>2.0</b>  | <b>0.0</b> |
| <b><u>CAPITAL PROJECTS</u></b>       |        |                |            |              |             |            |
| 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        |
| <b>CAPITAL PROJECTS TOTAL</b>        |        | <b>7.0</b>     | <b>0.0</b> | <b>0.0</b>   | <b>7.0</b>  | <b>0.0</b> |
| <b><u>COMPASS CARD</u></b>           |        |                |            |              |             |            |
| 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        |
| <b>COMPASS CARD TOTAL</b>            |        | <b>11.5</b>    | <b>1.0</b> | <b>0.0</b>   | <b>12.5</b> | <b>0.0</b> |
| <b><u>EXECUTIVE</u></b>              |        |                |            |              |             |            |
| 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        |
| <b>EXECUTIVE TOTAL</b>               |        | <b>3.0</b>     | <b>0.0</b> | <b>1.0</b>   | <b>4.0</b>  | <b>0.0</b> |
| <b><u>FINANCE</u></b>                |        |                |            |              |             |            |
| 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        |
| <b>FINANCE TOTAL</b>                 |        | <b>22.0</b>    | <b>0.0</b> | <b>0.0</b>   | <b>22.0</b> | <b>0.0</b> |

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

|                                      |        | Amended Budget | Position   | Net Positons<br>Requiring | Proposed    | Frozen     |
|--------------------------------------|--------|----------------|------------|---------------------------|-------------|------------|
|                                      | Salary | FY 2021        | Shifts     | Funding Adj's             | FY 2022     | Positions  |
|                                      | Grade  | (FTE's)        | (FTE's)    | (FTE's)                   | (FTE's)     | (FTE's)    |
| <b><u>HUMAN RESOURCES</u></b>        |        |                |            |                           |             |            |
| 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        |
| <b>HUMAN RESOURCES TOTAL</b>         |        | <b>17.0</b>    | <b>0.0</b> | <b>0.0</b>                | <b>17.0</b> | <b>0.0</b> |
| <b><u>INFORMATION TECHNOLOGY</u></b> |        |                |            |                           |             |            |
| 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        |
| <b>INFORMATION TECHNOLOGY TOTAL</b>  |        | <b>29.0</b>    | <b>0.0</b> | <b>2.0</b>                | <b>31.0</b> | <b>0.0</b> |
| <b><u>LEGAL</u></b>                  |        |                |            |                           |             |            |
| 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        |
| <b>LEGAL TOTAL</b>                   |        | <b>2.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>2.0</b>  | <b>0.0</b> |
| <b><u>MARKETING</u></b>              |        |                |            |                           |             |            |
| 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        |
| <b>MARKETING TOTAL</b>               |        | <b>10.0</b>    | <b>0.0</b> | <b>0.0</b>                | <b>10.0</b> | <b>0.0</b> |

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

|                                |        | Amended Budget | Position   | Net Positons<br>Requiring | Proposed    | Frozen     |
|--------------------------------|--------|----------------|------------|---------------------------|-------------|------------|
|                                | Salary | FY 2021        | Shifts     | Funding Adjs              | FY 2022     | Positions  |
|                                | Grade  | (FTE's)        | (FTE's)    | (FTE's)                   | (FTE's)     | (FTE's)    |
| <b><u>PLANNING</u></b>         |        |                |            |                           |             |            |
| 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        |
| <b>PLANNING TOTAL</b>          |        | <b>8.5</b>     | <b>0.0</b> | <b>0.0</b>                | <b>8.5</b>  | <b>0.0</b> |
| <b><u>PROCUREMENT</u></b>      |        |                |            |                           |             |            |
| 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        |
| <b>PROCUREMENT TOTAL</b>       |        | <b>13.0</b>    | <b>0.0</b> | <b>0.0</b>                | <b>13.0</b> | <b>0.0</b> |
| <b><u>RIGHT OF WAY</u></b>     |        |                |            |                           |             |            |
| 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        |
| <b>RIGHT OF WAY TOTAL</b>      |        | <b>2.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>2.0</b>  | <b>0.0</b> |
| <b><u>RISK</u></b>             |        |                |            |                           |             |            |
| 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        |
| <b>RISK TOTAL</b>              |        | <b>4.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>4.0</b>  | <b>0.0</b> |
| <b><u>SECURITY</u></b>         |        |                |            |                           |             |            |
| 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        |
| <b>SECURITY TOTAL</b>          |        | <b>75.0</b>    | <b>0.0</b> | <b>12.0</b>               | <b>87.0</b> | <b>0.0</b> |
| <b><u>STORES (ADMIN)</u></b>   |        |                |            |                           |             |            |
| 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        |
| <b>STORES (ADMIN) TOTAL</b>    |        | <b>3.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>3.0</b>  | <b>0.0</b> |

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

|  |        | Amended Budget | Position   | Net Positons<br>Requiring | Proposed     | Frozen     |
|--|--------|----------------|------------|---------------------------|--------------|------------|
|  | Salary | FY 2021        | Shifts     | Funding Adjs              | FY 2022      | Positions  |
|  | Grade  | (FTE's)        | (FTE's)    | (FTE's)                   | (FTE's)      | (FTE's)    |
| <b><u>STORES (BUS)</u></b>                   |        |                |            |                           |              |            |
| 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        |
| <b>STORES (BUS) TOTAL</b>                    |        | <b>13.0</b>    | <b>0.0</b> | <b>0.0</b>                | <b>13.0</b>  | <b>0.0</b> |
| <b><u>STORES (RAIL)</u></b>                  |        |                |            |                           |              |            |
| 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        |
| <b>STORES (RAIL) TOTAL</b>                   |        | <b>7.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>7.0</b>   | <b>0.0</b> |
| <b><u>TELEPHONE INFORMATION SERVICES</u></b> |        |                |            |                           |              |            |
| 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        |
| <b>TELEPHONE INFORMATION SERVICES TO</b>     |        | <b>17.0</b>    | <b>0.0</b> | <b>0.0</b>                | <b>17.0</b>  | <b>0.0</b> |
| <b><u>TRANSIT STORES</u></b>                 |        |                |            |                           |              |            |
| 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        |
| <b>TRANSIT STORES TOTAL</b>                  |        | <b>8.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>8.0</b>   | <b>0.0</b> |
| <b>Subtotal MTS Administration</b>           |        | <b>254.0</b>   | <b>1.0</b> | <b>15.0</b>               | <b>270.0</b> | <b>0.0</b> |



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

|                                 |        | Amended Budget | Position   | Net Positons<br>Requiring | Proposed     | Frozen     |
|---------------------------------|--------|----------------|------------|---------------------------|--------------|------------|
|                                 | Salary | FY 2021        | Shifts     | Funding Adjs              | FY 2022      | Positions  |
|                                 | Grade  | (FTE's)        | (FTE's)    | (FTE's)                   | (FTE's)      | (FTE's)    |
| <b><u>Bus Operations</u></b>    |        |                |            |                           |              |            |
| <b><u>CONTRACT SERVICES</u></b> |        |                |            |                           |              |            |
| 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        |
| <b>CONTRACT SERVICES TOTAL</b>  |        | <b>9.5</b>     | <b>0.0</b> | <b>0.0</b>                | <b>9.5</b>   | <b>0.0</b> |
| <b><u>EXECUTIVE (BUS)</u></b>   |        |                |            |                           |              |            |
| 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        |
| <b>EXECUTIVE (BUS) TOTAL</b>    |        | <b>3.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>3.0</b>   | <b>0.0</b> |
| <b><u>MAINTENANCE</u></b>       |        |                |            |                           |              |            |
| 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        |
| <b>MAINTENANCE TOTAL</b>        |        | <b>184.0</b>   | <b>0.0</b> | <b>0.0</b>                | <b>184.0</b> | <b>0.0</b> |

**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)    |
| <b><u>MAINTENANCE-FACILITY</u></b> |        |                |             |              |              |            |
| 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        |
| <b>MAINTENANCE-FACILITY TOTAL</b>  |        | <b>5.0</b>     | <b>0.0</b>  | <b>0.0</b>   | <b>5.0</b>   | <b>0.0</b> |
| <b><u>PASSENGER SERVICES</u></b>   |        |                |             |              |              |            |
| 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        |
| <b>PASSENGER SERVICES TOTAL</b>    |        | <b>7.0</b>     | <b>0.0</b>  | <b>0.0</b>   | <b>7.0</b>   | <b>0.0</b> |
| <b><u>REVENUE (BUS)</u></b>        |        |                |             |              |              |            |
| 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        |
| <b>REVENUE (BUS) TOTAL</b>         |        | <b>12.0</b>    | <b>-1.0</b> | <b>0.0</b>   | <b>11.0</b>  | <b>0.0</b> |
| <b><u>SAFETY</u></b>               |        |                |             |              |              |            |
| Manager of Safety (Bus)            | 09     | 1.0            | 0.0         | 0.0          | 1.0          | 0.0        |
| <b>SAFETY TOTAL</b>                |        | <b>1.0</b>     | <b>0.0</b>  | <b>0.0</b>   | <b>1.0</b>   | <b>0.0</b> |
| <b><u>TRAINING</u></b>             |        |                |             |              |              |            |
| 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        |
| <b>TRAINING TOTAL</b>              |        | <b>8.0</b>     | <b>0.0</b>  | <b>0.0</b>   | <b>8.0</b>   | <b>0.0</b> |
| <b><u>TRANSPORTATION (BUS)</u></b> |        |                |             |              |              |            |
| 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        |
| <b>TRANSPORTATION (BUS) TOTAL</b>  |        | <b>609.5</b>   | <b>0.0</b>  | <b>0.0</b>   | <b>609.5</b> | <b>0.0</b> |
| <b>Subtotal Bus Operations</b>     |        | <b>839.0</b>   | <b>-1.0</b> | <b>0.0</b>   | <b>838.0</b> | <b>0.0</b> |

**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)     |
| <b><u>Rail Operations</u></b>        |        |                |            |              |             |             |
| <b><u>EXECUTIVE (RAIL)</u></b>       |        |                |            |              |             |             |
| 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         |
| <b>EXECUTIVE (RAIL) TOTAL</b>        |        | <b>4.5</b>     | <b>0.0</b> | <b>0.0</b>   | <b>4.5</b>  | <b>0.0</b>  |
| <b><u>FACILITIES</u></b>             |        |                |            |              |             |             |
| 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         |
| <b>FACILITIES TOTAL</b>              |        | <b>68.0</b>    | <b>0.0</b> | <b>0.0</b>   | <b>68.0</b> | <b>-1.0</b> |
| <b><u>LIGHT RAIL VEHICLES</u></b>    |        |                |            |              |             |             |
| 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         |
| <b>LIGHT RAIL VEHICLES TOTAL</b>     |        | <b>86.0</b>    | <b>0.0</b> | <b>0.0</b>   | <b>86.0</b> | <b>0.0</b>  |
| <b><u>MAINTENANCE OF WAYSIDE</u></b> |        |                |            |              |             |             |
| 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         |
| <b>MAINTENANCE OF WAYSIDE TOTAL</b>  |        | <b>38.0</b>    | <b>0.0</b> | <b>0.0</b>   | <b>38.0</b> | <b>0.0</b>  |
| <b><u>MID-COAST POSITIONS</u></b>    |        |                |            |              |             |             |
| 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         |
| <b>MID-COAST POSITIONS TOTAL</b>     |        | <b>63.7</b>    | <b>0.3</b> | <b>20.0</b>  | <b>84.0</b> | <b>0.0</b>  |

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

|                                     |        | Amended Budget | Position   | Net Positons<br>Requiring | Proposed     | Frozen      |
|-------------------------------------|--------|----------------|------------|---------------------------|--------------|-------------|
|                                     | Salary | FY 2021        | Shifts     | Funding Adjs              | FY 2022      | Positions   |
|                                     | Grade  | (FTE's)        | (FTE's)    | (FTE's)                   | (FTE's)      | (FTE's)     |
| <b><u>REVENUE (RAIL)</u></b>        |        |                |            |                           |              |             |
| 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         |
| <b>REVENUE (RAIL) TOTAL</b>         |        | <b>38.7</b>    | <b>0.0</b> | <b>0.0</b>                | <b>38.7</b>  | <b>0.0</b>  |
| <b><u>TRACK</u></b>                 |        |                |            |                           |              |             |
| 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         |
| <b>TRACK TOTAL</b>                  |        | <b>18.0</b>    | <b>0.0</b> | <b>0.0</b>                | <b>18.0</b>  | <b>-1.0</b> |
| <b><u>TRANSPORTATION (RAIL)</u></b> |        |                |            |                           |              |             |
| 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         |
| <b>TRANSPORTATION (RAIL) TOTAL</b>  |        | <b>218.0</b>   | <b>0.0</b> | <b>0.0</b>                | <b>218.0</b> | <b>0.0</b>  |
| <b>Subtotal Rail Operations</b>     |        | <b>534.8</b>   | <b>0.3</b> | <b>20.0</b>               | <b>555.1</b> | <b>-2.0</b> |

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

|                                      |        | Amended Budget | Position   | Net Positons<br>Requiring | Proposed       | Frozen      |
|--------------------------------------|--------|----------------|------------|---------------------------|----------------|-------------|
|                                      | Salary | FY 2021        | Shifts     | Funding Adjs              | FY 2022        | Positions   |
|                                      | Grade  | (FTE's)        | (FTE's)    | (FTE's)                   | (FTE's)        | (FTE's)     |
| <b><u>Other MTS Operations</u></b>   |        |                |            |                           |                |             |
| <b><u>TAXICAB</u></b>                |        |                |            |                           |                |             |
| 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         |
| <b>Subtotal Other MTS Operations</b> |        | <b>6.0</b>     | <b>0.0</b> | <b>0.0</b>                | <b>6.0</b>     | <b>0.0</b>  |
| <b>Grand Total</b>                   |        | <b>1,633.8</b> | <b>0.3</b> | <b>35.0</b>               | <b>1,669.1</b> | <b>-2.0</b> |

# **Metropolitan Transit System FY22 Operating Budget Overview**

MTS Board of Directors  
Budget Development Committee  
March 22, 2021

# Fiscal Year 2022 Operating Budget

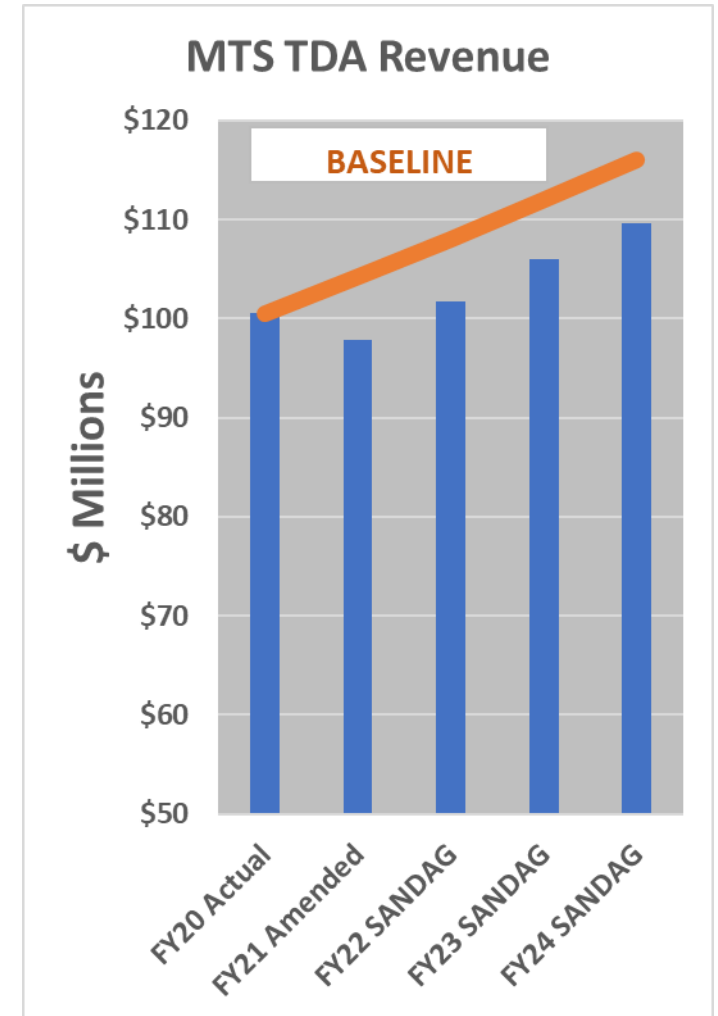
## Budget Development Process

- 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)

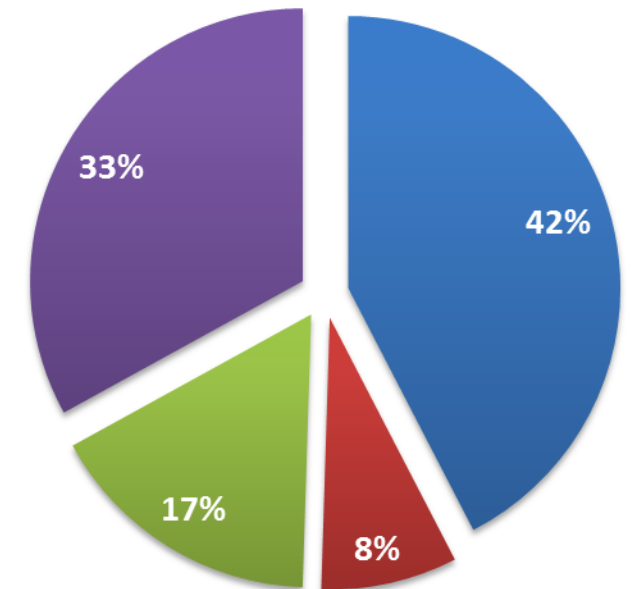
- ½ cent sales tax assessed in the region
- \$320M projected for the region in FY22
  - Projected and administered by SANDAG
  - \$10.0M off the top allocations
  - Then allocated by the formulas in the table ->
    - Major Corridors funds TransNet capital projects
    - Local Systems Improvement goes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

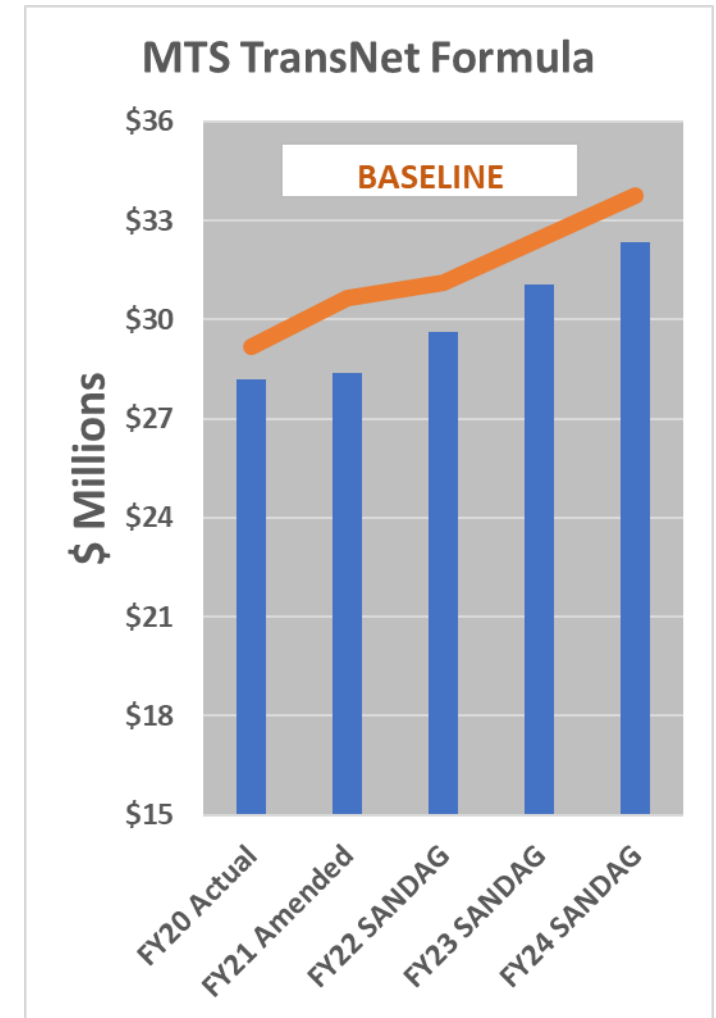
- Major Corridors Program
- New BRT/Rail Operations
- Transit System Improvements
- Local System Improvement



# 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

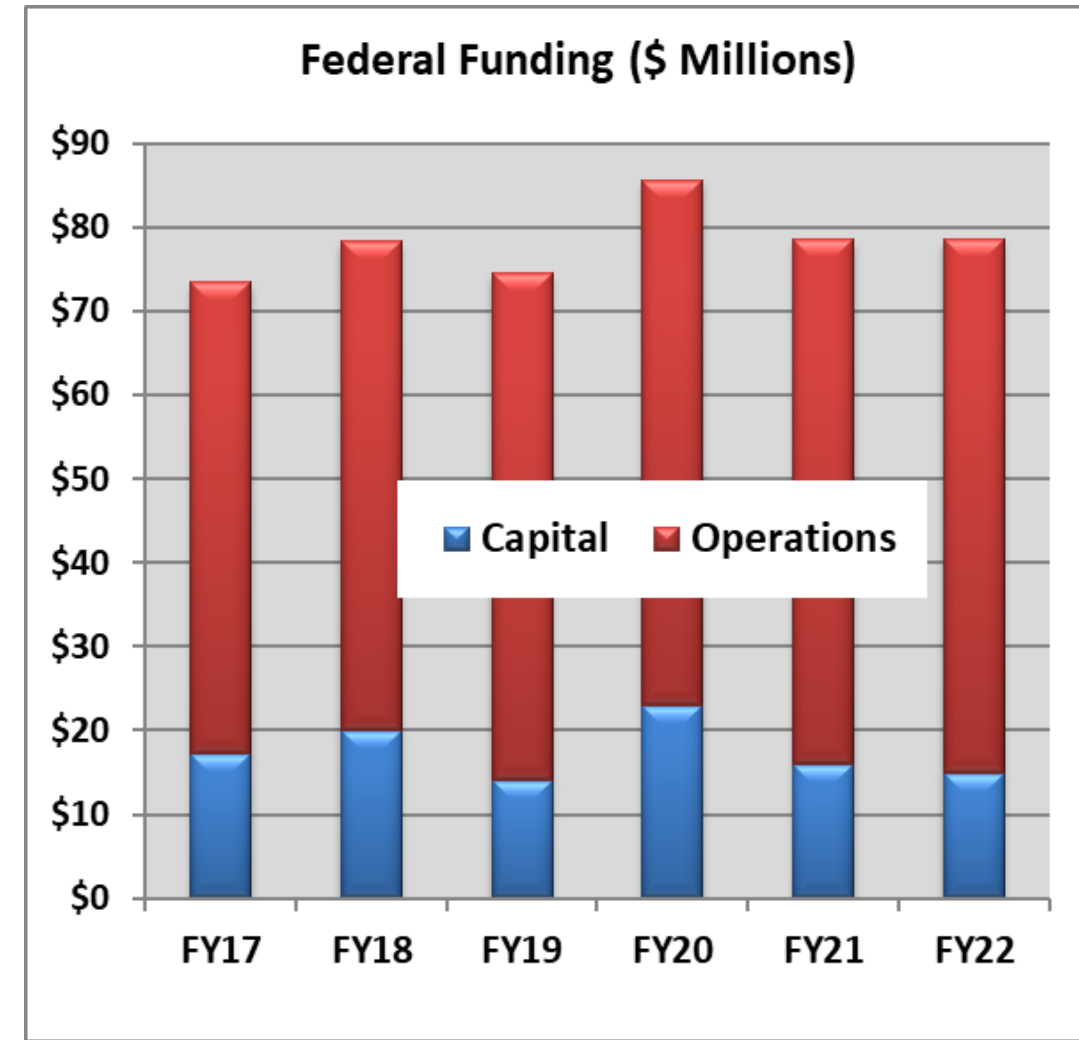
## Revenue Assumptions - Sales Tax Revenues

- 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            |
| <b>FY22 Forecast</b> | <b>\$ 49.5</b> |

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

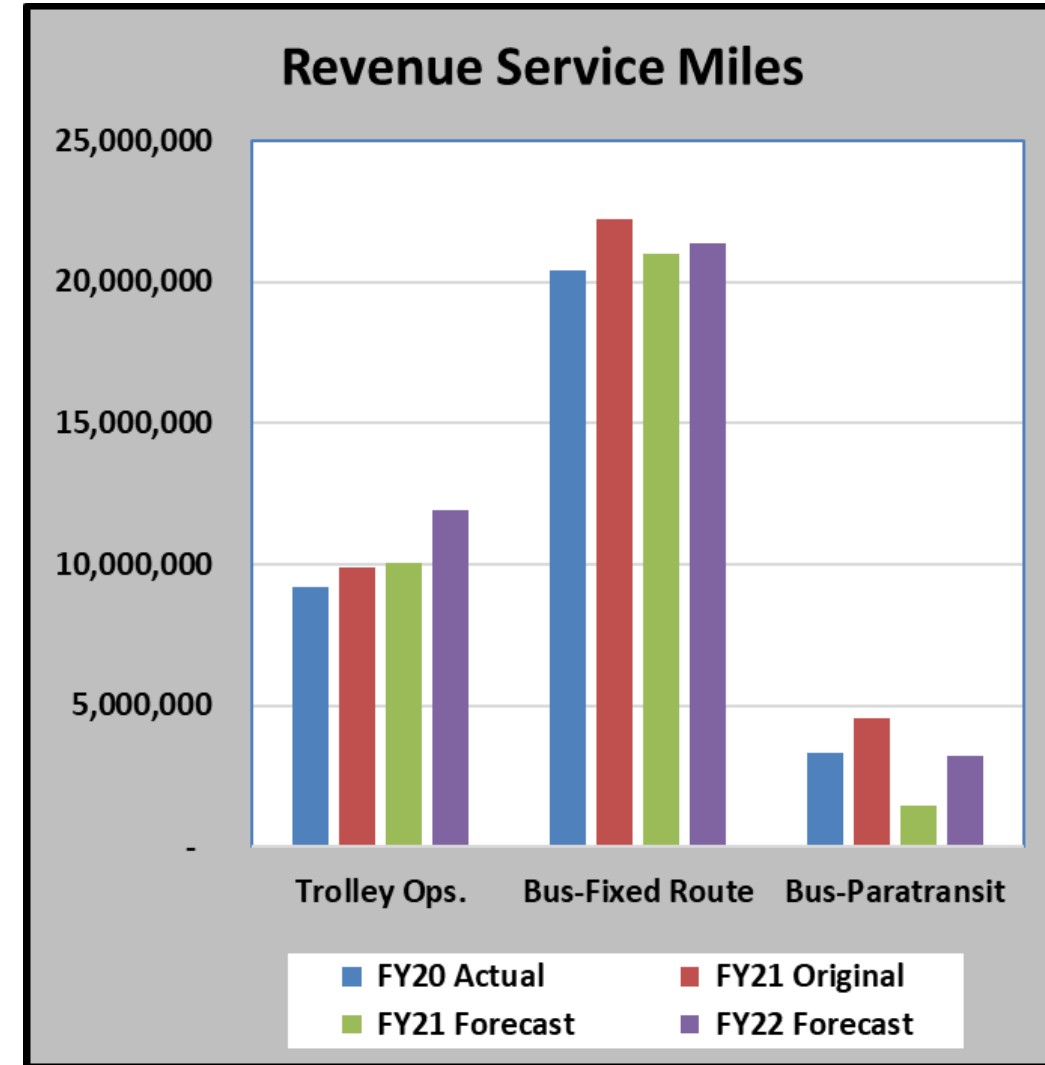
|                                | FY 2021<br>Amended | FY 2022<br>Draft  | Var.             | Var. %      |
|--------------------------------|--------------------|-------------------|------------------|-------------|
| Passenger Revenue              | \$ 46,604          | \$ 49,500         | \$ 2,896         | 6.2%        |
| Other Operating Revenue        | 18,382             | 19,554            | 1,172            | 6.4%        |
| <b>Total Operating Revenue</b> | <b>\$ 64,985</b>   | <b>\$ 69,054</b>  | <b>\$ 4,068</b>  | <b>6.3%</b> |
| 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%       |
| <b>Total Subsidy</b>           | <b>\$ 189,594</b>  | <b>\$ 203,895</b> | <b>\$ 14,301</b> | <b>7.5%</b> |
| Reserves                       | \$ 497             | \$ 107            | \$ (390)         | -           |
| <b>Total Revenue</b>           | <b>\$ 255,077</b>  | <b>\$ 273,056</b> | <b>\$ 17,979</b> | <b>7.0%</b> |

- 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

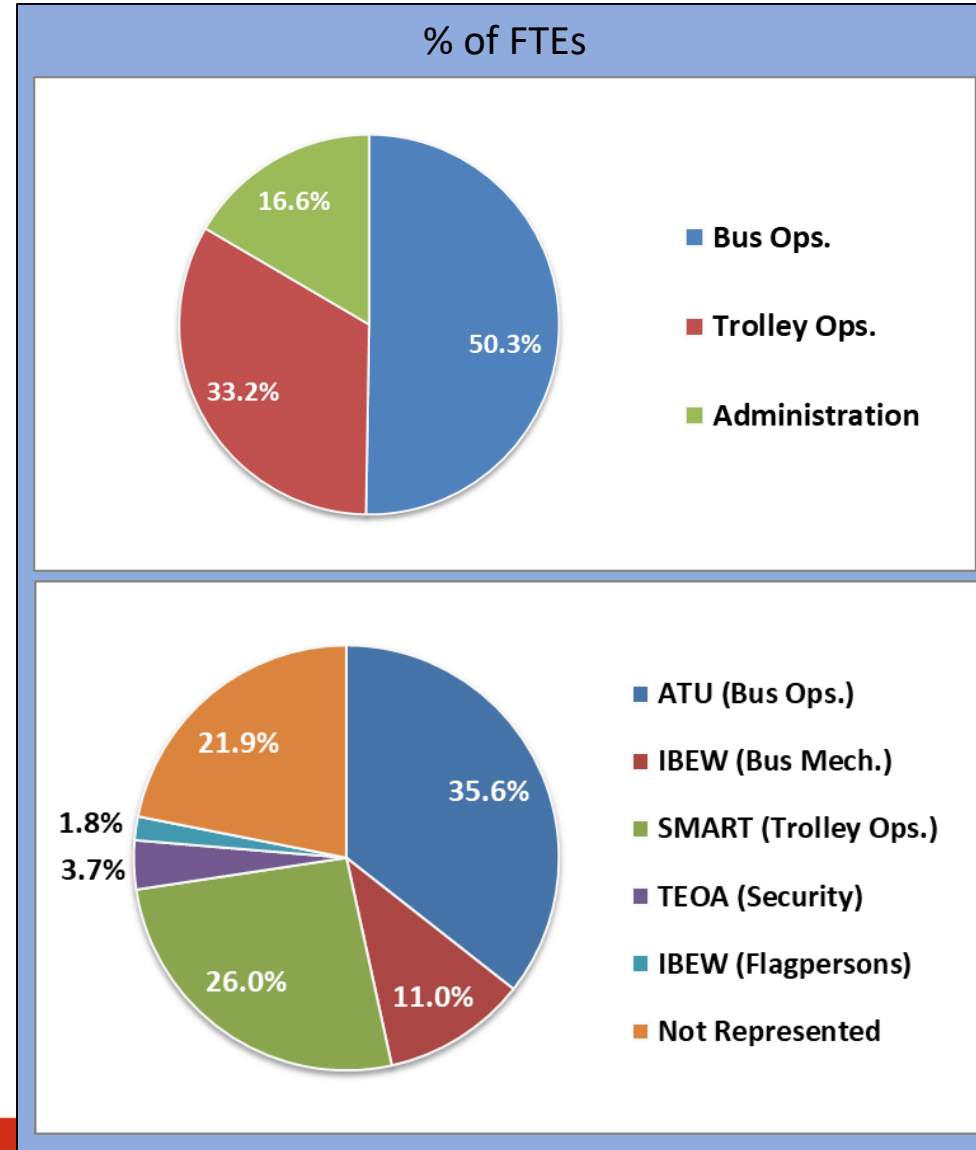
- Additional service across all modes
  - Trolley Operations:
    - Mid-Coast extension goes live in November 2021
      - Added service to late night on Blue Line as well
    - 18.7% increase in overall service level
  - Bus-Fixed Route:
    - All current COVID-19 reductions go away
    - Mid-Coast 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%        |
| <b>Total</b>  | <b>\$ 69,139</b> | <b>\$ 66,697</b> | <b>\$ (2,442)</b> | <b>-3.5%</b> |

# 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%        |
| <b>Total</b>      | <b>\$ 74,129</b> | <b>\$ 93,520</b> | <b>\$ 19,391</b> | <b>26.2%</b> |

# 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%         |
| <b>Total</b>     | <b>\$ 33,197</b> | <b>\$ 36,555</b> | <b>\$ 3,358</b> | <b>10.1%</b> |

# 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%       |
| <b>Total</b> | <b>\$ 33,032</b> | <b>\$ 39,466</b> | <b>\$ 6,434</b> | <b>19.5%</b> |

- 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 8<sup>th</sup> 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%         |
| <b>Total</b>      | <b>\$ 29,630</b> | <b>\$ 26,777</b> | <b>\$ (2,853)</b> | <b>-9.6%</b> |

# 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%       |
| <b>Total Expenses</b>    | <b>\$ 326,220</b> | <b>\$ 357,240</b> | <b>\$ 31,020</b> | <b>9.5%</b> |

# Fiscal Year 2022 Operating Budget

## Consolidated Revenues less Expenses (\$000s)

|                               | FY 2021<br>Amended | FY 2022<br>Draft   | Var.             | Var. %      |
|-------------------------------|--------------------|--------------------|------------------|-------------|
| Operating Revenues            | \$ 64,985          | \$ 69,054          | \$ 4,068         | 6.3%        |
| Subsidy Revenues              | 189,594            | 203,895            | 14,301           | 7.5%        |
| <b>Total Revenues</b>         | <b>\$ 254,580</b>  | <b>\$ 272,949</b>  | <b>\$ 18,369</b> | <b>7.2%</b> |
| <b>Total Expenses</b>         | <b>326,220</b>     | <b>357,240</b>     | <b>31,020</b>    | <b>9.5%</b> |
| 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%      |
| <b>Revenues Less Expenses</b> | <b>\$ (74,144)</b> | <b>\$ (84,184)</b> |                  |             |
| <b>Federal CARES Act</b>      | <b>\$ 74,144</b>   | <b>\$ 84,184</b>   |                  |             |



# 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)         |
| <b>Remainder</b>        | <b>\$ 43.8</b> |

# 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.

| <b>Capital Project Categories</b> | <b>Funding (\$000s)</b> | <b>% of Total</b> |
|-----------------------------------|-------------------------|-------------------|
| 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%                |
| <b>Grand Total</b>                | <b>\$125,486</b>        | <b>100%</b>       |

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.

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Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto: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**

| <b>Funding Description</b>                             | <b>Total</b>       |
|--|--------------------|
| 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             |
| <b>Total Available Funding</b>                         | <b>\$ 188,292</b>  |
| 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)              |
| <b>Total Preventative Maintenance/SANDAG Planning</b>  | <b>\$ (62,806)</b> |
| <b>Available Funding for Capital Program</b>           | <b>\$ 125,486</b>  |

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

| Project Name  | Funding Thru<br>FY 2021 | FY 2022<br>Funded | FY 2022<br>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<br>FY 2021 | FY 2022<br>Funded | FY 2022<br>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<br>FY 2021 | FY 2022<br>Funded | FY 2022<br>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<br>FY 2021 | FY 2022<br>Funded | FY 2022<br>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            |
| <b>Total Funding Requirement</b>                      | <b>\$ 181,392</b>       | <b>\$ 125,486</b> | <b>\$ 12,746</b>    | <b>\$ 186,359</b> | <b>\$ 190,928</b> | <b>\$ 137,500</b> | <b>\$ 187,184</b> | <b>\$ 840,205</b> |

| 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<br>Budget | Federal | State/Local | Other  |
|---------|---|----------------|---------|-------------|--------|
| 1427    | <u>Bus Ops - Bus Procurement</u><br>Procurement of 40' buses  | 25,284         | 14,546  | 9,866       | 872    |
| 1435    | <u>Bus Ops - Iris Rapid - ZEB Bus Procurement</u><br>Procurement of zero emission buses   | 15,616         | -       | 15,616      | -      |
| 1273    | <u>Bus Ops - El Cajon Bus Maintenance Facility - Expansion lot</u><br>El Cajon bus maintenance facility expansion   | 8,000          | -       | -           | 8,000  |
| 1226    | <u>Bus Ops - Iris Rapid - Charging Infrastructure at SBMF - FY22</u><br>Charging infrastructure for the Iris Rapid project at East County Division              | 6,600          | -       | 6,600       | -      |
| 1224    | <u>Bus Ops - Iris Rapid - Route &amp; Stations Infrastructure - FY22</u><br>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><br>Procurement of mini buses  | 1,100          | -       | 1,100       | -      |
| 1215    | <u>Bus Ops - KMD Shop Hoists Construction - FY22</u><br>Replacement of shop hoist at Kearney Mesa Division  | 1,000          | -       | 1,000       | -      |
| 1204    | <u>Bus Ops - KMD Concrete Lot - FY22</u><br>Replacement of concrete paving at Kearney Mesa Division   | 675            | -       | 675         | -      |
| 1208    | <u>Bus Ops - IAD OH ZEB Charging Master Planning</u><br>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><br>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><br>ADA bus stop enhancements   | 400            | -       | 400         | -      |
| 1217    | <u>Bus Ops - IAD RAM HVAC Replacement</u><br>HVAC replacement at Imperial Ave Division  | 350            | -       | 350         | -      |
| 1223    | <u>Bus Ops - IAD Roof Fall Protection Safety Improvements</u><br>Fall protection improvement at Imperial Ave Division   | 245            | -       | 245         | -      |
| 1222    | <u>Bus Ops - ZEB Pilot Program - FY22</u><br>Zero emission bus pilot program  | 225            | -       | 225         | -      |
| 1205    | <u>Bus Ops - Misc Shop Equipment Replacement - IAD &amp; KMD</u><br>Shop equipment replacement  | 110            | -       | 110         | -      |
| 1220    | <u>Bus Ops - CPD Mobile Column Lift Replacement FY22 - 2 of 3</u><br>Replacement of mobile column lifts at Copley Park Division                                 | 50             | -       | 50          | -      |
| 1433    | <u>Rail Ops - SD100 Replacement</u><br>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><br>Green Line Imperial Ave Transit Center Double Tracking   | 5,170          | -       | 5,170       | -      |
| 1276    | <u>Rail Ops - El Cajon Transit Center Third Track - FY22</u><br>Construction of El Cajon Transit Center Third Track   | 5,000          | -       | 5,000       | -      |
| 1169    | <u>Rail Ops - Green Line Catenary Project - FY22</u><br>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.

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

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

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

|  | Proposed<br>FY22 | Projected<br>FY23 | Projected<br>FY24 | Projected<br>FY25 | Projected<br>FY26 | Total<br>FY22 to FY26 |
|--|------------------|-------------------|-------------------|-------------------|-------------------|-----------------------|
| <b>Total Revenues</b>                  |                  |                   |                   |                   |                   |                       |
| 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            |
| <b>Less: "Off the Top" Expenses</b>    |                  |                   |                   |                   |                   |                       |
| 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)          |
| <b>Adjusted Available CIP Revenues</b> | \$ 125,486       | \$ 101,616        | \$ 96,053         | \$ 75,803         | \$ 111,151        | \$ 510,110            |
| <b>Total Project Needs</b>             | 138,232          | 186,359           | 190,928           | 137,500           | 187,184           | 840,205               |
| <b>Total Deficit</b>                   | \$ (12,746)      | \$ (84,744)       | \$ (94,875)       | \$ (61,697)       | \$ (76,033)       | \$ (330,095)          |
| <b>% of Funding / Needs</b>            | 90.8%            | 54.5%             | 50.3%             | 55.1%             | 59.4%             | 60.7%                 |
| <b>Accumulated Deficit</b>             | \$ (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*

| <b>Division</b> | <b>Project Name</b>                    | <b>Location</b> | <b>FY 2022 Funded</b> |
|-----------------|--|-----------------|-----------------------|
| 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*

| <b>Division</b> | <b>Project Name</b>                  | <b>Location</b> | <b>FY 2022 Funded</b> |
|-----------------|--------------------------------------|-----------------|-----------------------|
| 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*

| <b>Division</b> | <b>Project Name</b>                      | <b>Location</b> | <b>FY 2022 Funded</b> |
|-----------------|--|-----------------|-----------------------|
| 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*

| <b>Division</b> | <b>Project Name</b>   | <b>Location</b>                     | <b>FY 2022 Funded</b> |
|-----------------|---|-------------------------------------|-----------------------|
| 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 <sup>th</sup> /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"> <li>▪ San Vicente &amp; Norm</li> <li>▪ San Ysidro &amp; Cottonwood</li> <li>▪ San Ysidro &amp; Averil</li> <li>▪ Camino de la Plaza &amp; Via Nacional</li> <li>▪ Gigantic &amp; Excellante</li> <li>▪ College &amp; College Grove</li> <li>▪ Imperial &amp; 22nd</li> </ul> | \$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 <sup>th</sup> /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.

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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

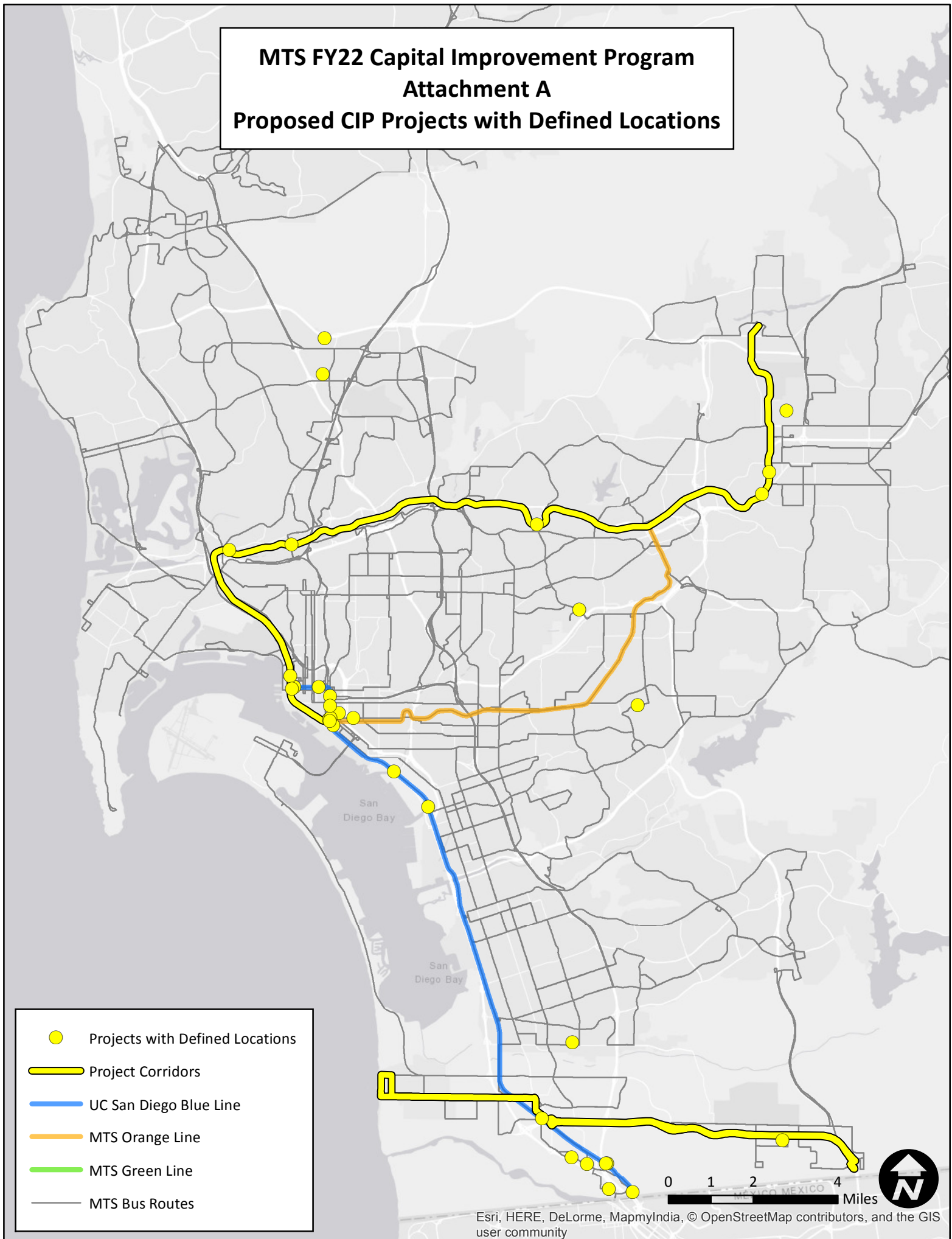
Attachment F: Map of 12 Proposed CIP Projects with a Community Benefit Overlaid with Minority Census Block Groups

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

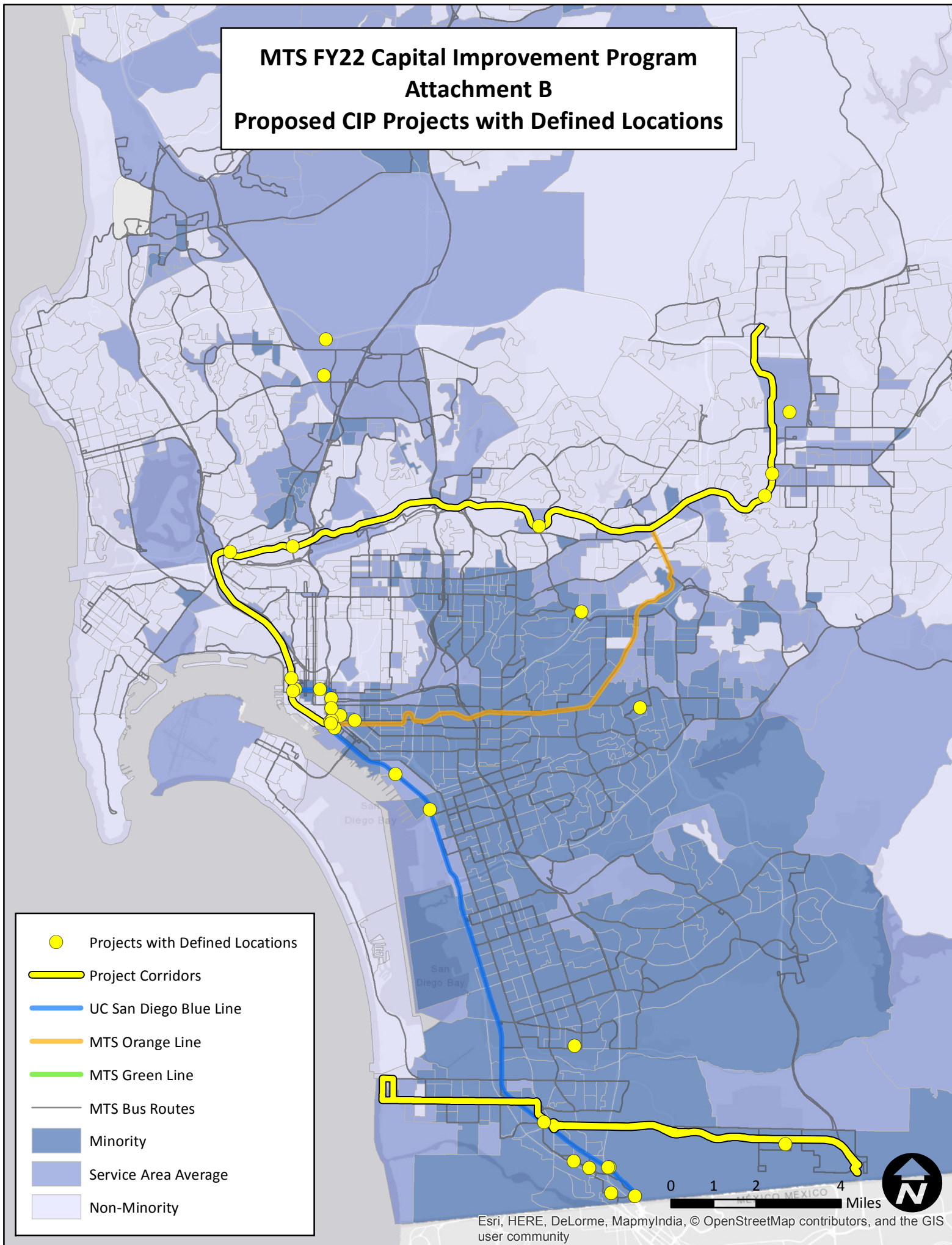
C: Sharon Cooney, Mike Thompson

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

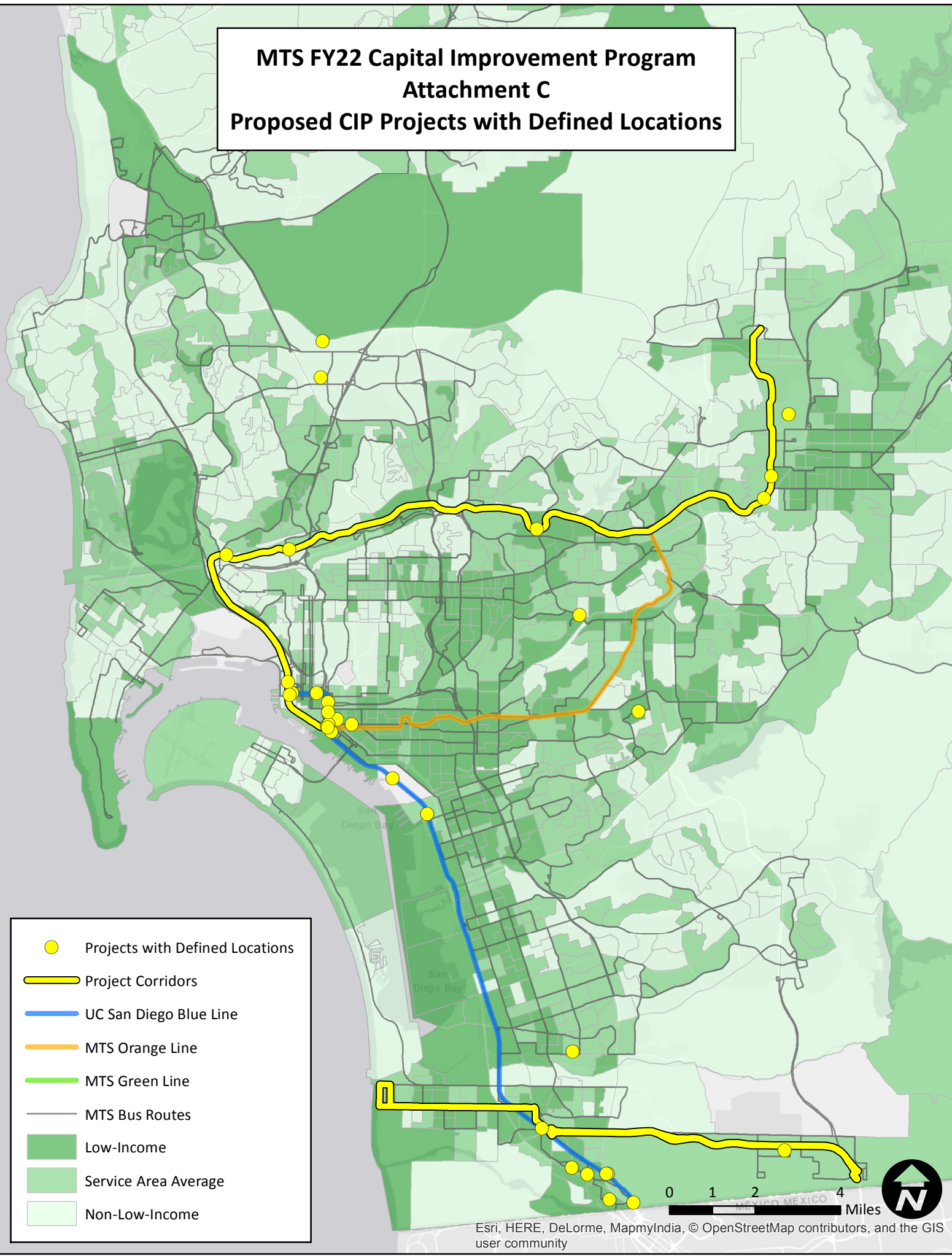




**MTS FY22 Capital Improvement Program  
Attachment B  
Proposed CIP Projects with Defined Locations**



# 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 |
|------------|---|---------------------------|---|-----------------------|--------------|---|------------------------------------|---|---------------------|--------------|---------------------------------------|----------------------------------|
| -          | <b>MTS Service Area Average (SAA)</b>                           | <b>1,321</b>              | <b>2,298,741</b>                        | <b>657,817</b>        | <b>28.6%</b> | <b>358</b>                              | <b>27%</b>                         | <b>2,356,657</b>                                  | <b>1,350,366</b>    | <b>57.3%</b> | <b>465</b>                            | <b>35%</b>                       |
| 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%                               |
| -          | <b>FY22 Program Total - Projects with a Determined Location</b> | <b>92</b>                 | <b>191,261</b>                          | <b>69,771</b>         | <b>36.5%</b> | <b>41</b>                               | <b>45%</b>                         | <b>206,953</b>                                    | <b>134,331</b>      | <b>64.9%</b> | <b>38</b>                             | <b>41%</b>                       |

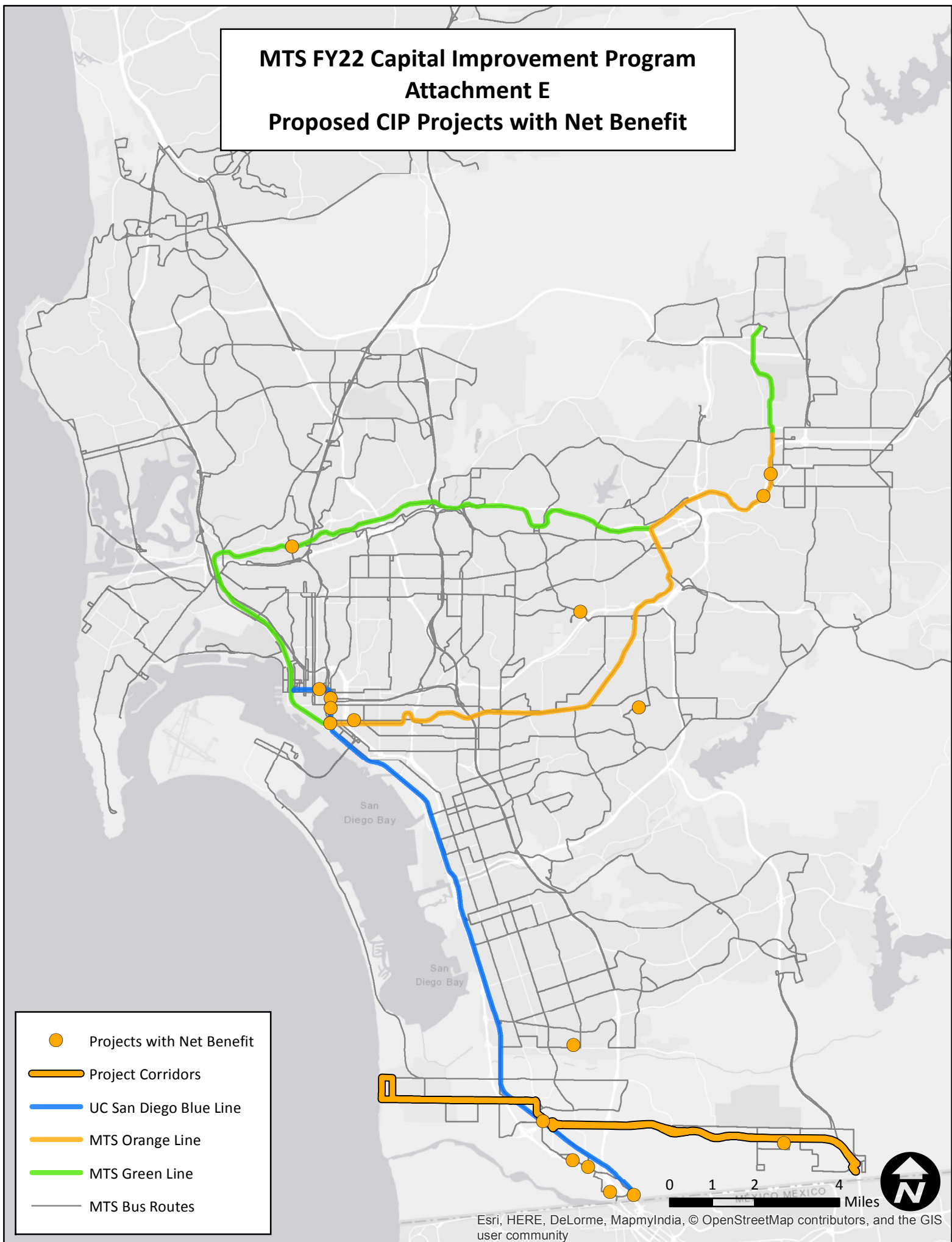
Block Group data is sourced from 2019 American Community Survey 5-year estimates.

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

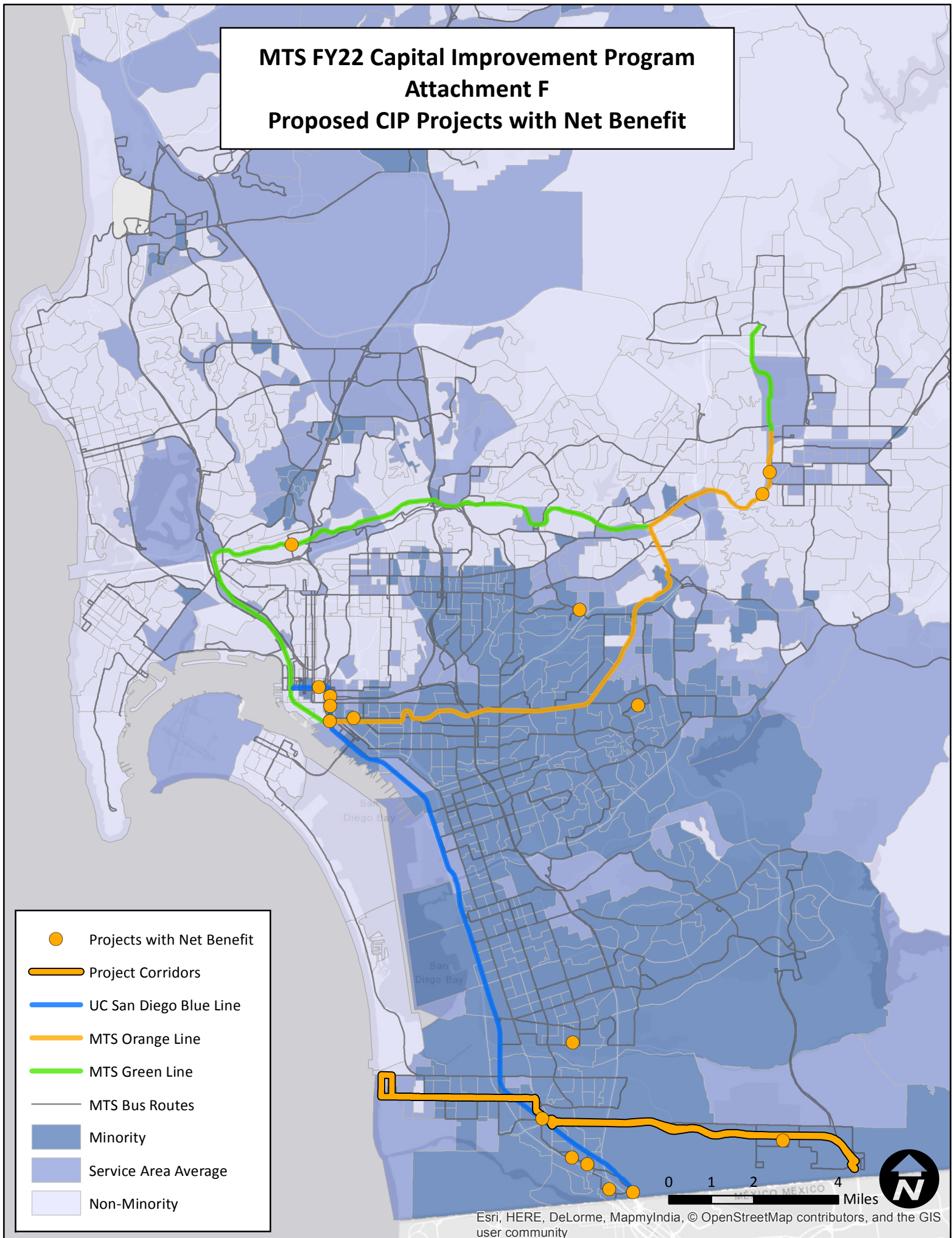
Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.



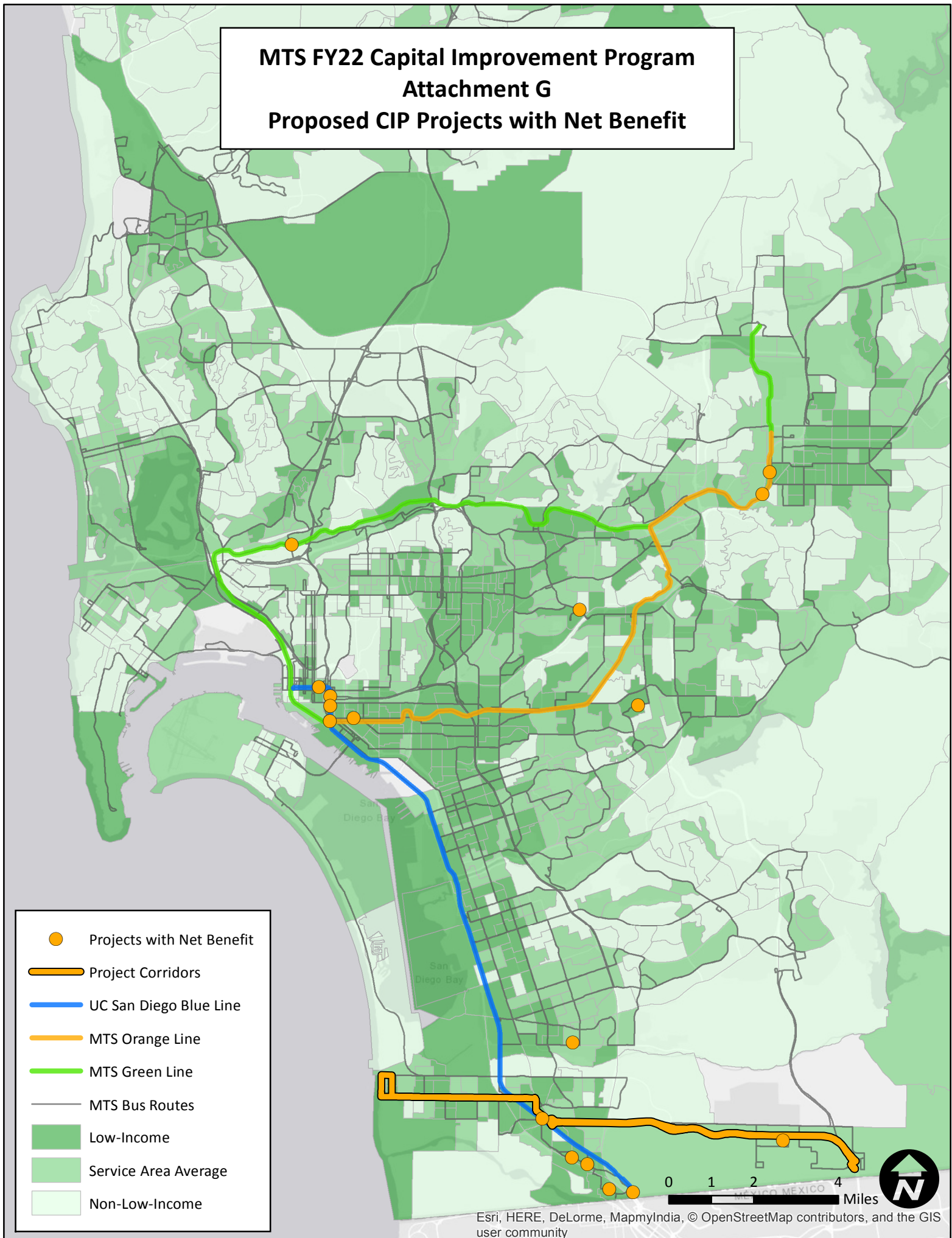
**MTS FY22 Capital Improvement Program  
Attachment E  
Proposed CIP Projects with Net Benefit**



**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 |
|------------|---|---------------------------|---|-----------------------|--------------|---|------------------------------------|---|---------------------|--------------|---------------------------------------|----------------------------------|
| -          | <b>MTS Service Area Average (SAA)</b>                       | <b>1,321</b>              | <b>2,298,741</b>                        | <b>657,817</b>        | <b>28.6%</b> | <b>358</b>                              | <b>27%</b>                         | <b>2,356,657</b>                                  | <b>1,350,366</b>    | <b>57.3%</b> | <b>465</b>                            | <b>35%</b>                       |
| 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%                               |
| -          | <b>FY22 Program Total - Projects with Net Benefit</b>       | <b>56</b>                 | <b>120,624</b>                          | <b>45,807</b>         | <b>38.0%</b> | <b>30</b>                               | <b>54%</b>                         | <b>125,268</b>                                    | <b>98,426</b>       | <b>78.6%</b> | <b>36</b>                             | <b>64%</b>                       |

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

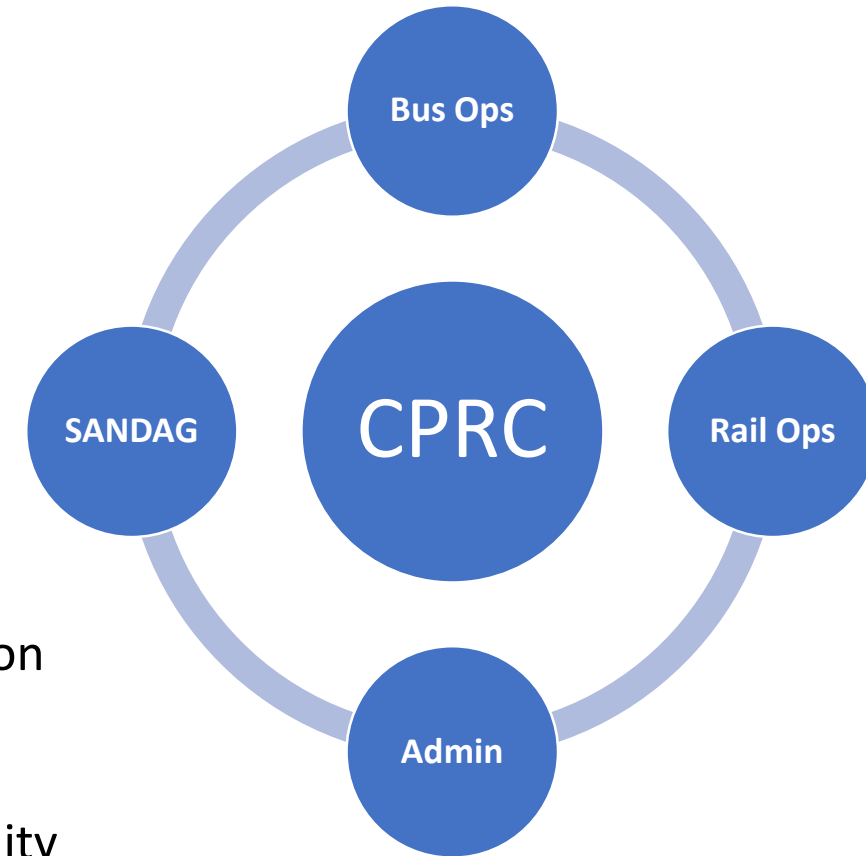
## Proposed Fiscal Year 2022 (\$000s)

| <b>Funding Description</b>                               | <b>Amount</b>     |
|--|-------------------|
| 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)             |
| <b>Available Funding for Capital Program</b>             | <b>\$ 125,486</b> |
| * 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% |
| <b>Grand Total</b>               | <b>\$ 125,486</b> |     |

# 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            |
| <b>Subtotal</b>   | <b>\$ 38,528</b> |

# 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                |
| <b>Total</b>      | <b>800</b>     |                     | <b>58</b>              |                       |



# 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              |
| <b>Subtotal</b>   | <b>\$ 13,520</b> |



# 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              |
| <b>Subtotal</b>  | <b>\$ 6,345</b> |

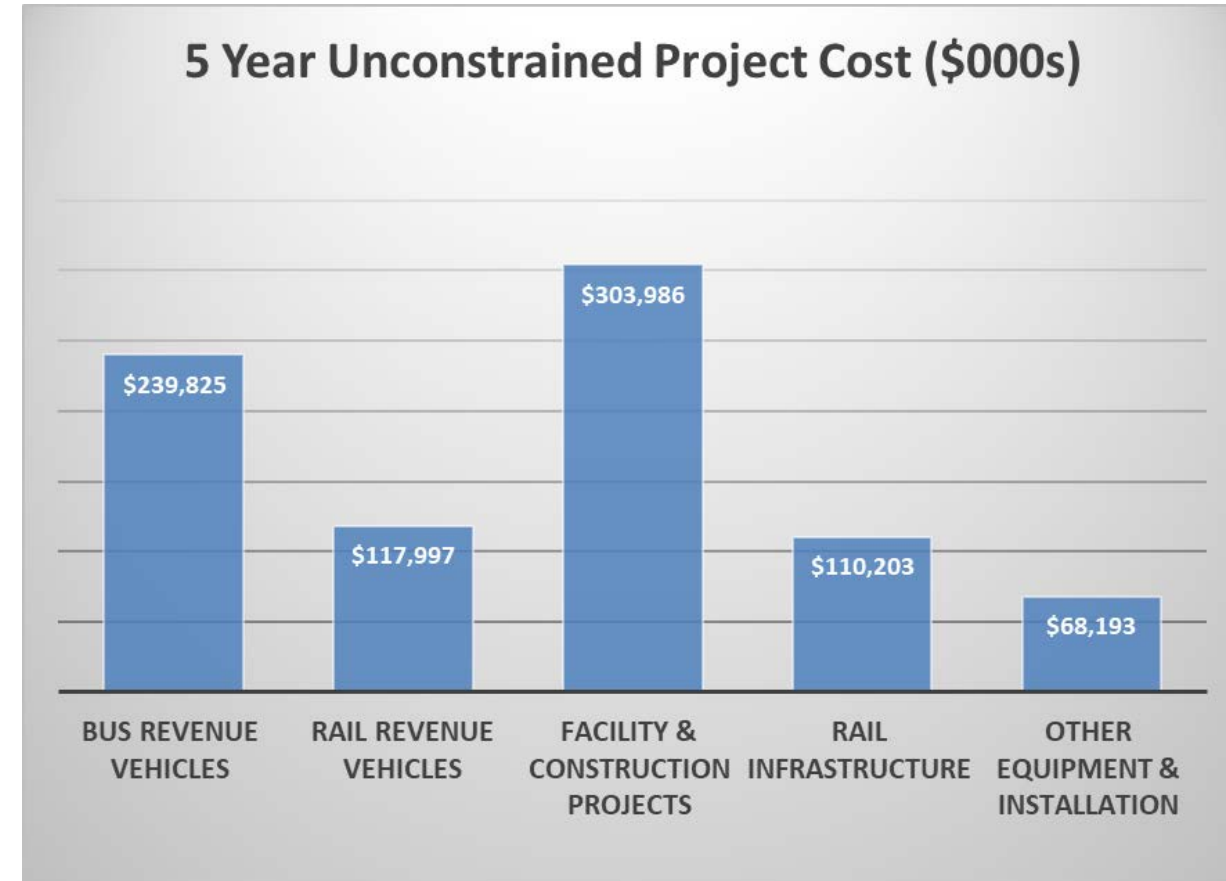
# FY22 CIP - Other Equipment & Installation Projects (\$000s)

- 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               |
| <b>Subtotal</b>                                       | <b>\$ 11,985</b> |

# 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)

|                               | <b>Proposed<br/>FY22</b> | <b>Projected<br/>FY23</b> | <b>Projected<br/>FY24</b> | <b>Projected<br/>FY25</b> | <b>Projected<br/>FY26</b> | <b>Total<br/>FY22-FY26</b> |
|-------------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|
| <b>Total Capital Revenues</b> | \$ 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)               |
| <b>Available CIP Revenues</b> | \$ 125,486               | \$ 101,616                | \$ 96,053                 | \$ 75,803                 | \$ 111,151                | \$ 510,110                 |
| <b>Total Project Needs</b>    | 138,232                  | 186,359                   | 190,928                   | 137,500                   | 187,184                   | 840,205                    |
| <b>Total Deficit</b>          | \$ (12,746)              | \$ (84,744)               | \$ (94,875)               | \$ (61,697)               | \$ (76,033)               | \$ (330,095)               |
| <b>% of Funding / Needs</b>   | 90.8%                    | 54.5%                     | 50.3%                     | 55.1%                     | 59.4%                     | 60.7%                      |
| <b>Accumulated Deficit</b>    | \$ (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.