



1255 Imperial Avenue, Suite 1000
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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

April 26, 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 22, 2021](#) Approve
 3. Public Comments
- COMMITTEE DISCUSSION ITEMS
4. [Proposed Fiscal Year \(FY\) 2022 Operating Budget \(Mike Thompson\)](#) Approve
Action would forward a recommendation to the MTS Board of Directors to recommend staff hold a public hearing on May 13, 2021 with the purpose of reviewing and approving the proposed combined MTS FY 2022 Operating Budget.
 5. [Fiscal Year \(FY\) 2022 - 2026 Capital Improvement Program \(CIP\) \(Mike Thompson\)](#) Informational
 6. Next Meeting Date: To be determined.
 7. Adjournment



DRAFT

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

03/22/2021

MINUTES

1. ROLL CALL

Ms. Moreno called the Budget Development Committee (BDC) meeting to order at 11:00am. A roll call sheet listing BDC member attendance is attached.

2. APPROVAL OF MINUTES

Mr. Whitburn moved to approve the minutes of the March 05, 2021 San Diego Metropolitan Transit System (MTS) BDC meeting. Mr. Sandke seconded the motion, and the vote was 4 to 0 in favor, with Mr. Fletcher absent.

3. PUBLIC COMMENTS

Noe Harris – commented on the FY22 CIP agenda item, he applauded MTS for supporting the reduction on youth fairs, adding free transfers and working to implement PRONTO, without increasing fairs. Mr. Harris added that he recommends for MTS to work with SANDAG on including youth opportunity passes, no cost transit youth passes as no cost passes will increase access to education, activities and employment for youth. He also mentioned to accelerate the transition to Zero Emission Bus (ZEB) and to prioritize the deployment of ZEB to communities more impacted by pollution.

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

Mike Thompson, Director of Financial Planning and Analysis gave an overview of the FY 2022 Operating Budget Midyear Amendment and presented a PowerPoint explaining the Revenue Assumptions and Expense Assumptions for FY22.

Mr. Thompson discussed the revenue assumption for sales tax revenues. He mentioned the Transportation Development ACT (TDA) region pool projection is \$159M for FY22 and MTS will receive \$101.7M. The \$101.7M will be used between the Operating Budget at \$68.6M and Capital Improvement Program (CIP) at \$33.1M. The TransNet Program region pool projection is \$320M. Of this total pool, MTS will receive \$20.7M in operating reimbursement for TransNet projects and the formula pool allocation for MTS is \$35.1M to be used for fare discounts on Senior, Disabled and Youth passes (\$5.5M), as well as operations (\$29.6M). State Transit Assistance (STA) Revenue is projected at \$28.1M. STA funding is a fixed budget amount that goes in to the Operations budget and funds Capital projects. For FY22, the fixed budget allocation for Operations is \$11.3M and the remainder will be allocated to the Capital budget. Mr. Thompson mentioned this is the last year of the current legislation for Federal Transit Administration (FTA) funding, with an end date of 09/30/2021. The funding from FTA is projected at \$79M and can be used in both the Operations budget and Capital projects budgets. Mr. Thompson also mentioned the FTA is all based on reimbursement of costs, and the money is not received until it has been spent. Mr. Thompson went over the other subsidy revenue, such as San Diego Association of Governments (SANDAG) FasTrak fixed revenue of \$8.5M and other state and local sources totaling \$1M.

Mr. Thompson went over the Passenger Levels and Passenger Fare Revenue. He stated based on the new normal the FY22 forecast is \$47.4M, however this new normal will have some additional changes that impact the forecast. These additional changes include the new best fare for Pronto which will have a revenue reduction of \$2.2M, students going back to school will have a revenue increase of \$1.2M and Mid-Coast will have a revenue increase of \$3.1M, giving MTS a FY22 forecast of \$49.5M. Mr. Thompson reviewed the Revenue Summary for FY22. Total Operating Revenue is increasing by 6.3%, total Subsidy Revenue is increasing by 7.5%, and Total Revenue is increasing by 7.0% all compared to the FY21 Amended Budget.

Mr. Thompson went over the FY22 Expenses. With regard to service levels, Trolley Operations is increasing 18.7% in overall service levels, Bus-Fixed Route is 1.8% higher than FY21 forecast and Paratransit is increasing significantly as demand for the service increases. He mentioned the personnel expense assumptions includes a projected increase of \$7.3M. The increase includes adding 34 Mid-Coast positions in November, adding a Grants Administrator, and wage increases include a 3.5% increase for ATU, 3.0% increase for IBEW, SMART, TEOA and management. Fringe benefits are forecasted to decrease by \$2.4M. This decrease is primarily due to the extra payment in FY21 of \$7.8M to the San Diego Transit Corporation (SDTC) Pension Plan, offset by healthcare increases by approximately 5%. Purchased transportation is projected to increase by \$19.4M or 26.2%. This increase is due to increased service levels and contract rates. TransDev's contract is increasing by 13.5% for the first year, First Transit's contract is increasing by 2.2%, and the First Transit's ADA paratransit and Minibus contract variable rates are increasing by 3.4% and 7.7% respectively. Outside services will have an increase of \$3.4M or 10.1%, which primarily includes \$750k in increases from a renewed security contract, repair & maintenance costs increasing by \$1.5M, and other outside services increasing \$1.1M. Mr. Thompson went over the Energy expense assumptions, which are increasing by \$6.4M or 19.5%. The increase is highly impacted by the service levels, with electricity and Compressed Natural Gas (CNG) increasing the most. Electricity costs are increasing by 24.8%, and CNG is increasing by 15.4%. Materials and supplies are projected to decrease by \$3.4M or 20.3%, risk management costs are expected to decrease by \$262K or 3.6%, general and administrative costs are projected to increase by \$763k or 18.2%, and leases are expected to increase by \$45K or 3.4%. FY21 expenses are projected to increase by \$31.0M or 9.5% with a projected expense total of \$357.2M.

Mr. Thompson went over the Consolidated Revenues less Expenses. He stated revenue is favorable to budget by \$18.4M, expenses are unfavorable by \$31.0M, and the total projected shortfall at -\$84.2M 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, and FY22 projected CARES funds to be used of \$84.2M leaving a remaining balance of \$43.8M. Mr. Thompson mentioned that a second round of stimulus funding is coming from the American Rescue Plan Act (ARP). The amount of the funding has not been verified but based on the formula, the funding is projected to be an estimated \$129M for MTS. Mr. Thompson added that the ARP funds must be programmed by 9/30/2024 in order to not lose the funds.

Action Taken

No action was taken. Information item only.

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

Sharon Cooney Chief Executive Officer (CEO) gave an overview of the development of the FY22 CIP Guiding Principles. She went over Board Policy 65 – Transit Asset Management (TAM) and Board Policy 42 – Vision for MTS Services.

Mr. Thompson gave an overview with a PowerPoint presentation to discuss the proposed FY22 capital funding levels. Mr. Thompson mentioned the available FY22 funding for the Capital Program is \$125.5M of which \$54.7M are non-recurring funds. Mr. Thompson went over the proposed FY22 projects that will be funded and explained priority 1 projects are high priority, which includes safety and operational needs projects. In total, 48 projects will be funded totaling \$125.5M. Mr. Thompson went over the capital project categories and mentioned that the majority of the projects are for revenue vehicles with a total of \$70.7M or 57% of the total. Facility & Construction project funding totaled \$26.1M or 21%, Rail Infrastructure funding totaled \$16.7M or 13% and Other Equipment & Installation funding added to \$12.0M or 10%.

Mr. Thompson went over the 5-year unconstrained project list with a projected total need of \$840M. The majority of the project costs is coming from the Bus and Rail Revenue Vehicles with a total of \$357.8M or 43% of the total, and Facility and Construction Projects with a total of \$304.0M which includes the new charging infrastructure for ZEB.

Action Taken

Mr. Sandke moved to forward a recommendation to the MTS Board of Directors to:

1. Approve the fiscal year 2022 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 CEO to identify and adjust projects for the adjusted funding levels;
2. Recommend that the SANDAG Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS FY22 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 FY22 CIP recommendations.

Ms. Salas second the motion and the vote was 5 to 0 in favor

6. Next Meeting Date:
April 26, 2021

7. Adjournment
Ms. Moreno adjourned the meeting at 12:06pm

Chair of the Budget Development Committee

Clerk of the Budget Development Committee

Attachment: Roll Call Sheet

BUDGET DEVELOPMENT COMMITTEE
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ROLL CALL

MEETING OF (DATE) 03/22/2021

CALL TO ORDER (TIME) 11:00am

RECESS _____

RECONVENE _____

CLOSED SESSION _____

RECONVENE _____

ADJOURN 12:06pm

| BOARD MEMBER (Alternate) | PRESENT (TIME ARRIVED) | ABSENT (TIME LEFT) |
|-----------------------------------------------------------------------------------------|---------------------------|-----------------------|
| Moreno <input checked="" type="checkbox"/> | 11:00 | 12:06 |
| FLETCHER <input checked="" type="checkbox"/> | 11:05 | 12:06 |
| SALAS <input checked="" type="checkbox"/> | 11:00 | 12:06 |
| SANDKE <input checked="" type="checkbox"/> | 11:00 | 12:06 |
| Gloria <input type="checkbox"/> Whitburn <input checked="" type="checkbox"/> | 11:00 | 12:06 |

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

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



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Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

April 26, 2021

SUBJECT:

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

RECOMMENDATION:

That the Budget Development Committee (BDC) forward a recommendation to the MTS Board of Directors (Board) to recommend staff hold a public hearing on May 13, 2021 with the purpose of reviewing and approving the proposed combined MTS FY 2022 Operating Budget.

Budget Impact

Board adoption would establish the FY 2022 operating budget totaling \$355.2 million

DISCUSSION:

FY 2022 Budget Recap

The following is a recap of the FY 2022 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 BDC and ultimately the MTS Board.
- On March 5, 2021, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2021 midyear operating



budget amendment. Staff also presented a preliminary forecast of the FY 2022 operating budget based on high-level expense and revenue assumptions.

- On March 22, 2021, staff held its second meeting with the BDC. During this meeting, staff presented a preliminary version of the draft budget that included the major revenue and expense assumptions for FY 2022, including assumptions relating to: passenger levels, operating revenue, subsidy revenue, service levels, personnel assumptions, energy rates and other expense assumptions. Staff also presented the FY 2022 Capital Improvement Program (CIP).
- At the MTS Board meeting on April 8, 2021, staff discussed and received approval of the FY 2021 midyear operating budget amendment and the FY 2022 CIP. Staff also presented a preliminary draft of the FY 2022 operating budget during this meeting.
- In this meeting, staff will review assumption changes made to the operating budget and present a proposed balanced draft budget for FY 2022.

FY 2022 Operating Budget

Attachment A is the draft of the proposed FY 2022 Operating Budget. The FY 2022 total budgeted revenue is projected at \$355.2 million, and total projected expenses are budgeted at \$355.2 million, resulting in a balanced budget for FY 2022.

FY 2021 Revenues

Section 3.02 of Attachment A, summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY 2022 combined revenues total \$355.2 million, an increase from the FY 2021 amended budget of \$28.9 million (8.9%).

Operating revenue totals \$71.0 million, an increase from the FY 2021 amended budget of \$6.0 million (9.3%). Passenger revenues are projected to increase by \$2.9 million (6.2%). At the March 22nd BDC meeting, staff presented multiple scenarios of passenger revenue growth for FY 2022. 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 \$3.1 million (17.0%). This includes projected increases in energy credit revenue, advertising revenue, lease revenues, and other miscellaneous revenues.

Section 3.05 details the non-operating revenues by funding source. Non-operating revenue includes both subsidy revenue and other revenue.

Subsidy revenue totals \$284.1 million, an increase from the FY 2021 amended budget of \$20.4 million (7.7%). 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 \$1.4 million from the FY 2021 amended budget to \$64.6 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 FY 2022 operating budget includes \$80.3 million in FTA CARES Act funding to cover the projected operating deficits resulting from COVID-19, an increase of \$6.2 million (8.3%) from the FY 2021 amended budget. The overall amount of federal revenues in the operating budget is projected to increase by \$7.5 million (5.5%).

Regional sales tax receipts are projected to increase by 3.7% year over year for FY 2022. Transportation Development Act (TDA) revenue in the FY 2022 operating budget is projected to decrease by \$3.0 million (-4.1%) over the FY 2021 amended budget. This is primarily due to a higher share of TDA being allocated to the CIP versus the FY 2021 mid-year budget.

TransNet formula revenue is projected to increase by \$1.3 million for FY 2022 (4.4%) from the FY 2021 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 \$20.0 million in FY 2022, an increase of \$6.6 million (49.2%) from the FY 2021 amended budget, which is primarily due to the launch of Mid-Coast operations. In total, TransNet revenues are projected to increase by \$7.8 million (18.8%) from the FY 2021 amended budget.

In the FY 2021 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 FY 2021 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 FY 2022, 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 FY 2022, an increase of \$70,000 from the FY 2021 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 FY 2022 due to vaccinations being underway.

Other local funding is projected to be \$9.3 million, a decrease of \$127,000 (-1.4%) from the FY 2021 amended budget.

Consolidated subsidy revenue totals \$284.1 million, an increase from the FY 2021 amended budget of \$20.4 million (7.7%).

As detailed in Section 3.6, within other revenue, reserve revenue totals \$35,000. Taxicab Administration and San Diego & Arizona Eastern SD&AE are self-funded activities. In total, they are projected to utilize \$35,000 of reserve revenue to balance their budgets, an increase of \$38,000 from the FY 2021 amended budget. With this draft, there is no projected MTS contingency reserve usage.

FY 2022 Expenses

Section 2.01 contains the total revenues as detailed above and the total proposed expenses for FY 2021. Sections 4, 5 and 6 summarize the operating expense budgets for each operating division and administrative department. As indicated within these schedules, FY 2022 combined expenses totaled \$355.2 million, an increase from the FY 2021 amended budget of \$28.9 million (8.9%). Overall service levels are expected to increase in FY 2022. 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 FY 2022 as more people become vaccinated.

Within operating expenses, personnel expenses are projected to increase from the FY 2021 amended budget by \$2.3 million (1.5%). As detailed in Section 10.05, salary grade ranges for FY22 are increasing 3.0% from the amended FY21 ranges. The budget includes wage increases ranging from 3.0 – 3.5% for all collective bargaining agreements, and also includes a 3.0% merit pool for administration and a 1.0% Performance Incentive Program for the fiscal year. Wages are expected to increase by \$7.2 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 \$4.9 million, primarily due to reductions in San Diego Transit Corporation (SDTC) pension costs; partially offset by projected increases in health and welfare costs and projected decreases in cost recovery for FY 2022.

Purchased transportation costs are projected to increase from the FY 2021 amended budget by \$18.5 million (25.0%). 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 FY 2022 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 service demand in FY 2022 versus FY 2021 service levels.

Excluding purchased transportation, other outside service expenses are projected to increase from the FY 2021 amended budget by \$4.4 million (13.3%). 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, and not 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 FY 2021 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 \$6.9 million (20.9%). Electricity costs are projected to increase by \$4.7 million (25.0%) due to projected rate increases and additional service levels with Mid-Coast becoming operational. CNG costs are projected to increase by \$1.4 million (13.1%), primarily due to a projected increase of 18% in commodity rates in FY 2022. Propane costs are expected to increase by \$717,000

(87.0%) 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 FY 2022.

Risk management costs are decreasing by \$262,000 (-3.6%). Insurance premiums are expected to increase by \$966,000 (25.7%) due to harsh market conditions for liability and property insurance. Legal expenses are also expected to increase significantly in FY 2022 due to the anticipated return of in-person courtroom proceedings. These projected increases are offset by a projected decrease of \$1.8 million (-65.3%) in claim payments versus the FY 2021 amended budget which included \$2.5 million for a one-time settlement payout.

General and Administrative costs are increasing by \$464,000 (11.0%), primarily due to increasing lease expenses from expanding the Mills' administration building lease to include the eighth floor and increasing travel expenses as travel becomes safer due to vaccines.

Debt service costs are projected to decrease from the FY 2021 amended budget by \$146,000 (-30.4%), primarily due to decreasing interest costs for the Pension Obligation Bond funding the SDTC pension plan.

Vehicle and Facility Lease costs are projected to increase by \$99,000 (7.4%), primarily due to leasing additional vehicles to support Mid-Coast operations.

In total, expenses are projected to increase by \$28.9 million or 8.9% versus the FY 2021 amended budget.

FY 2022 Other Information

Section 10 of Attachment A provides detail on the five-year forecast and key operating statistics. Section 10.06 provides a list of MTS Reserve balances as of the June 30, 2020 audited results.

Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through FY 2026. This five-year period includes the addition of the Mid-Coast Trolley extension beginning in the middle of FY 2022. As such, operating revenues, TransNet revenues and operating expenses increase accordingly to account for the added service levels.

Operating revenues are projected to increase by approximately 37.4% in FY 2023 due to a full year of Mid-Coast service as well as the gradual return of customers who limited use of transit during the COVID-19 pandemic. Approximately 15.7%, 8.2%, and 6.2% increases are projected for FY 2024, FY 2025, and FY 2026, respectively, as MTS core customers continue to return from the pandemic. Sales tax projections average an increase of 3.5 percent over the next four fiscal years, which impacts MTS's TDA and TransNet subsidy revenue. Federal stimulus revenues from both the federal CARES Act and American Rescue Plan (ARP) million are projected to offset operating deficits into FY 2026. In total, revenues are projected to increase by an average of 1.3% percent over the next four fiscal years, with recurring revenues growing by an average of 6.8% as passengers return to the system. Expenses are projected to increase by approximately 5.4 percent in FY 2023, primarily due to having a full year of Mid-Coast operations as well as due to expense impacts due to minimum wage increases, also

impacting contract rates for fixed route transportation. Expenses are projected to increase by an average of 2.8% from FY 2024 through FY 2026.

With projected expense growth exceeding projected growth in recurring revenues, the current five-year operating forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of \$64.7 million in FY 2023 and gradually decreasing to \$49.7 million in FY 2026 as revenues return from their pandemic levels. Federal stimulus funds are projected to fund the structural deficits until early FY 2026 at which point available stimulus funds are projected to be depleted.

Recommendation

Staff recommends that the BDC forward a recommendation to the Board to recommend staff hold a public hearing on May 13, 2021 with the purpose of reviewing and approving the proposed combined MTS FY 2022 Operating Budget.

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Proposed FY 2022 Operating Budget
B. Resolution No. 21-5



Fiscal Year 2022

Proposed Budget

**Budget
Development
Committee**

April 26, 2021

Metropolitan Transit System

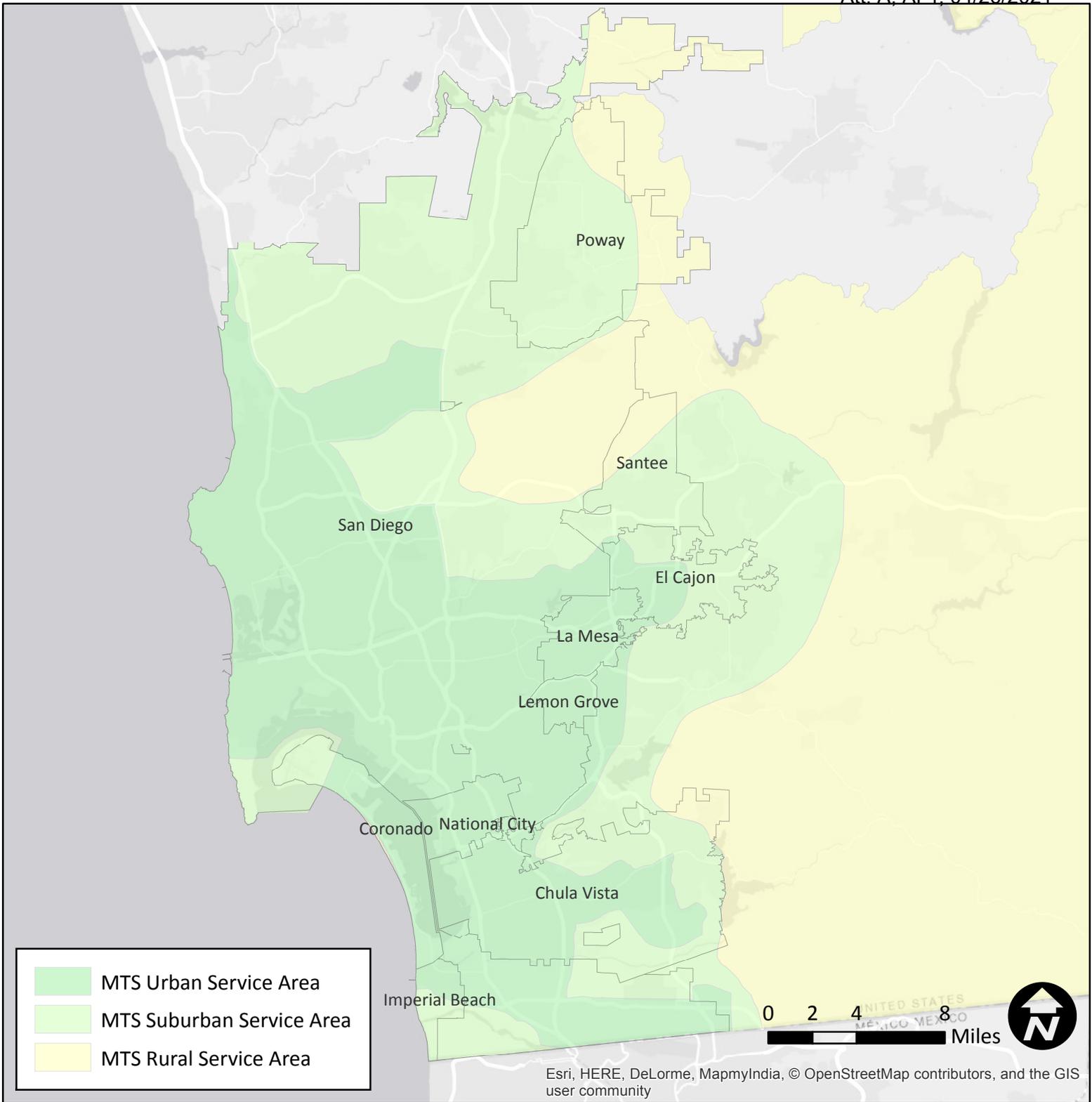


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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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San Diego Metropolitan Transit System

Area of Jurisdiction

June 2022



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
System Summary
Fiscal Year 2022
Section 1.03

The San Diego Metropolitan Transit System was created to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 3 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, San Diego and the unincorporated area of the County of San Diego. A number of fixed-route operating entities provide the service and have banded together to form a federation of transit service providers called the Metropolitan Transit System (MTS). The purpose of MTS is to provide coordinated routes, fares and transfers among the different operating entities.

Bus Operations

MTS Bus Operations are a consolidation of services operated by San Diego Transit Corporation (SDTC) and MTS Contracted Services. These entities operate and maintain a fleet of 788 buses in total, of which 75% are powered by renewable compressed natural gas, 1% are electric, 6% are powered by gasoline, and 18% are light duty propane buses. In fiscal year (FY) 2022, MTS bus services will operate over 100 fixed routes, including traditional urban shuttle-type routes, express routes and bus rapid transit routes, plus paratransit services. These bus services will log over 2.1 million revenue hours while traveling 25.5 million revenue miles across San Diego County. FY22 ridership for all MTS routes is projected at approximately 20.2 million passengers, which is 4.7 percent higher than forecasted FY21 levels but still less than half of pre-pandemic ridership levels.

Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 173 light rail vehicles (LRVs) to provide transit service over three separate operating line segments. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and terminates at the America Plaza station, however will extend to the University Towne Center (UTC) Transit Center in November 2021 with the opening of Mid-Coast. The Orange Line serves East County communities from the El Cajon Transit Center through downtown San Diego, terminating at the Courthouse station. The Green Line operates from Santee Town Center station through Mission Valley and serves the campus of SDSU via a subway. It continues through Old Town to downtown San Diego along the Bayside corridor, serving the Convention Center, major hotel chains and PETCO Park, before terminating at the 12th and Imperial Transit Center where it connects with the Blue and Orange Lines. Regular trolley service is provided virtually around the clock with a 22-hour service window. Increased service during special events will be highly dependent on the progression of the COVID-19 pandemic and the associated reopening of San Diego for normal business operations. FY22 ridership for the MTS rail system is projected at approximately 22.3 million passengers.

Other Operations

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego, Naval Air Station North Island, and Coronado. The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Rail Operations Description of Activities
 Fiscal Year 2022
 Section 1.03

General System Summary

San Diego Trolley, Inc. opened for revenue service on July 26, 1981, with the initial operating line extending from Centre City San Diego, to San Ysidro Station at the Mexican border. The system, now referred to as the MTS Rail Division, has enjoyed a very successful 40-year operating history, maturing through ten service expansions to one of the largest LRT systems in North America, at over 65 miles in length (with the activation of Mid-Coast in November 2021).

The Mid-Coast Corridor Transit Project, a TransNet II early action item, was initiated in FY10. When complete, the rail line will extend from the Old Town Transit Center up to the campus of UCSD and the University City area of La Jolla. This will be the 10th service expansion of the LRT system, with the estimated commencement of revenue service scheduled in November 2021.

The LRT operation consists of three separate operating line segments. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and terminates at the America Plaza station, however will extend to the University Towne Center (UTC) Transit Center in November 2021 with the opening of Mid-Coast. The Orange Line serves East County communities from the El Cajon Transit Center through downtown San Diego, terminating at the Courthouse station. Patrons from both the Orange and Blue lines transfer to Green Line service at the Imperial or Santa Fe Depot stations. The Green Line operates from Santee Town Center station through Mission Valley and serves the campus of SDSU via a subway. It continues through Old Town to downtown San Diego along the Bayside corridor, serving the Convention Center, major hotel chains and PETCO Park, before terminating at the 12th and Imperial Transit Center where it connects with the Blue and Orange Lines. The entire system (all three line segments) provides low-floor service where on-time performance and service efficiencies continue to enhance the ridership experience.

The system operates and maintains a fleet of 173 Siemens light rail vehicles (by year-end FY22). This includes 27 SD100 LRVs (25 have been decommissioned and disposed of), 11 S70 (90 foot) and 135 S70 (80 foot) low-floor LRVs. The original 71 U-2 LRV fleet have been decommissioned and disposed of. 18 U2 vehicles were acquired by Metrotranvia in the Province of Mendoza, Argentina. 18 U2 LRVs were acquired by a consulting firm for potential future use at various municipalities around the country. Several U2 LRVs have been placed in museums, some in trade for restorable PCC cars. Two U-2 LRVs have been placed with The Department of Homeland Security (DHS) for emergency response training in Lackland, TX. One U2 LRV will be provided to the Karl Strauss Brewery ("original Red Trolley Ale") for use at their newly planned facility in the City of Santee. LRV 1001 has been fully restored and recommissioned by MTS for heritage purposes. The remaining decommissioned U2s have been recycled. Two PCC cars have been fully restored and provide service as part of the MTS Vintage fleet on the Silver Line (Centre City Loop). The standard train consist is now fixed at a minimum of S70-SD100-S70 (at least two low-floor LRVs per train) dramatically reducing system delays with the deployment of more efficient wheel chair boarding ramps. The general operating environment includes a combination of open stations at-grade with standard railroad crossing protection, downtown mixed street traffic operation, elevated guideways with aerial stations, open-cut sub-grade tracks and one 4,100-ft long tunnel and underground station at SDSU.

The MTS Rail System is projected to carry 22.3 million passengers in FY22, sharply lower than historical averages due to the COVID-19 pandemic. Light rail service is provided to 53 stations (64 with Mid-Coast operations beginning in November 2021) and transit centers across seven local jurisdictions, each with separate emergency response (police, fire and paramedic) services. Currently, MTS Rail Operations operates 580 weekday scheduled trips and many more during special events. While average weekday ridership is approximately 118,000 (pre-COVID), this

number increases substantially when event service is provided. Major special events include those at PETCO Park (Padres), ComicCon, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window. Increased service during special events will be highly dependent on the progression of the COVID-19 pandemic and the associated reopening of San Diego for normal business operations.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Directly Operated Bus Services Description of Activities
 Fiscal Year 2022
 Section 1.03

General System Summary

Founded in 1886, San Diego Transit Corporation (SDTC) has been providing the citizens of San Diego with safe, efficient and reliable public transportation for over 130 years. Its fleet of 272 buses is projected to carry 8.5 million customers in FY22.

SDTC, now referred to as MTS Bus, directly operates 29 routes, 18 Urban/Local routes, 5 Express routes, and 6 Rapid routes. Three of the urban routes operate with a limited-stop component, serving only major stops for a faster trip. Service is offered throughout the City of San Diego and into surrounding communities in an area that stretches from National City in the South Bay as far north as the City of Escondido and from the Pacific Ocean to the City of La Mesa in East County. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments and recreational activities.

Effective June 2014, MTS Bus initiated services for the Bus Rapid Transit (BRT) project. The BRT platform is based on a priority operating environment through the use of managed bus lanes and signal priority. MTS Bus operates the branded "Rapid" routes (215, 235 & 237) featuring high frequency, longer service duration, articulated buses and enhanced passenger facilities. Rapid services operate along several corridors, including; the I-15 corridor between Downtown San Diego and Escondido, the El Cajon Blvd corridor between San Diego State University (SDSU) and Downtown San Diego and along Mira Mesa Blvd corridor between I-15 (Miramar College) and University of California San Diego (UCSD). The Super-Loop, a locally branded form of BRT and part of the Rapid family, provides service to the community of University City, serving UCSD, UTC shopping center and La Jolla Colony on Routes 201, 202, and 204. These BRT services provide an entire new network of premium level services for the community.

The entire MTS Bus fleet is fully ramp accessible to persons with mobility impairments. Every bus has two securement areas to accommodate and secure wheelchairs. All buses also have a "kneeling" feature, which lowers the front of the bus for easier access to/from the curb. The entire fleet is comprised of low-floor buses, making entry and exit easier and faster. The fleet is also equipped with an Automatic Voice Annunciation (AVA) system, automating on-board passenger announcements and an onboard video camera system. All MTS buses are equipped with bicycle racks that allow cyclists to combine their modes of travel and in FY21, MTS Bus began installing racks with room for 3 bicycles.

In FY20, MTS implemented a Zero Emission Bus Pilot Program and now has 8, 40ft Battery Electric buses (BEB's). The pilot program will allow MTS to evaluate ZEB technology in preparation for the conversion of MTS' fleet to zero-emission buses by 2040. The remainder of the MTS Bus fleet is powered by environmentally friendly compressed natural gas (CNG).

MTS Bus emphasizes defensive driving and is committed to providing safe transportation resulting in significantly reducing the preventable accident rate (AFR) over the five last years. APTA recognized MTS Bus with the top safety award among all large transit agencies in the US in 2015 and 2017. MTS Bus maintains an aggressive Preventive Maintenance Program to ensure the safety and reliability of its equipment and ensures fewer customers are inconvenienced due to bus malfunctions. MTS Bus is committed to providing its customers with a quality riding experience, employing programs to monitor driver performance, following through on customer input and provide continuous training to refresh drivers' operating and customer service skills.

MTS Bus staff operates three customer call centers, assisting over 325,000 callers each year. The MTS Information & Trip Planning office provides complete route, schedule, and system information

for all the fixed-route bus and trolley services. The Compass Service Center provides customer support for the entire San Diego region for Compass Card and Compass Cloud, including pass sales, troubleshooting, and account information. The Customer Service call center processes all customer feedback, including website submittals, phone calls, and emails, and assigns cases for further investigation by the appropriate divisions.

MTS Bus staff also operates the Transit Store, a downtown retail facility that assists with fare media sales, lost and found retrieval, ID cards for seniors/disabled/youth, as well as passenger education on our system.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Contract Bus Services' Description of Activities
Fiscal Year 2022
Section 1.03

General System Summary

MTS Contracted Bus Services directly contracts with private transportation providers to operate fixed-route, shuttle, minibus, and paratransit services. MTS manages this service through contract administration, operational, maintenance and fiscal performance management, incorporating a variety of operation service contracts. MTS began contracting bus operations in the region in the early 1980s. Various fixed-route and shuttle type services have been added over the past four decades.

Operationally, FY22 ridership for MTS contracted fixed routes is estimated at 11.3 million passengers. In FY22, contract bus services will operate a total of 81 traditional fixed and shuttle-type routes, logging approximately 1.1 million revenue hours while traveling approximately 11.7 million fixed-route revenue miles across San Diego County. Currently, MTS contracted bus operations have long-term service contracts with two private transportation providers. A brief description of the companies and the services they provide for MTS follows.

Transdev North America

Transdev North America, Inc. is headquartered in Lombard, Illinois near Chicago. Transdev North America is the largest private sector operator of multiple modes of transit in North America, providing bus, rail, paratransit, shuttle, sedan and taxi services. They manage over 200 transportation contracts for cities, transit authorities and airports, providing safe and sustainable mobility solutions. Their mission is to improve public transportation, to enhance quality of life and combat global warming. In California, Transdev operates 20+ contracts including San Francisco, Oakland, Los Angeles, San Diego, Napa, Sonoma, and more.

Transdev has developed a suite of specialized business procedures, processes, programs and proprietary technology in each area of transit operations. It is dedicated to providing safe, reliable, efficient and sustainable mobility that passengers, transit authorities and cities can trust.

Transdev is a global leader in passenger transportation and operates in 20 countries on five continents with 83,000 employees and provides more than 3.5 billion passenger trips annually in bus, paratransit, taxi, rail and ferry services. Transdev is owned by Caisse des Depots, a financial institution that is a long-term investor in projects that serve the public interest, including affordable housing, energy efficiency, renewable energy, public transportation and infrastructure.

Transdev has been a private transportation provider for MTS since July 1992. In early 2021, Transdev was awarded a renewal of its fixed-route contract by the MTS Board of Directors, Transdev operates MTS's South Bay Division located in Chula Vista, and MTS's East County Division located in El Cajon.

The South Bay, East County, Commuter Express, Rural and BRT bus service contract, effective June 27, 2021, has a value estimated to be \$911.3 million over the full 10-year contract term (6 base years with two 2-year options available to MTS).

South Bay Division

MTS's South Bay Division operates 42 fixed routes in the south and central areas of San Diego County, including the South Bay Rapid, which was launched in January of 2019. These routes utilize 239 MTS-owned compressed natural gas (CNG) fueled transit buses and two MTS-owned battery electric buses (BEB). All of these buses are operated, serviced and fueled at the MTS-owned South Bay Division located at 3650A Main Street in Chula Vista. The division also has two (2) battery electric bus chargers installed to support the Zero Emission Bus (ZEB) project.

This division was expanded in the Fall of 2014 to be able to operate and maintain up to 250 plus buses. The expansion includes a new administration building, a new 48,000 square foot bus maintenance facility, and a new state-of-the-art dual bus wash.

From MTS' South Bay Division, Transdev operates the new South Bay Rapid (Route 225), all of the 700-series routes and the majority of the 900-series routes providing service to many communities within the City of San Diego, Ocean Beach, Point Loma, Kearny Mesa, Mission Valley, Serra Mesa, Emerald Hills, College Area, Valencia Park, Oak Park, Southcrest, City Heights, Hillcrest, Old Town, Mission Hills, South San Diego, Barrio Logan, Otay Mesa, Mira Mesa and San Ysidro. Transdev operates service in Coronado, Imperial Beach, National City, Chula Vista, Lemon Grove and some additional areas in the County of San Diego. Transdev also operates service between downtown San Diego and the airport.

South Bay Weekend/Holiday Service

On Sundays and holidays, South Bay operates six additional routes in the East County area. These routes utilize the same 239 MTS-owned CNG fueled transit buses as above and are serviced and fueled at the MTS South Bay Division.

East County Division

MTS's East County Division operates 18 fixed routes, 4 rural routes, and 2 express routes in the eastern, northern and rural areas of San Diego County. These routes utilize 66 MTS-owned CNG transit buses, 24 MTS-owned CNG over-the-road type coaches and 3 MTS-owned gasoline minibuses. All of these buses are operated, serviced and fueled at the MTS-owned East County Division located at 544 Vernon Way in El Cajon. The division also has two (2) battery electric bus chargers installed to support the Zero Emission Bus (ZEB) project.

Transdev operates the 800-series fixed routes in the eastern areas of the county. The East County service operates within the cities of El Cajon, Santee, La Mesa, Lemon Grove and unincorporated areas of Lakeside, Alpine, Rancho San Diego, Casa de Oro and Spring Valley. Rural service operates in communities from Ramona to Borrego Springs, Jacumba, Pine Valley, Descanso, Viejas, Alpine, Tecate, Rancho San Diego and Campo.

Transdev's East County Division also operates two 200-series rapid express routes. These rapid express routes operate during peak periods only along Interstate 15 (I-15) between the communities of Escondido, Poway, Rancho Bernardo, Rancho Penasquitos/Sabre Springs, Carmel Mountain Ranch and downtown San Diego. Service is provided on commuter type over-the-road style buses and use dedicated high-occupancy vehicle (HOV) lanes and limited stops to provide quick and easy travel along the corridor.

First Transit, Inc.

First Transit, Inc., part of FirstGroup America based in Cincinnati, Ohio, is one of the largest private-sector providers of passenger transportation contract and management services in the North America. With more than 60 years of experience, First Transit provides operation, management and consulting for more than 300 locations in 39 states, 4 Canadian Provinces, Puerto Rico, Panama and

India for transit authorities, state departments of transportation, colleges and universities, airports, municipal organizations and private companies. First Transit is supported by 19,500 employees across North America.

FirstGroup America owns and/or operates over 108,000 school and transit buses, and maintains many more vehicles in over 1,100 locations in the United States and Canada. FirstGroup America is comprised of three divisions:

- First Student, the largest provider of school bus transportation and charter services, with 5 million student journeys per day.
- First Transit and First Vehicle Services, which provides transit contracting, management and maintenance services.
- Greyhound, which provides scheduled inter-city bus transportation services in the United States and Canada.

FirstGroup plc, the parent company of FirstGroup America, employs over 110,000 people worldwide, and carries more than 2.5 billion passengers a year through the provision of bus, ADA paratransit and rail services. FirstGroup plc. is a publicly traded company listed on the London Stock Exchange and is headquartered in Aberdeen City, Scotland. FirstGroup is the largest bus and passenger rail operator in the U.K.

Copley Park Division

ADA Paratransit Service

FY21 First Transit operated 107 propane, 45 gasoline powered, MTS-owned paratransit buses, to provide ADA paratransit service throughout the entire MTS service area. All of these buses are operated, serviced and fueled at the MTS-owned/leased Copley Park Division located at 7490/7550 Copley Park Place in Kearny Mesa. In addition, First Transit operates the reservation call center, scheduling, dispatching and maintenance for MTS's ADA paratransit services which provides approximately 492,000 annual trips. MTS received 14 new paratransit minivans from SANDAG under an FTA 5310 grant and funded multiple software enhancements to the customer facing side of the paratransit program with a federal ICAM grant.

First Transit has been the contracted provider of Paratransit services to MTS since 2000 and was awarded a new contract for six base years and 4 option years in June 2020.

Fixed Route Service

Minibus services operates from the MTS Copley Park Division in Kearny Mesa. MTS will continue to realize significant cost savings over the duration of this contract by taking advantage of economies of scales presented by the opportunity to operate the ADA service contract jointly with the minibus operation at the same location, thus, taking full advantage of the many operating synergies.

First Transit began minibus operations on June 12, 2011, serving Mira Mesa, Linda Vista, Kearny Mesa, Poway, Tierrasanta, El Cajon, Santee, Spring Valley and Mid-City. First Transit operates 31 propane and 6 MTS-owned gasoline powered minibuses on 15 weekday fixed routes (including one express route) and 12 weekend fixed routes. First Transit was awarded a new contract for six base years and 4 option years in June 2020.

First Transit also operates the Sorrento Valley Coaster Connection (SVCC) shuttle service, which utilizes MTS-owned minibuses. This service consists of five routes that travels on weekdays from the Sorrento Valley Coaster Station to Sorrento Mesa, Carroll Canyon, Torrey Pines, UTC and UCSD.

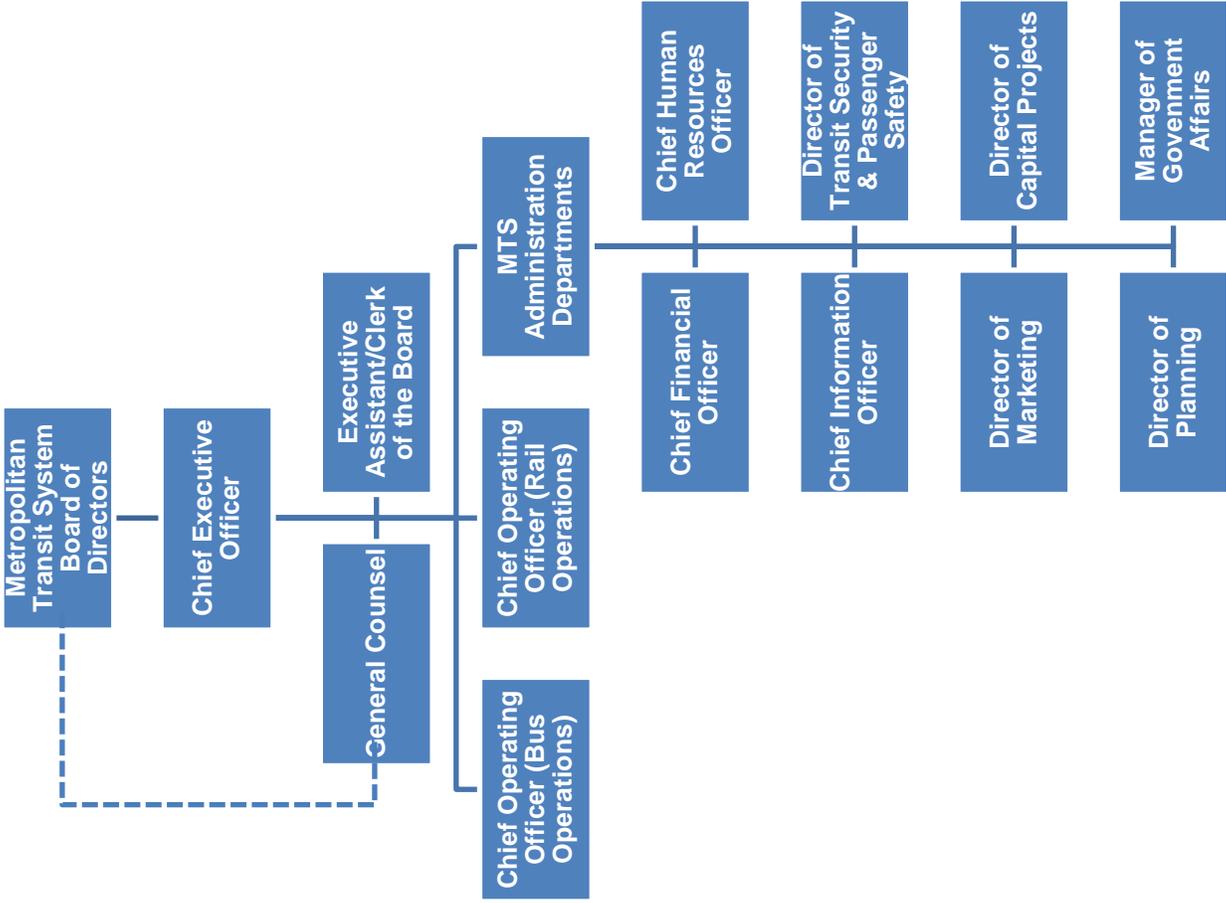
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Coronado Ferry Description of Activities
Fiscal Year 2022
Section 1.03

General System Summary

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego and Coronado. This ferry service transports approximately 79,000 passengers per year. The City of Coronado contracts with Flagship Cruises and Events to provide this peak period, fare-free commuter ferry service. Operating vessels include the Cabrillo, the Silvergate and the Marietta.

The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

**San Diego Metropolitan Transit System
Executive Level Organization Chart
Fiscal Year 2022
Section 1.04**



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

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|----------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 79,531,926 | 46,603,588 | 49,500,000 | 2,896,412 | 6.2% |
| OTHER OPERATING REVENUE | 21,817,225 | 18,381,868 | 21,512,685 | 3,130,817 | 17.0% |
| TOTAL OPERATING REVENUES | 101,349,151 | 64,985,456 | 71,012,685 | 6,027,229 | 9.3% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 205,967,142 | 263,738,057 | 284,105,421 | 20,367,364 | 7.7% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | 26,056 | (2,503,059) | 34,982 | 2,538,041 | -101.4% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | 26,056 | (2,503,059) | 34,982 | 2,538,041 | -101.4% |
| TOTAL NON OPERATING REVENUE | 205,993,198 | 261,234,998 | 284,140,403 | 22,905,406 | 8.8% |
| TOTAL COMBINED REVENUES | 307,342,349 | 326,220,454 | 355,153,088 | 28,932,635 | 8.9% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 84,862,243 | 86,611,972 | 93,860,341 | 7,248,369 | 8.4% |
| FRINGE EXPENSES | 54,475,623 | 69,139,073 | 64,238,128 | (4,900,945) | -7.1% |
| TOTAL PERSONNEL EXPENSES | 139,337,866 | 155,751,045 | 158,098,469 | 2,347,424 | 1.5% |
| 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 | 17,651,411 | 2,188,392 | 14.2% |
| PURCHASED TRANSPORTATION | 75,308,366 | 74,128,784 | 92,634,838 | 18,506,054 | 25.0% |
| TOTAL OUTSIDE SERVICES | 106,259,552 | 107,326,179 | 130,257,213 | 22,931,034 | 21.4% |
| 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 | 11,496,539 | (3,490,301) | -23.3% |
| TOTAL MATERIALS AND SUPPLIES | 14,170,585 | 16,717,560 | 13,317,239 | (3,400,321) | -20.3% |
| GAS/DIESEL/PROPANE | 2,720,308 | 1,876,186 | 2,636,186 | 760,000 | 40.5% |
| CNG | 9,462,873 | 10,967,235 | 12,405,000 | 1,437,765 | 13.1% |
| TRACTION POWER | 13,222,628 | 15,523,128 | 19,426,472 | 3,903,344 | 25.1% |
| UTILITIES | 4,344,654 | 4,665,410 | 5,465,034 | 799,624 | 17.1% |
| TOTAL ENERGY | 29,750,463 | 33,031,959 | 39,932,692 | 6,900,733 | 20.9% |
| RISK MANAGEMENT | 6,940,342 | 7,381,688 | 7,119,617 | (262,071) | -3.6% |
| GENERAL AND ADMINISTRATIVE | 4,500,828 | 4,200,270 | 4,663,845 | 463,575 | 11.0% |
| DEBT SERVICE | 984,407 | 481,450 | 335,196 | (146,254) | -30.4% |
| VEHICLE / FACILITY LEASE | 1,239,270 | 1,330,300 | 1,428,817 | 98,517 | 7.4% |
| TOTAL OPERATING EXPENSES | 303,183,312 | 326,220,451 | 355,153,088 | 28,932,637 | 8.9% |
| NET OPERATING SUBSIDY | (201,834,161) | (261,234,995) | (284,140,403) | 22,905,408 | 8.8% |
| OVERHEAD ALLOCATION | (0) | (0) | (0) | 0 | 0.0% |
| ADJUSTED NET OPERATING SUBSIDY | (201,834,161) | (261,234,995) | (284,140,403) | 22,905,408 | 8.8% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 4,159,037 | 3 | (0) | 3 | 0.0% |

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

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|----------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 79,531,926 | 46,603,588 | 49,500,000 | 2,896,412 | 6.2% |
| OTHER OPERATING REVENUE | 753,515 | 286,100 | 553,450 | 267,350 | 93.4% |
| TOTAL OPERATING REVENUES | 80,285,441 | 46,889,688 | 50,053,450 | 3,163,762 | 6.7% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 201,651,327 | 258,029,589 | 277,587,538 | 19,557,949 | 7.6% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 201,651,327 | 258,029,589 | 277,587,538 | 19,557,949 | 7.6% |
| TOTAL COMBINED REVENUES | 281,936,768 | 304,919,277 | 327,640,988 | 22,721,711 | 7.5% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 68,093,673 | 69,810,163 | 75,723,065 | 5,912,902 | 8.5% |
| FRINGE EXPENSES | 49,638,636 | 63,126,367 | 57,564,738 | (5,561,629) | -8.8% |
| TOTAL PERSONNEL EXPENSES | 117,732,309 | 132,936,530 | 133,287,803 | 351,273 | 0.3% |
| 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 | 5,116,774 | (20,454) | -0.4% |
| PURCHASED TRANSPORTATION | 75,308,366 | 74,128,784 | 92,634,838 | 18,506,054 | 25.0% |
| TOTAL OUTSIDE SERVICES | 89,010,419 | 89,227,848 | 109,299,576 | 20,071,728 | 22.5% |
| 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 | 11,479,902 | (3,465,890) | -23.2% |
| TOTAL MATERIALS AND SUPPLIES | 14,148,797 | 16,676,492 | 13,300,602 | (3,375,890) | -20.2% |
| GAS/DIESEL/PROPANE | 2,587,806 | 1,732,436 | 2,452,436 | 720,000 | 41.6% |
| CNG | 9,462,873 | 10,967,235 | 12,405,000 | 1,437,765 | 13.1% |
| TRACTION POWER | 13,222,628 | 15,523,128 | 19,426,472 | 3,903,344 | 25.1% |
| UTILITIES | 3,612,654 | 3,872,828 | 4,700,924 | 828,096 | 21.4% |
| TOTAL ENERGY | 28,885,961 | 32,095,627 | 38,984,832 | 6,889,205 | 21.5% |
| RISK MANAGEMENT | 3,042,537 | 4,136,760 | 6,056,531 | 1,919,771 | 46.4% |
| GENERAL AND ADMINISTRATIVE | 867,682 | 950,644 | 960,687 | 10,043 | 1.1% |
| DEBT SERVICE | 612,259 | 481,450 | 335,196 | (146,254) | -30.4% |
| VEHICLE / FACILITY LEASE | 1,026,269 | 1,074,550 | 1,162,667 | 88,117 | 8.2% |
| TOTAL OPERATING EXPENSES | 255,326,232 | 277,579,901 | 303,387,894 | 25,807,993 | 9.3% |
| NET OPERATING SUBSIDY | (175,040,791) | (230,690,213) | (253,334,444) | 22,644,231 | 9.8% |
| OVERHEAD ALLOCATION | (26,530,134) | (27,339,374) | (24,253,094) | 3,086,280 | -11.3% |
| ADJUSTED NET OPERATING SUBSIDY | (201,570,925) | (258,029,587) | (277,587,538) | 19,557,951 | 7.6% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 80,402 | 2 | (0) | 2 | -102.8% |

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

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 20,051,911 | 17,208,943 | 20,077,680 | 2,868,737 | 16.7% |
| TOTAL OPERATING REVENUES | 20,051,911 | 17,208,943 | 20,077,680 | 2,868,737 | 16.7% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 4,315,815 | 5,708,468 | 6,517,883 | 809,415 | 14.2% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | (2,500,000) | - | 2,500,000 | -100.0% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | (2,500,000) | - | 2,500,000 | -100.0% |
| TOTAL NON OPERATING REVENUE | 4,315,815 | 3,208,468 | 6,517,883 | 3,309,415 | 103.1% |
| TOTAL COMBINED REVENUES | 24,367,727 | 20,417,411 | 26,595,563 | 6,178,152 | 30.3% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 16,266,682 | 16,439,809 | 17,803,619 | 1,363,810 | 8.3% |
| FRINGE EXPENSES | 4,593,256 | 5,798,300 | 6,485,600 | 687,300 | 11.9% |
| TOTAL PERSONNEL EXPENSES | 20,859,938 | 22,238,109 | 24,289,219 | 2,051,110 | 9.2% |
| 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 | 12,424,937 | 2,199,364 | 21.5% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 17,197,270 | 17,994,113 | 20,843,937 | 2,849,824 | 15.8% |
| LUBRICANTS | - | 20 | - | (20) | -100.0% |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 16,742 | 40,928 | 16,637 | (24,291) | -59.4% |
| TOTAL MATERIALS AND SUPPLIES | 16,742 | 40,948 | 16,637 | (24,311) | -59.4% |
| GAS/DIESEL/PROPANE | 128,169 | 136,750 | 176,750 | 40,000 | 29.3% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 723,311 | 784,432 | 755,890 | (28,542) | -3.6% |
| TOTAL ENERGY | 851,480 | 921,182 | 932,640 | 11,458 | 1.2% |
| RISK MANAGEMENT | 3,867,387 | 3,183,512 | 921,102 | (2,262,410) | -71.1% |
| GENERAL AND ADMINISTRATIVE | 3,509,893 | 3,183,436 | 3,611,197 | 427,761 | 13.4% |
| DEBT SERVICE | 372,148 | - | - | - | - |
| VEHICLE / FACILITY LEASE | 189,930 | 230,000 | 240,400 | 10,400 | 4.5% |
| TOTAL OPERATING EXPENSES | 46,864,789 | 47,791,300 | 50,855,132 | 3,063,832 | 6.4% |
| NET OPERATING SUBSIDY | (26,812,877) | (30,582,357) | (30,777,452) | 195,095 | 0.6% |
| OVERHEAD ALLOCATION | 26,575,698 | 27,373,889 | 24,259,569 | (3,114,321) | -11.4% |
| ADJUSTED NET OPERATING SUBSIDY | (237,179) | (3,208,468) | (6,517,883) | 3,309,416 | 103.1% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 4,078,636 | 0 | - | 0 | -100.0% |

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

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 1,011,799 | 886,825 | 881,555 | (5,270) | -0.6% |
| TOTAL OPERATING REVENUES | 1,011,799 | 886,825 | 881,555 | (5,270) | -0.6% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | 0 | - | (0) | -100.0% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | 26,056 | (3,059) | 34,982 | 38,041 | -1243.5% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | 26,056 | (3,059) | 34,982 | 38,041 | -1243.5% |
| TOTAL NON OPERATING REVENUE | 26,056 | (3,059) | 34,982 | 38,041 | -1243.6% |
| TOTAL COMBINED REVENUES | 1,037,855 | 883,766 | 916,537 | 32,771 | 3.7% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 501,887 | 362,000 | 333,657 | (28,343) | -7.8% |
| FRINGE EXPENSES | 243,731 | 214,406 | 187,790 | (26,616) | -12.4% |
| TOTAL PERSONNEL EXPENSES | 745,618 | 576,406 | 521,447 | (54,959) | -9.5% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 7,263 | 4,000 | 4,000 | - | 0.0% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 44,600 | 100,218 | 109,700 | 9,482 | 9.5% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 51,863 | 104,218 | 113,700 | 9,482 | 9.1% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 5,045 | 120 | - | (120) | -100.0% |
| TOTAL MATERIALS AND SUPPLIES | 5,045 | 120 | - | (120) | -100.0% |
| GAS/DIESEL/PROPANE | 4,333 | 7,000 | 7,000 | - | 0.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 8,690 | 8,150 | 8,220 | 70 | 0.9% |
| TOTAL ENERGY | 13,022 | 15,150 | 15,220 | 70 | 0.5% |
| RISK MANAGEMENT | 30,419 | 61,416 | 141,984 | 80,568 | 131.2% |
| GENERAL AND ADMINISTRATIVE | 123,253 | 66,190 | 91,961 | 25,771 | 38.9% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | 23,071 | 25,750 | 25,750 | - | 0.0% |
| TOTAL OPERATING EXPENSES | 992,291 | 849,250 | 910,062 | 60,812 | 7.2% |
| NET OPERATING SUBSIDY | 19,507 | 37,575 | (28,507) | 66,082 | -175.9% |
| OVERHEAD ALLOCATION | (45,564) | (34,516) | (6,475) | - | -81.2% |
| ADJUSTED NET OPERATING SUBSIDY | (26,056) | 3,059 | (34,982) | 38,041 | -1243.5% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | 0 | 0 | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
FY 2022 FUNDING SOURCES (\$000s)
SECTION 2.05**

| Funding Description | FY20 | FY21 | FY22 |
|-------------------------------------------------------|--------------------|--------------------|--------------------|
| Federal Funding Estimate | \$ 89,538 | \$ 98,843 | \$ 78,567 |
| Transportation Development Act | 38,479 | 26,474 | 33,087 |
| California State Transit Assistance (STA) | 34,147 | 23,656 | 16,789 |
| California Cap and Trade (TIRCP, LCTOP) | 18,112 | 11,009 | 25,396 |
| Other Funding | 1,127 | 3,063 | 34,455 |
| Total Available Funding | \$ 181,403 | \$ 163,046 | \$ 188,292 |
| Preventive Maintenance | \$ (56,000) | \$ (58,000) | \$ (60,131) |
| SANDAG Planning Study | (211) | (214) | (213) |
| Operation Usage | (4,599) | (4,617) | (2,462) |
| Total Preventative Maintenance/SANDAG Planning | \$ (60,811) | \$ (62,831) | \$ (62,806) |
| Available Funding for Capital Program | \$ 120,592 | \$ 100,214 | \$ 125,486 |

| Capital Project Categories | FY20 | FY21 | FY22 |
|-----------------------------------|-------------------|-------------------|-------------------|
| Rail Revenue Vehicles | 22,000 | 25,971 | 28,500 |
| Bus Revenue Vehicles | 32,453 | 32,954 | 42,225 |
| Facility & Construction Projects | 28,612 | 10,284 | 11,985 |
| Rail Infrastructure | 19,543 | 16,973 | 26,062 |
| Other Equipment & Installations | 17,984 | 14,033 | 16,715 |
| Grand Total | \$ 120,592 | \$ 100,214 | \$ 125,486 |

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Summary of Significant Revenue Activities
 Proposed Budget Fiscal Year 2022
 Section 3.01

Fare Revenue

Fare revenue is detailed in Section 3.03.

Passenger fares make up approximately 13.9 percent of the system's \$355.2 million operating budget. Passenger fares are budgeted to increase (6.2 percent) to \$49.5 million for FY22 compared to amended FY21 levels. Total passenger levels for all operators are projected to total 42.5 million, an increase of 4.2 million (11.1 percent) from amended FY21 levels. Projected increases in passengers and passenger revenue are due to the Mid-Coast Trolley extension going live in November 2021, as well as the continued recovery from the COVID-19 pandemic.

Other Operating Revenues

Other revenue is detailed in Section 3.04.

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, interest income, rental income, land management income, energy credits, income related to Taxicab Administration, income from the San Diego and Arizona Eastern (SD&AE) Railway Company and other miscellaneous income.

Total other revenue is budgeted to increase by \$3.1 million (17.0 percent) compared to amended FY21 levels, primarily due to increases to advertising and energy credit revenues.

Non-operating Revenues

MTS receives a variety of non-operating revenues that primarily consist of federal, state and local subsidy funds. These revenues fund both the operating and capital improvement program (CIP) budget. Additionally, there are reserve revenues, which reflect projected changes to the reserve balances of Taxicab Administration and San Diego & Arizona Eastern, both self-funded entities.

Subsidy Revenue

Subsidy revenue included in the operating budget is detailed in Section 3.05. MTS is budgeting \$284.1 million (an increase of \$20.4 million or 7.7 percent) in subsidy revenue for FY22. This increase is partially due to the continued recovery of sales tax revenues as well as additional TransNet Operating Reimbursement due to the launch of the Mid-Coast Trolley extension. It also includes an increase in federal stimulus funding, which is detailed below.

Subsidy revenue included in the CIP budget is detailed in Section 8.02. MTS is budgeting \$125.5 million in subsidy revenue for FY22.

Federal Transit Administration (FTA) Recurring Revenues

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Federal fiscal year 2021. 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. 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 is expected to decrease by \$180,000 from the FY21 amended budget to \$78.6 million in total.

FAST provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventive 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 preventive maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements
- 5311 Formula Grants for Rural Areas Funding for rural service operations
- 5311(f) Inter-City Bus Program Funding for rural service operations connecting to inter-city network

Section 5307 / 5337 / 5339 Capital and Preventive Maintenance

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. The funding levels for each section are estimates.

The FY22 MTS operating and CIP budgets 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.

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 federal fiscal year 2021, the estimated allocation for the MTS Section 5307 program is \$45.9 million.

Section 5337 State of Good Repair is also a formula-based 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 that are required to maintain public transportation systems in a state of good repair. For federal fiscal year 2021, the Section 5337 funds MTS allocation estimate is \$28.3 million.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2021, the Section 5339 funds MTS allocation estimate is \$4.3 million.

In FY22, MTS will use both Section 5307 and 5337 funds for preventive maintenance totaling \$59.0 million. The FTA also allows the utilization of up to 10 percent of Section 5307 funding for ADA operations, resulting in an allocation of \$4.6 million in FY22. The remaining federal formula funding will fund the FY22 CIP

FTA Stimulus Funding

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS was apportioned \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic.

On March 11, 2021, the President signed American Rescue Plan Act of 2021 (ARP) Act, which provided \$30.5 billion to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. MTS is expected to receive between \$130-140 million in ARP Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic.

The Board has directed to include this stimulus funding in the operating budget over multiple fiscal years to supplement lost revenues and balance the projected operating deficits resulting from COVID-19. This proposed FY22 operating budget includes \$80.3 million in FTA stimulus funding.

Other Federal Revenue

Section 5311 formula funding is allocated to the state of California Department of Transportation, who then awards it to sub-recipients for rural capital improvements and to supplement operating costs. Funding for FY22 is \$844,000.

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 FY21 CIP \$10 million is budgeted, and the remaining balance will be budgeted in the future fiscal years.

Transportation Development Act (TDA) Revenue

TDA provides funding for public transit operators. This state fund is one-quarter of a percent of the 7.75 percent sales tax assessed in the region. SANDAG is responsible for apportionment of these funds within the San Diego region.

Regional sales tax receipts were projected to grow by 3.7 percent year over year for FY22 compared to the revised totals for FY21, resulting in a revenue increase to MTS of \$3.5 million (3.6 percent) versus the amended FY21 projection of \$97.8 million. The MTS operating budget will include \$68.8 million of TDA funding, a decrease of \$2.9 million (-4.1 percent). The remaining \$32.5 million will be utilized in the FY22 CIP.

State Transit Assistance (STA) Revenue

STA funding comes from the Public Transportation Act (PTA), which derives its revenue from the state sales tax on diesel fuel. 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 State of Good Repair (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 FY22 CIP.

Other State Revenue

The 2014-15 State of California Budget provides \$832 million 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) is an annual funding program that is distributed by the same formula as STA funding. MTS has budgeted \$5.2 million in the FY22 CIP to fund the Zero Emission Bus project.

The Transit and Intercity Rail Capital Program (TIRCP) awarded MTS a total of \$40.1M in FY19 for Blue Line Rail Corridor Transit Enhancements projects, in which \$16.0M is budgeted in MTS's FY22 CIP, the remaining balance of \$2.6M will be budgeted in future fiscal years. In FY20, MTS was awarded another \$7.2 million for the El Cajon Transit Center Third Track project, with \$4.2 million budgeted in FY22 CIP and a balance of \$3.0 million to be budgeted in future fiscal years.

MTS annually receives Medi-Cal revenue for the reimbursement of certain Americans with Disability Act (ADA) Paratransit trips. The FY22 operating budget includes revenue of \$200,000, an increase of \$70,000 (53.8 percent).

TransNet Revenue

In November of 2004, area voters approved a 40-year extension of the one-half cent sales tax original ordinance that was set to expire in 2008 (TransNet II). This approval had two impacts; first, it assured and slightly improved the original TransNet funding beyond 2008; second, the Bus Rapid Transit (BRT) and Superloop Programs will receive most of its funding from TransNet II. All of these funds are utilized in the operating budget.

For FY22, TransNet operating support funding is \$28.7 million and ADA funding is \$908,000. This totals \$29.6 million for FY22, which is an increase of \$1.3 million (4.4 percent) from the FY21 amended budget. This increase is due to the projected increases in regional sales tax revenues.

MTS also receives TransNet as operating assistance for TransNet funded services, which includes Superloop, I-15 BRT, Mid-City Rapid, and South Bay BRT. Beginning in November 2021, this will also include the Mid-Coast Trolley extension. TransNet operating assistance is projected to be \$20.0 million in FY22, an increase of \$6.6 million from the FY21 amended budget, which is due to the Mid-Coast Trolley extension. In total, TransNet revenues are projected to increase by \$7.8 million (18.8 percent) from the FY21 amended budget.

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For FY22, these funds total \$191,000.

SANDAG provides funding, funded through FasTrak tolls, to operate services along the Interstate 15 corridor. The budgeted FasTrak funding supporting this operation totals \$8.5 million.

In April 2009, MTS and North County Transit District (NCTD) reached an agreement regarding the sharing of the net operating subsidy for the Sorrento Valley Coaster Connection (SVCC). For FY22, NCTD's portion of the funding needed to provide this service totals \$110,000.

In December 2018, MTS and the University of California, San Diego (UCSD) executed a contract in which the UCSD-operated City Shuttle service would be replaced by expanded frequency and span on MTS routes 201 and 202 between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus. UCSD has agreed to reimburse MTS \$5.74 per student per quarter. The FY22 budget for UCSD shuttle revenue is \$500,000.

Other Non-Operating Revenue

Other non-operating revenue is detailed in Section 3.06. Reserve revenue usage totals \$35,000, an increase of \$2.5 million from the FY21 amended budget, which had a net contribution of \$2.5 million. These reserve revenues changes are described below.

Reserve Revenues

The FY22 operating budget projects a balanced budget. The contingency reserve balance for the end of FY21 is projected to total \$38.8 million, or 13.5 percent of the FY21 MTS operating expenses. The FY21 amended operating budget for MTS is utilizing \$500,000 in contingency reserves toward a one-time settlement payment within Administration. MTS also maintains an Insurance reserve for its Self-Insured Retention (SIR) balance. Due to the high cost of liability insurance, the Board decided to increase the MTS SIR from \$2,000,000 to \$5,000,000, and as such, the FY21 amended budget reflects this one-time addition of \$3,000,000 to the Insurance reserve. No reserve utilization is projected for FY22 for MTS.

For Hire Vehicle Administration (FHVA) and San Diego & Arizona Eastern (SD&AE) are self-funded entities who must balance their operating expenses with operating revenues or their contingency reserve revenue. FHVA is projected to add \$63,000 to its contingency reserves as total FY22 projected revenues exceed FY22 projected expenses. SD&AE is projected to use \$98,000 of its contingency reserves as total FY22 projected expenses exceed FY22 projected revenues.

A full schedule of all contingency reserves is detailed in Section 10.06.

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

| | <u>ACTUAL FY20</u> | <u>AMENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE AMENDED/ ORIGINAL</u> | <u>% CHANGE AMENDED/ ORIGINAL</u> |
|--------------------------------------|------------------------|------------------------------------|-------------------------------------|--------------------------------------------|-------------------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 79,531,926 | 46,603,588 | 49,500,000 | 2,896,412 | 6.2% |
| OTHER INCOME | 21,817,225 | 18,381,868 | 21,512,685 | 3,130,817 | 17.0% |
| TOTAL OPERATING REVENUE | 101,349,151 | 64,985,456 | 71,012,685 | 6,027,229 | 9.3% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | | | | | |
| FEDERAL REVENUE | 63,129,955 | 63,219,614 | 64,586,394 | 1,366,781 | 2.2% |
| FEDERAL REVENUE - CARES ACT | 17,900,000 | 74,143,632 | 80,295,795 | 6,152,163 | 8.3% |
| TRANSPORTATION DEVELOPMENT ACT (TDA) | 63,505,007 | 71,776,987 | 68,804,580 | (2,972,407) | -4.1% |
| 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 | 49,617,341 | 7,847,255 | 18.8% |
| OTHER LOCAL SUBSIDIES | 9,533,553 | 9,428,703 | 9,301,311 | (127,392) | -1.4% |
| TOTAL SUBSIDY REVENUE | 205,967,143 | 263,738,054 | 284,105,421 | 20,367,367 | 7.7% |
| OTHER REVENUE | | | | | |
| OTHER FUNDS | - | - | - | 0 | - |
| RESERVES REVENUE | 26,056 | (2,503,059) | 34,982 | 2,538,041 | -101.4% |
| TOTAL OTHER REVENUE | 26,056 | (2,503,059) | 34,982 | 2,538,041 | -101.4% |
| TOTAL NON OPERATING REVENUE | 205,993,199 | 261,234,995 | 284,140,403 | 22,905,408 | 8.8% |
| GRAND TOTAL REVENUES | 307,342,349 | 326,220,451 | 355,153,088 | 28,932,637 | 8.9% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PASSENGER REVENUE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 3.03**

| | <u>ACTUAL FY20</u> | <u>AMENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE BUDGET/ AMENDED</u> | <u>% CHANGE BUDGET/ AMENDED</u> |
|--------------------------------|--------------------------|------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| PASSENGER REVENUE | | | | | |
| BUS OPERATIONS | 19,749,141 | 14,106,729 | 13,939,714 | (167,015) | -1.2% |
| RAIL OPERATIONS - BASE | 36,463,572 | 18,777,568 | 21,222,257 | 2,444,689 | 13.0% |
| MCS - FIXED ROUTE | 20,933,519 | 13,269,115 | 13,179,831 | (89,284) | -0.7% |
| MCS - PARATRANSIT | 2,385,694 | 450,176 | 1,158,198 | 708,022 | 157.3% |
| CHULA VISTA TRANSIT | 0 | 0 | 0 | 0 | - |
| CORONADO FERRY | 0 | 0 | 0 | 0 | - |
| TOTAL PASSENGER REVENUE | <u>79,531,926</u> | <u>46,603,588</u> | <u>49,500,000</u> | <u>2,896,412</u> | <u>6.2%</u> |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 3.04**

| | <u>ACTUAL FY20</u> | <u>AMENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE BUDGET/ AMENDED</u> | <u>% CHANGE BUDGET/ AMENDED</u> |
|-------------------------------------|--------------------------|------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OTHER INCOME | | | | | |
| BUS OPERATIONS | 6,850 | 3,100 | 3,450 | 350 | 11.3% |
| RAIL OPERATIONS - BASE | 746,553 | 283,000 | 550,000 | 267,000 | 94.3% |
| MCS - FIXED ROUTE | 112 | 0 | 0 | 0 | - |
| MCS - PARATRANSIT | 0 | 0 | 0 | 0 | - |
| CORONADO FERRY | 0 | 0 | 0 | 0 | - |
| ADMINISTRATIVE | 20,051,911 | 17,208,943 | 20,077,680 | 2,868,737 | 16.7% |
| TAXICAB | 856,152 | 720,825 | 721,555 | 730 | 0.1% |
| SD&AE | 155,647 | 166,000 | 160,000 | (6,000) | -3.6% |
| TOTAL OTHER INCOME | <u>21,817,225</u> | <u>18,381,868</u> | <u>21,512,685</u> | <u>3,130,817</u> | <u>17.0%</u> |
| TOTAL OTHER OPERATING INCOME | <u><u>21,817,225</u></u> | <u><u>18,381,868</u></u> | <u><u>21,512,685</u></u> | <u><u>3,130,817</u></u> | <u><u>17.0%</u></u> |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SUBSIDY REVENUE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 3.05**

| | ACTUAL FY20 | AMENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|---------------------------------------------|--------------------|---------------------------|----------------------------|---------------------------------|--------------------------------|
| FEDERAL | | | | | |
| FEDERAL OTHER | 135,177 | 151,500 | 151,500 | 0 | 0.0% |
| FTA 5307/5309 - PREVENTITIVE MAINTENANCE | 57,903,613 | 60,130,645 | 59,000,000 | (1,130,645) | -1.9% |
| FTA 5309 - PREVENTITIVE MAINTENANCE ADA | 4,617,347 | 2,462,469 | 4,591,253 | 2,128,785 | 86.4% |
| FTA 5309 - PREVENTITIVE MAINTENANCE FUEL | 0 | 0 | 0 | 0 | - |
| FTA 5311 / 5311(f) - RURAL | 473,818 | 475,000 | 843,641 | 368,641 | 77.6% |
| TOTAL FEDERAL FUNDS | 63,129,955 | 63,219,614 | 64,586,394 | 1,366,781 | 2.2% |
| FEDERAL | | | | | |
| FTA 5307 - CARES ACT | 17,900,000 | 74,143,632 | 80,295,795 | 6,152,163 | 8.3% |
| TOTAL FEDERAL FUNDS | 17,900,000 | 74,143,632 | 80,295,795 | 6,152,163 | 8.3% |
| TRANSPORTATION DEVELOPMENT ACT (TDA) | | | | | |
| TDA - ARTICLE 4.0 MTS AREA | 57,834,524 | 66,629,862 | 62,473,145 | (4,156,717) | -6.2% |
| TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE | 0 | 0 | 0 | 0 | - |
| TDA - MATCH | 0 | 0 | 0 | 0 | - |
| TDA - ARTICLE 4.5 (ADA) | 5,041,994 | 4,913,197 | 5,095,235 | 182,038 | 3.7% |
| TDA - ARTICLE 8.0 | 628,489 | 233,928 | 1,236,201 | 1,002,273 | 428.5% |
| TOTAL TDA FUNDS | 63,505,007 | 71,776,987 | 68,804,580 | (2,972,407) | -4.1% |
| STATE TRANSIT ASSISTANCE (STA) | | | | | |
| STA - FORMULA | 10,912,864 | 3,269,000 | 11,300,000 | 8,031,000 | 245.7% |
| TOTAL STA FUNDS | 10,912,864 | 3,269,000 | 11,300,000 | 8,031,000 | 245.7% |
| STATE REVENUE - OTHER | | | | | |
| CALTRANS | 0 | 0 | 0 | 0 | - |
| MEDICAL | 670,411 | 130,034 | 200,000 | 69,966 | 53.8% |
| TOTAL STATE FUNDS | 670,411 | 130,034 | 200,000 | 69,966 | 1 |
| TRANSNET | | | | | |
| TRANSNET - 40% OPERATING SUPPORT | 27,311,577 | 27,497,336 | 28,718,000 | 1,220,664 | 4.4% |
| TRANSNET - ACCESS ADA | 870,762 | 875,261 | 907,641 | 32,380 | 3.7% |
| TRANSNET - SUPERLOOP | 1,920,710 | 2,431,790 | 2,132,292 | (299,498) | -12.3% |
| TRANSNET - BRT | 10,212,304 | 10,965,699 | 17,859,409 | 6,893,709 | 62.9% |
| TOTAL TRANSNET FUNDS | 40,315,353 | 41,770,086 | 49,617,341 | 7,847,255 | 18.8% |
| OTHER LOCAL | | | | | |
| CITY OF SAN DIEGO | 329,984 | 214,478 | 191,311 | (23,167) | -10.8% |
| SANDAG - INLAND BREEZE | 8,040,856 | 8,843,125 | 8,500,000 | (343,125) | -3.9% |
| SANDAG - 4S RANCH | 0 | 0 | 0 | 0 | - |
| SANDAG - MURPHY CANYON | 0 | 0 | 0 | 0 | - |
| APCD | 0 | 0 | 0 | 0 | - |
| OTHER | 1,162,713 | 371,100 | 610,000 | 238,900 | 64.4% |
| CNG REBATES | 0 | 0 | 0 | 0 | - |
| OTHER LOCAL FUNDS | 9,533,553 | 9,428,703 | 9,301,311 | (127,392) | -1.4% |
| TOTAL SUBSIDY REVENUE | 205,967,143 | 263,738,054 | 284,105,421 | 20,367,367 | 7.7% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER NON OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 3.06**

| | <u>ACTUAL FY20</u> | <u>AMENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE BUDGET/ AMENDED</u> | <u>% CHANGE BUDGET/ AMENDED</u> |
|------------------------------------------|------------------------|------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OTHER FUNDS | | | | | |
| LEASE/LEASEBACK LEASE PAYMENT FUND | 0 | 0 | 0 | 0 | - |
| TOTAL OTHER FUNDS | 0 | 0 | 0 | 0 | - |
| RESERVES REVENUE | | | | | |
| MTS CONTINGENCY RESERVE | - | 500,000 | 0 | (500,000) | -100.0% |
| TAXICAB RESERVES | 88,825 | 16,585 | (62,766) | (79,351) | -478.5% |
| CARRYOVERS | 0 | 0 | 0 | 0 | - |
| RISK INSURANCE RESERVE | 0 | (3,000,000) | 0 | 3,000,000 | -100.0% |
| SD&AE RESERVE | (62,769) | (19,644) | 97,748 | 117,392 | -597.6% |
| TOTAL RESERVES REVENUE | 26,056 | (2,503,059) | 34,982 | 2,538,041 | -101.4% |
| TOTAL OTHER NON OPERATING REVENUE | <u>26,056</u> | <u>(2,503,059)</u> | <u>34,982</u> | <u>2,538,041</u> | <u>-101.4%</u> |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2022
SECTION 4.01**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|----------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 79,531,926 | 46,603,588 | 49,500,000 | 2,896,412 | 6.2% |
| OTHER OPERATING REVENUE | 753,515 | 286,100 | 553,450 | 267,350 | 93.4% |
| TOTAL OPERATING REVENUES | 80,285,441 | 46,889,688 | 50,053,450 | 3,163,762 | 6.7% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 201,651,327 | 258,029,589 | 277,587,538 | 19,557,949 | 7.6% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 201,651,327 | 258,029,589 | 277,587,538 | 19,557,949 | 7.6% |
| TOTAL COMBINED REVENUES | 281,936,768 | 304,919,277 | 327,640,988 | 22,721,711 | 7.5% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 68,093,673 | 69,810,163 | 75,723,065 | 5,912,902 | 8.5% |
| FRINGE EXPENSES | 49,638,636 | 63,126,367 | 57,564,738 | (5,561,629) | -8.8% |
| TOTAL PERSONNEL EXPENSES | 117,732,309 | 132,936,530 | 133,287,803 | 351,273 | 0.3% |
| 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 | 5,116,774 | (20,454) | -0.4% |
| PURCHASED TRANSPORTATION | 75,308,366 | 74,128,784 | 92,634,838 | 18,506,054 | 25.0% |
| TOTAL OUTSIDE SERVICES | 89,010,419 | 89,227,848 | 109,299,576 | 20,071,728 | 22.5% |
| 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 | 11,479,902 | (3,465,890) | -23.2% |
| TOTAL MATERIALS AND SUPPLIES | 14,148,797 | 16,676,492 | 13,300,602 | (3,375,890) | -20.2% |
| GAS/DIESEL/PROPANE | 2,587,806 | 1,732,436 | 2,452,436 | 720,000 | 41.6% |
| CNG | 9,462,873 | 10,967,235 | 12,405,000 | 1,437,765 | 13.1% |
| TRACTION POWER | 13,222,628 | 15,523,128 | 19,426,472 | 3,903,344 | 25.1% |
| UTILITIES | 3,612,654 | 3,872,828 | 4,700,924 | 828,096 | 21.4% |
| TOTAL ENERGY | 28,885,961 | 32,095,627 | 38,984,832 | 6,889,205 | 21.5% |
| RISK MANAGEMENT | 3,042,537 | 4,136,760 | 6,056,531 | 1,919,771 | 46.4% |
| GENERAL AND ADMINISTRATIVE | 867,682 | 950,644 | 960,687 | 10,043 | 1.1% |
| DEBT SERVICE | 612,259 | 481,450 | 335,196 | (146,254) | -30.4% |
| VEHICLE / FACILITY LEASE | 1,026,269 | 1,074,550 | 1,162,667 | 88,117 | 8.2% |
| TOTAL OPERATING EXPENSES | 255,326,232 | 277,579,901 | 303,387,894 | 25,807,993 | 9.3% |
| NET OPERATING SUBSIDY | (175,040,791) | (230,690,213) | (253,334,444) | 22,644,231 | 9.8% |
| OVERHEAD ALLOCATION | (26,530,134) | (27,339,374) | (24,253,094) | 3,086,280 | -11.3% |
| ADJUSTED NET OPERATING SUBSIDY | (201,570,925) | (258,029,587) | (277,587,538) | 19,557,951 | 7.6% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 80,402 | 2 | (0) | 2 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 4.02**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 19,749,141 | 14,106,729 | 13,939,714 | (167,015) | -1.2% |
| OTHER OPERATING REVENUE | 6,850 | 3,100 | 3,450 | 350 | 11.3% |
| TOTAL OPERATING REVENUES | 19,755,991 | 14,109,829 | 13,943,164 | (166,665) | -1.2% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 81,453,144 | 103,287,481 | 94,475,550 | (8,811,931) | -8.5% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 81,453,144 | 103,287,481 | 94,475,550 | (8,811,931) | -8.5% |
| TOTAL COMBINED REVENUES | 101,209,136 | 117,397,310 | 108,418,714 | (8,978,596) | -7.6% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 38,782,676 | 40,124,454 | 42,812,761 | 2,688,307 | 6.7% |
| FRINGE EXPENSES | 38,467,980 | 49,718,007 | 42,023,581 | (7,694,426) | -15.5% |
| TOTAL PERSONNEL EXPENSES | 77,250,656 | 89,842,461 | 84,836,342 | (5,006,119) | -5.6% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 840,999 | 1,015,415 | 1,054,608 | 39,193 | 3.9% |
| ENGINE AND TRANSMISSION REBUILD | 253,883 | 350,000 | 350,000 | - | 0.0% |
| OTHER OUTSIDE SERVICES | 498,387 | 667,523 | 688,036 | 20,513 | 3.1% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 1,593,269 | 2,032,938 | 2,092,644 | 59,706 | 2.9% |
| LUBRICANTS | 240,374 | 105,000 | 155,000 | 50,000 | 47.6% |
| TIRES | 1,145,835 | 1,231,200 | 1,268,200 | 37,000 | 3.0% |
| OTHER MATERIALS AND SUPPLIES | 5,199,731 | 6,791,668 | 4,792,600 | (1,999,068) | -29.4% |
| TOTAL MATERIALS AND SUPPLIES | 6,585,939 | 8,127,868 | 6,215,800 | (1,912,068) | -23.5% |
| GAS/DIESEL/PROPANE | 229,583 | 243,680 | 250,510 | 6,830 | 2.8% |
| CNG | 4,767,634 | 5,508,000 | 6,051,000 | 543,000 | 9.9% |
| TRACTION POWER | 73,748 | 143,600 | 146,472 | 2,872 | 2.0% |
| UTILITIES | 679,237 | 747,647 | 794,307 | 46,660 | 6.2% |
| TOTAL ENERGY | 5,750,202 | 6,642,927 | 7,242,289 | 599,362 | 9.0% |
| RISK MANAGEMENT | 1,606,487 | 1,807,000 | 2,832,205 | 1,025,205 | 56.7% |
| GENERAL AND ADMINISTRATIVE | 389,096 | 435,677 | 424,683 | (10,994) | -2.5% |
| DEBT SERVICE | 612,259 | 481,450 | 335,196 | (146,254) | -30.4% |
| VEHICLE / FACILITY LEASE | 347,961 | 377,700 | 395,700 | 18,000 | 4.8% |
| TOTAL OPERATING EXPENSES | 94,135,868 | 109,748,021 | 104,374,859 | (5,373,162) | -4.9% |
| NET OPERATING SUBSIDY | (74,379,877) | (95,638,192) | (90,431,695) | (5,206,497) | -5.4% |
| OVERHEAD ALLOCATION | (7,072,962) | (7,649,287) | (4,043,855) | 3,605,432 | -47.1% |
| ADJUSTED NET OPERATING SUBSIDY | (81,452,839) | (103,287,479) | (94,475,550) | (8,811,929) | -8.5% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 305 | 2 | 0 | 2 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 4.03**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 36,463,572 | 18,777,568 | 21,222,257 | 2,444,689 | 13.0% |
| OTHER OPERATING REVENUE | 746,553 | 283,000 | 550,000 | 267,000 | 94.3% |
| TOTAL OPERATING REVENUES | 37,210,124 | 19,060,568 | 21,772,257 | 2,711,689 | 14.2% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 51,607,441 | 77,138,234 | 86,617,705 | 9,479,471 | 12.3% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 51,607,441 | 77,138,234 | 86,617,705 | 9,479,471 | 12.3% |
| TOTAL COMBINED REVENUES | 88,817,565 | 96,198,802 | 108,389,962 | 12,191,160 | 12.7% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 28,804,996 | 29,223,709 | 32,431,804 | 3,208,095 | 11.0% |
| FRINGE EXPENSES | 10,776,491 | 12,969,562 | 15,057,439 | 2,087,877 | 16.1% |
| TOTAL PERSONNEL EXPENSES | 39,581,487 | 42,193,271 | 47,489,243 | 5,295,972 | 12.6% |
| SECURITY EXPENSES | 167,558 | 154,000 | 180,000 | 26,000 | 16.9% |
| REPAIR/MAINTENANCE SERVICES | 5,154,854 | 6,634,724 | 7,929,056 | 1,294,332 | 19.5% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 1,758,126 | 1,465,458 | 1,598,288 | 132,830 | 9.1% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 7,080,538 | 8,254,182 | 9,707,344 | 1,453,162 | 17.6% |
| LUBRICANTS | 265,711 | 323,000 | 325,500 | 2,500 | 0.8% |
| TIRES | 71,885 | 71,500 | 72,000 | 500 | 0.7% |
| OTHER MATERIALS AND SUPPLIES | 7,128,853 | 6,720,152 | 6,629,702 | (90,450) | -1.3% |
| TOTAL MATERIALS AND SUPPLIES | 7,466,448 | 7,114,652 | 7,027,202 | (87,450) | -1.2% |
| GAS/DIESEL/PROPANE | 256,844 | 270,000 | 284,100 | 14,100 | 5.2% |
| CNG | - | - | - | - | - |
| TRACTION POWER | 13,148,504 | 15,339,528 | 19,220,000 | 3,880,472 | 25.3% |
| UTILITIES | 2,243,576 | 2,406,870 | 3,153,974 | 747,104 | 31.0% |
| TOTAL ENERGY | 15,648,924 | 18,016,398 | 22,658,074 | 4,641,676 | 25.8% |
| RISK MANAGEMENT | 1,420,749 | 2,314,460 | 3,209,026 | 894,566 | 38.7% |
| GENERAL AND ADMINISTRATIVE | 452,184 | 498,349 | 519,404 | 21,055 | 4.2% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | 349,213 | 356,900 | 416,017 | 59,117 | 16.6% |
| TOTAL OPERATING EXPENSES | 71,999,543 | 78,748,212 | 91,026,310 | 12,278,098 | 15.6% |
| NET OPERATING SUBSIDY | (34,789,419) | (59,687,644) | (69,254,053) | 9,566,409 | 16.0% |
| OVERHEAD ALLOCATION | (16,818,023) | (17,450,590) | (17,363,652) | 86,938 | -0.5% |
| ADJUSTED NET OPERATING SUBSIDY | (51,607,442) | (77,138,234) | (86,617,705) | 9,479,471 | 12.3% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (1) | 0 | 0 | (0) | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 4.04**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 20,933,519 | 13,269,115 | 13,179,831 | (89,284) | -0.7% |
| OTHER OPERATING REVENUE | 112 | - | - | - | - |
| TOTAL OPERATING REVENUES | 20,933,631 | 13,269,115 | 13,179,831 | (89,284) | -0.7% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 54,405,692 | 66,875,130 | 78,808,033 | 11,932,903 | 17.8% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 54,405,692 | 66,875,130 | 78,808,033 | 11,932,903 | 17.8% |
| TOTAL COMBINED REVENUES | 75,339,323 | 80,144,245 | 91,987,864 | 11,843,619 | 14.8% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 395,489 | 396,000 | 410,000 | 14,000 | 3.5% |
| FRINGE EXPENSES | 209,534 | 248,660 | 232,579 | (16,081) | -6.5% |
| TOTAL PERSONNEL EXPENSES | 605,024 | 644,660 | 642,579 | (2,081) | -0.3% |
| SECURITY EXPENSES | 964,717 | 1,021,000 | 1,103,000 | 82,000 | 8.0% |
| REPAIR/MAINTENANCE SERVICES | 45,649 | 88,065 | 194,300 | 106,235 | 120.6% |
| ENGINE AND TRANSMISSION REBUILD | 749,437 | 698,632 | 737,000 | 38,368 | 5.5% |
| OTHER OUTSIDE SERVICES | 2,205,457 | 1,874,941 | 1,898,711 | 23,770 | 1.3% |
| PURCHASED TRANSPORTATION | 62,094,606 | 65,306,231 | 76,985,310 | 11,679,079 | 17.9% |
| TOTAL OUTSIDE SERVICES | 66,059,866 | 68,988,869 | 80,918,321 | 11,929,452 | 17.3% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 96,410 | 1,419,211 | 49,600 | (1,369,611) | -96.5% |
| TOTAL MATERIALS AND SUPPLIES | 96,410 | 1,419,211 | 49,600 | (1,369,611) | -96.5% |
| GAS/DIESEL/PROPANE | 966,612 | 775,078 | 793,592 | 18,514 | 2.4% |
| CNG | 4,695,240 | 5,459,235 | 6,354,000 | 894,765 | 16.4% |
| TRACTION POWER | 375 | 40,000 | 60,000 | 20,000 | 50.0% |
| UTILITIES | 689,841 | 718,311 | 752,643 | 34,332 | 4.8% |
| TOTAL ENERGY | 6,352,068 | 6,992,624 | 7,960,235 | 967,611 | 13.8% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 678 | 5,573 | 4,800 | (773) | -13.9% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | 47,096 | 59,950 | 60,950 | 1,000 | 1.7% |
| TOTAL OPERATING EXPENSES | 73,161,140 | 78,110,887 | 89,636,485 | 11,525,598 | 14.8% |
| NET OPERATING SUBSIDY | (52,227,509) | (64,841,772) | (76,456,654) | 11,614,882 | 17.9% |
| OVERHEAD ALLOCATION | (2,178,183) | (2,033,359) | (2,351,380) | (318,021) | 15.6% |
| ADJUSTED NET OPERATING SUBSIDY | (54,405,692) | (66,875,131) | (78,808,034) | 11,932,903 | 17.8% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | (1) | (2) | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 4.05**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 2,385,694 | 450,176 | 1,158,198 | 708,022 | 157.3% |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | 2,385,694 | 450,176 | 1,158,198 | 708,022 | 157.3% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 13,581,995 | 10,172,272 | 17,050,232 | 6,877,960 | 67.6% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 13,581,995 | 10,172,272 | 17,050,232 | 6,877,960 | 67.6% |
| TOTAL COMBINED REVENUES | 15,967,688 | 10,622,448 | 18,208,430 | 7,585,982 | 71.4% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 110,512 | 66,000 | 68,500 | 2,500 | 3.8% |
| FRINGE EXPENSES | 56,472 | 39,000 | 35,465 | (3,535) | -9.1% |
| TOTAL PERSONNEL EXPENSES | 166,984 | 105,000 | 103,965 | (1,035) | -1.0% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 891,350 | 957,900 | 753,991 | (203,909) | -21.3% |
| PURCHASED TRANSPORTATION | 12,990,598 | 8,588,625 | 15,406,933 | 6,818,308 | 79.4% |
| TOTAL OUTSIDE SERVICES | 13,881,947 | 9,546,525 | 16,160,924 | 6,614,399 | 69.3% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | 14,761 | 8,000 | (6,761) | -45.8% |
| TOTAL MATERIALS AND SUPPLIES | - | 14,761 | 8,000 | (6,761) | -45.8% |
| GAS/DIESEL/PROPANE | 1,134,767 | 443,678 | 1,124,234 | 680,556 | 153.4% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | 1,134,767 | 443,678 | 1,124,234 | 680,556 | 153.4% |
| RISK MANAGEMENT | 15,300 | 15,300 | 15,300 | - | 0.0% |
| GENERAL AND ADMINISTRATIVE | 25,724 | 11,045 | 11,800 | 755 | 6.8% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | 282,000 | 280,000 | 290,000 | 10,000 | 3.6% |
| TOTAL OPERATING EXPENSES | 15,506,722 | 10,416,309 | 17,714,223 | 7,297,914 | 70.1% |
| NET OPERATING SUBSIDY | (13,121,029) | (9,966,133) | (16,556,025) | 6,589,892 | 66.1% |
| OVERHEAD ALLOCATION | (460,966) | (206,138) | (494,207) | (288,069) | 139.7% |
| ADJUSTED NET OPERATING SUBSIDY | (13,581,995) | (10,172,271) | (17,050,232) | 6,877,961 | 67.6% |
| TOTAL REVENUES LESS TOTAL EXPENSES | - | 1 | 1 | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 4.06**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| TOTAL COMBINED REVENUES | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | - | - | - | - | - |
| FRINGE EXPENSES | - | - | - | - | - |
| TOTAL PERSONNEL EXPENSES | - | - | - | - | - |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | - | - | - | - |
| PURCHASED TRANSPORTATION | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| TOTAL OUTSIDE SERVICES | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | - | - | - | - |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| NET OPERATING SUBSIDY | (223,163) | (233,928) | (242,595) | 8,667 | 3.7% |
| OVERHEAD ALLOCATION | - | - | - | - | - |
| ADJUSTED NET OPERATING SUBSIDY | (223,163) | (233,928) | (242,595) | 8,667 | 3.7% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | - | 0 | (0) | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 4.07**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 379,892 | 322,544 | 393,422 | 70,878 | 22.0% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 379,892 | 322,544 | 393,422 | 70,878 | 22.0% |
| TOTAL COMBINED REVENUES | 379,892 | 322,544 | 393,422 | 70,878 | 22.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | - | - | - | - | - |
| FRINGE EXPENSES | 128,159 | 151,138 | 215,674 | 64,536 | 42.7% |
| TOTAL PERSONNEL EXPENSES | 128,159 | 151,138 | 215,674 | 64,536 | 42.7% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 171,635 | 171,406 | 177,748 | 6,342 | 3.7% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 171,635 | 171,406 | 177,748 | 6,342 | 3.7% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | - | - | - | - |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 299,794 | 322,544 | 393,422 | 70,878 | 22.0% |
| NET OPERATING SUBSIDY | (299,794) | (322,544) | (393,422) | 70,878 | 22.0% |
| OVERHEAD ALLOCATION | - | - | - | - | - |
| ADJUSTED NET OPERATING SUBSIDY | (299,794) | (322,544) | (393,422) | 70,878 | 22.0% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 80,098 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 4.08**

| | <u>PERSONNEL FY22</u> | <u>OUTSIDE SERVICES FY22</u> |
|---------------------|---------------------------|--------------------------------------|
| City of Poway | 62,901 | 5,716 |
| City of El Cajon | 79,025 | 24,862 |
| City of Lemon Grove | 14,883 | 123,623 |
| City of La Mesa | 58,865 | |
| City of Coronado | | 23,547 |
| Subtotal | <u>215,674</u> | <u>177,748</u> |
| Grand Total | | <u>393,422</u> |

Personnel costs are to reimburse cities for staff time and overhead spent on transit-related issues.
Outside services costs are for the maintenance of bus benches, bus stops and bus shelters.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 5.01**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 20,051,911 | 17,208,943 | 20,077,680 | 2,868,737 | 16.7% |
| TOTAL OPERATING REVENUES | 20,051,911 | 17,208,943 | 20,077,680 | 2,868,737 | 16.7% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 4,315,815 | 5,708,468 | 6,517,883 | 809,415 | 14.2% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | (2,500,000) | - | 2,500,000 | -100.0% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | (2,500,000) | - | 2,500,000 | -100.0% |
| TOTAL NON OPERATING REVENUE | 4,315,815 | 3,208,468 | 6,517,883 | 3,309,415 | 103.1% |
| TOTAL COMBINED REVENUES | 24,367,727 | 20,417,411 | 26,595,563 | 6,178,152 | 30.3% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 16,266,682 | 16,439,809 | 17,803,619 | 1,363,810 | 8.3% |
| FRINGE EXPENSES | 4,593,256 | 5,798,300 | 6,485,600 | 687,300 | 11.9% |
| TOTAL PERSONNEL EXPENSES | 20,859,938 | 22,238,109 | 24,289,219 | 2,051,110 | 9.2% |
| 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 | 12,424,937 | 2,199,364 | 21.5% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 17,197,270 | 17,994,113 | 20,843,937 | 2,849,824 | 15.8% |
| LUBRICANTS | - | 20 | - | (20) | -100.0% |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 16,742 | 40,928 | 16,637 | (24,291) | -59.4% |
| TOTAL MATERIALS AND SUPPLIES | 16,742 | 40,948 | 16,637 | (24,311) | -59.4% |
| GAS/DIESEL/PROPANE | 128,169 | 136,750 | 176,750 | 40,000 | 29.3% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 723,311 | 784,432 | 755,890 | (28,542) | -3.6% |
| TOTAL ENERGY | 851,480 | 921,182 | 932,640 | 11,458 | 1.2% |
| RISK MANAGEMENT | 3,867,387 | 3,183,512 | 921,102 | (2,262,410) | -71.1% |
| GENERAL AND ADMINISTRATIVE | 3,509,893 | 3,183,436 | 3,611,197 | 427,761 | 13.4% |
| DEBT SERVICE | 372,148 | - | - | - | - |
| VEHICLE / FACILITY LEASE | 189,930 | 230,000 | 240,400 | 10,400 | 4.5% |
| TOTAL OPERATING EXPENSES | 46,864,789 | 47,791,300 | 50,855,132 | 3,063,832 | 6.4% |
| NET OPERATING SUBSIDY | (26,812,877) | (30,582,357) | (30,777,452) | 195,095 | 0.6% |
| OVERHEAD ALLOCATION | 26,575,698 | 27,373,889 | 24,259,569 | (3,114,321) | -11.4% |
| ADJUSTED NET OPERATING SUBSIDY | (237,179) | (3,208,468) | (6,517,883) | 3,309,416 | 103.1% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 4,078,636 | 0 | - | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS BUDGET
FISCAL YEAR 2022
SECTION 5.02**

| | <u>ACTUAL FY20</u> | <u>AMDENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE BUDGET/ AMENDED</u> | <u>% CHANGE BUDGET/ AMENDED</u> |
|-------------------------------------------|------------------------|-------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | - | - | - | - | - |
| FRINGE EXPENSES | - | - | - | - | - |
| TOTAL PERSONNEL EXPENSES | - | - | - | - | - |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 329 | 2,000 | 2,000 | - | 0.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 329 | 2,000 | 2,000 | - | 0.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 69,286 | 62,150 | 73,566 | 11,416 | 18.4% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 69,615 | 64,150 | 75,566 | 11,416 | 17.8% |
| NET OPERATING SUBSIDY | (69,615) | (64,150) | (75,566) | 11,416 | 17.8% |
| OVERHEAD ALLOCATION | 75,500 | 64,150 | 75,566 | 11,416 | 17.8% |
| ADJUSTED NET OPERATING SUBSIDY | 5,885 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 5,885 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS ADMINISTRATION BUDGET
FISCAL YEAR 2022
SECTION 5.03**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 172,097 | 175,780 | 178,656 | 2,876 | 1.6% |
| FRINGE EXPENSES | 26,267 | 31,300 | 25,708 | (5,592) | -17.9% |
| TOTAL PERSONNEL EXPENSES | 198,364 | 207,080 | 204,364 | (2,716) | -1.3% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | - | - | - | - |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | - | - | - | - | - |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | - | - | - | - |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 198,364 | 207,080 | 204,364 | (2,716) | -1.3% |
| NET OPERATING SUBSIDY | (198,364) | (207,080) | (204,364) | (2,716) | -1.3% |
| OVERHEAD ALLOCATION | 211,264 | 207,080 | 204,364 | (2,716) | -1.3% |
| ADJUSTED NET OPERATING SUBSIDY | 12,900 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 12,900 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS BENCH/SHELTER BUDGET
FISCAL YEAR 2022
SECTION 5.04**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 1,671,724 | 1,111,177 | 1,373,382 | 262,205 | 23.6% |
| TOTAL OPERATING REVENUES | 1,671,724 | 1,111,177 | 1,373,382 | 262,205 | 23.6% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | 1,671,724 | 1,111,177 | 1,373,382 | 262,205 | 23.6% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 49,022 | 46,000 | 46,000 | - | 0.0% |
| FRINGE EXPENSES | 37,100 | 37,000 | 34,350 | (2,650) | -7.2% |
| TOTAL PERSONNEL EXPENSES | 86,121 | 83,000 | 80,350 | (2,650) | -3.2% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | 1,500 | 1,500 | - | 0.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | - | 1,500 | 1,500 | - | 0.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | - | - | - | - |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 86,121 | 84,500 | 81,850 | (2,650) | -3.1% |
| NET OPERATING SUBSIDY | 1,585,602 | 1,026,677 | 1,291,532 | (264,855) | 25.8% |
| OVERHEAD ALLOCATION | (1,315,877) | (1,026,677) | (1,291,532) | (264,855) | 25.8% |
| ADJUSTED NET OPERATING SUBSIDY | 269,725 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 269,725 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL PROJECTS
FISCAL YEAR 2022
SECTION 5.05**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------------|-------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 629,643 | 588,000 | 670,000 | 82,000 | 13.9% |
| FRINGE EXPENSES | (138,009) | (125,318) | (127,010) | (1,692) | 1.4% |
| TOTAL PERSONNEL EXPENSES | 491,633 | 462,682 | 542,990 | 80,308 | 17.4% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | - | 63,000 | 63,000 | - |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | - | - | 63,000 | 63,000 | - |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 302 | 500 | - | (500) | -100.0% |
| TOTAL ENERGY | 302 | 500 | - | (500) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | 1,000 | 8,000 | 7,000 | 700.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 491,935 | 464,182 | 613,990 | 149,808 | 32.3% |
| NET OPERATING SUBSIDY | (491,935) | (464,182) | (613,990) | 149,808 | 32.3% |
| OVERHEAD ALLOCATION | 440,984 | 464,182 | 613,990 | 149,808 | 32.3% |
| ADJUSTED NET OPERATING SUBSIDY | (50,951) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (50,951) | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMPASS CARD BUDGET
FISCAL YEAR 2022
SECTION 5.06**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 1,005,759 | 395,000 | 395,000 | - | 0.0% |
| TOTAL OPERATING REVENUES | 1,005,759 | 395,000 | 395,000 | - | 0.0% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | 526,531 | 526,531 | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | 526,531 | 526,531 | - |
| TOTAL COMBINED REVENUES | 1,005,759 | 395,000 | 921,531 | 526,531 | 133.3% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 568,808 | 563,523 | 655,823 | 92,300 | 16.4% |
| FRINGE EXPENSES | (335,128) | (200,609) | (367,448) | (166,839) | 83.2% |
| TOTAL PERSONNEL EXPENSES | 233,680 | 362,914 | 288,375 | (74,539) | -20.5% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 1,668,039 | 1,127,616 | 3,164,427 | 2,036,811 | 180.6% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 1,668,039 | 1,127,616 | 3,164,427 | 2,036,811 | 180.6% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 1,425 | 600 | - | (600) | -100.0% |
| TOTAL ENERGY | 1,425 | 600 | - | (600) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 1,418,568 | 820,000 | 629,500 | (190,500) | -23.2% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 3,321,713 | 2,311,130 | 4,082,302 | 1,771,172 | 76.6% |
| NET OPERATING SUBSIDY | (2,315,954) | (1,916,130) | (3,687,302) | 1,771,172 | 92.4% |
| OVERHEAD ALLOCATION | 2,561,955 | 1,916,130 | 3,160,771 | 1,244,641 | 65.0% |
| ADJUSTED NET OPERATING SUBSIDY | 246,001 | - | (526,531) | 526,531 | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 246,001 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE BUDGET
FISCAL YEAR 2022
SECTION 5.07**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 778,797 | 460,000 | 500,000 | 40,000 | 8.7% |
| FRINGE EXPENSES | 72,309 | 75,600 | 81,619 | 6,019 | 8.0% |
| TOTAL PERSONNEL EXPENSES | 851,106 | 535,600 | 581,619 | 46,019 | 8.6% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 176 | 1,500 | 1,500 | - | 0.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 176 | 1,500 | 1,500 | - | 0.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 3,845 | 1,000 | - | (1,000) | -100.0% |
| TOTAL ENERGY | 3,845 | 1,000 | - | (1,000) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 28,748 | 13,100 | 33,600 | 20,500 | 156.5% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 883,874 | 551,200 | 616,719 | 65,519 | 11.9% |
| NET OPERATING SUBSIDY | (883,874) | (551,200) | (616,719) | 65,519 | 11.9% |
| OVERHEAD ALLOCATION | 799,500 | 551,200 | 616,719 | 65,519 | 11.9% |
| ADJUSTED NET OPERATING SUBSIDY | (84,374) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (84,374) | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE BUDGET
FISCAL YEAR 2022
SECTION 5.08**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 1,619,512 | 1,782,000 | 1,832,000 | 50,000 | 2.8% |
| FRINGE EXPENSES | 194,626 | 225,144 | 230,821 | 5,677 | 2.5% |
| TOTAL PERSONNEL EXPENSES | 1,814,139 | 2,007,144 | 2,062,821 | 55,677 | 2.8% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 760 | 2,600 | 2,600 | - | 0.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 760 | 2,600 | 2,600 | - | 0.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 3,633 | 1,200 | - | (1,200) | -100.0% |
| TOTAL ENERGY | 3,633 | 1,200 | - | (1,200) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 8,135 | 6,000 | 15,000 | 9,000 | 150.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,826,667 | 2,016,944 | 2,080,421 | 63,477 | 3.1% |
| NET OPERATING SUBSIDY | (1,826,667) | (2,016,944) | (2,080,421) | 63,477 | 3.1% |
| OVERHEAD ALLOCATION | 1,757,526 | 2,016,944 | 2,080,421 | 63,477 | 3.1% |
| ADJUSTED NET OPERATING SUBSIDY | (69,141) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (69,141) | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FRINGE BENEFITS BUDGET
FISCAL YEAR 2022
SECTION 5.09**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|----------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 100,836 | - | - | - | - |
| FRINGE EXPENSES | 4,457,717 | 5,639,899 | 6,027,315 | 387,416 | 6.9% |
| TOTAL PERSONNEL EXPENSES | 4,558,553 | 5,639,899 | 6,027,315 | 387,416 | 6.9% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | - | - | - | - |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | - | - | - | - | - |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | 4,376 | 5,000 | 5,000 | - | 0.0% |
| GENERAL AND ADMINISTRATIVE | (65) | (40) | - | 40 | -100.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 4,562,864 | 5,644,859 | 6,032,315 | 387,456 | 6.9% |
| NET OPERATING SUBSIDY | (4,562,864) | (5,644,859) | (6,032,315) | 387,456 | 6.9% |
| OVERHEAD ALLOCATION | 4,929,331 | 5,644,859 | 6,032,315 | 387,456 | 6.9% |
| ADJUSTED NET OPERATING SUBSIDY | 366,467 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 366,467 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
GENERAL EXPENSES BUDGET
FISCAL YEAR 2022
SECTION 5.10**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 105,460 | 50 | - | (50) | -100.0% |
| FRINGE EXPENSES | (1,275,151) | (1,769,000) | (1,403,149) | 365,851 | -20.7% |
| TOTAL PERSONNEL EXPENSES | (1,169,691) | (1,768,950) | (1,403,149) | 365,801 | -20.7% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 108,863 | 95,000 | 105,000 | 10,000 | 10.5% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 2,004,075 | 797,760 | 850,679 | 52,919 | 6.6% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 2,112,938 | 892,760 | 955,679 | 62,919 | 7.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | (637) | 670 | (1,363) | (2,033) | -303.4% |
| TOTAL MATERIALS AND SUPPLIES | (637) | 670 | (1,363) | (2,033) | -303.4% |
| GAS/DIESEL/PROPANE | 4,577 | 6,000 | 6,000 | - | 0.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 619,792 | 706,950 | 708,489 | 1,539 | 0.2% |
| TOTAL ENERGY | 624,369 | 712,950 | 714,489 | 1,539 | 0.2% |
| RISK MANAGEMENT | 172,683 | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 1,014,470 | 1,547,200 | 1,929,003 | 381,803 | 24.7% |
| DEBT SERVICE | 372,148 | - | - | - | - |
| VEHICLE / FACILITY LEASE | 189,930 | 230,000 | 240,400 | 10,400 | 4.5% |
| TOTAL OPERATING EXPENSES | 3,316,211 | 1,614,630 | 2,435,059 | 820,429 | 50.8% |
| NET OPERATING SUBSIDY | (3,316,211) | (1,614,630) | (2,435,059) | 820,429 | 50.8% |
| OVERHEAD ALLOCATION | 2,739,310 | 1,614,630 | 2,435,059 | 820,429 | 50.8% |
| ADJUSTED NET OPERATING SUBSIDY | (576,901) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (576,901) | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
HUMAN RESOURCES BUDGET
FISCAL YEAR 2022
SECTION 5.11**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 1,286,146 | 1,250,870 | 1,276,000 | 25,130 | 2.0% |
| FRINGE EXPENSES | 112,728 | 214,106 | 216,473 | 2,367 | 1.1% |
| TOTAL PERSONNEL EXPENSES | 1,398,874 | 1,464,976 | 1,492,473 | 27,497 | 1.9% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 527,184 | 446,755 | 707,239 | 260,484 | 58.3% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 527,184 | 446,755 | 707,239 | 260,484 | 58.3% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 2,469 | 1,380 | - | (1,380) | -100.0% |
| TOTAL ENERGY | 2,469 | 1,380 | - | (1,380) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 12,787 | 85,108 | 49,880 | (35,228) | -41.4% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,941,313 | 1,998,219 | 2,249,592 | 251,373 | 12.6% |
| NET OPERATING SUBSIDY | (1,941,313) | (1,998,219) | (2,249,592) | 251,373 | 12.6% |
| OVERHEAD ALLOCATION | 2,078,433 | 1,998,219 | 2,249,592 | 251,373 | 12.6% |
| ADJUSTED NET OPERATING SUBSIDY | 137,120 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 137,120 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INFORMATION TECHNOLOGY BUDGET
FISCAL YEAR 2022
SECTION 5.12**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 2,345,757 | 2,675,200 | 2,900,300 | 225,100 | 8.4% |
| FRINGE EXPENSES | 286,649 | 330,716 | 343,797 | 13,081 | 4.0% |
| TOTAL PERSONNEL EXPENSES | 2,632,406 | 3,005,916 | 3,244,097 | 238,181 | 7.9% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 4,169,669 | 5,847,208 | 5,210,622 | (636,586) | -10.9% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 4,169,669 | 5,847,208 | 5,210,622 | (636,586) | -10.9% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 1,059 | 14,008 | - | (14,008) | -100.0% |
| TOTAL MATERIALS AND SUPPLIES | 1,059 | 14,008 | - | (14,008) | -100.0% |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 35,287 | 25,000 | 10,000 | (15,000) | -60.0% |
| TOTAL ENERGY | 35,287 | 25,000 | 10,000 | (15,000) | -60.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 272,391 | 253,450 | 312,000 | 58,550 | 23.1% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 7,110,811 | 9,145,582 | 8,776,719 | (368,863) | -4.0% |
| NET OPERATING SUBSIDY | (7,110,811) | (9,145,582) | (8,776,719) | (368,863) | -4.0% |
| OVERHEAD ALLOCATION | 7,435,221 | 9,145,582 | 8,776,719 | (368,863) | -4.0% |
| ADJUSTED NET OPERATING SUBSIDY | 324,410 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 324,410 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LAND MANAGEMENT BUDGET
FISCAL YEAR 2022
SECTION 5.13**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 2,129,044 | 1,800,000 | 2,021,001 | 221,001 | 12.3% |
| TOTAL OPERATING REVENUES | 2,129,044 | 1,800,000 | 2,021,001 | 221,001 | 12.3% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | 2,129,044 | 1,800,000 | 2,021,001 | 221,001 | 12.3% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 255,301 | 285,600 | 290,000 | 4,400 | 1.5% |
| FRINGE EXPENSES | 40,142 | 31,700 | 38,083 | 6,383 | 20.1% |
| TOTAL PERSONNEL EXPENSES | 295,443 | 317,300 | 328,083 | 10,783 | 3.4% |
| SECURITY EXPENSES | - | 3,150 | 4,000 | 850 | 27.0% |
| REPAIR/MAINTENANCE SERVICES | 32,407 | 97,000 | 97,000 | - | 0.0% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 624,423 | 430,000 | 467,000 | 37,000 | 8.6% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 656,830 | 530,150 | 568,000 | 37,850 | 7.1% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 3,261 | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | 3,261 | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 26,087 | 32,045 | 33,200 | 1,155 | 3.6% |
| TOTAL ENERGY | 26,087 | 32,045 | 33,200 | 1,155 | 3.6% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 97,048 | 48,266 | 44,228 | (4,038) | -8.4% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,078,669 | 927,761 | 973,511 | 45,750 | 4.9% |
| NET OPERATING SUBSIDY | 1,050,375 | 872,239 | 1,047,490 | (175,251) | 20.1% |
| OVERHEAD ALLOCATION | (920,023) | (872,239) | (1,047,490) | (175,251) | 20.1% |
| ADJUSTED NET OPERATING SUBSIDY | 130,352 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 130,352 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LEGAL BUDGET
FISCAL YEAR 2022
SECTION 5.14**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 286,778 | 300,000 | 309,000 | 9,000 | 3.0% |
| FRINGE EXPENSES | 41,836 | 45,575 | 46,844 | 1,269 | 2.8% |
| TOTAL PERSONNEL EXPENSES | 328,614 | 345,575 | 355,844 | 10,269 | 3.0% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 632,935 | 480,626 | 615,000 | 134,374 | 28.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 632,935 | 480,626 | 615,000 | 134,374 | 28.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 57 | 3,100 | - | (3,100) | -100.0% |
| TOTAL MATERIALS AND SUPPLIES | 57 | 3,100 | - | (3,100) | -100.0% |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 228 | - | - | - | - |
| TOTAL ENERGY | 228 | - | - | - | - |
| RISK MANAGEMENT | 3,000,000 | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 19,633 | 46,770 | 67,070 | 20,300 | 43.4% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 3,981,468 | 876,071 | 1,037,914 | 161,843 | 18.5% |
| NET OPERATING SUBSIDY | (3,981,468) | (876,071) | (1,037,914) | 161,843 | 18.5% |
| OVERHEAD ALLOCATION | 947,877 | 876,071 | 1,037,914 | 161,843 | 18.5% |
| ADJUSTED NET OPERATING SUBSIDY | (3,033,591) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (3,033,591) | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MARKETING BUDGET
FISCAL YEAR 2022
SECTION 5.15**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 627,009 | 741,000 | 763,000 | 22,000 | 3.0% |
| FRINGE EXPENSES | 81,456 | 119,740 | 120,947 | 1,207 | 1.0% |
| TOTAL PERSONNEL EXPENSES | 708,466 | 860,740 | 883,947 | 23,207 | 2.7% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 320,081 | 692,700 | 922,700 | 230,000 | 33.2% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 320,081 | 692,700 | 922,700 | 230,000 | 33.2% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 1,890 | 3,200 | - | (3,200) | -100.0% |
| TOTAL MATERIALS AND SUPPLIES | 1,890 | 3,200 | - | (3,200) | -100.0% |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 4,974 | 2,600 | - | (2,600) | -100.0% |
| TOTAL ENERGY | 4,974 | 2,600 | - | (2,600) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 528,610 | 220,192 | 351,700 | 131,508 | 59.7% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,564,020 | 1,779,432 | 2,158,347 | 378,915 | 21.3% |
| NET OPERATING SUBSIDY | (1,564,020) | (1,779,432) | (2,158,347) | 378,915 | 21.3% |
| OVERHEAD ALLOCATION | 1,799,000 | 1,779,432 | 2,158,347 | 378,915 | 21.3% |
| ADJUSTED NET OPERATING SUBSIDY | 234,980 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 234,980 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PLANNING BUDGET
FISCAL YEAR 2022
SECTION 5.16**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 610,599 | 620,000 | 633,829 | 13,829 | 2.2% |
| FRINGE EXPENSES | 89,628 | 91,584 | 93,698 | 2,114 | 2.3% |
| TOTAL PERSONNEL EXPENSES | 700,227 | 711,584 | 727,527 | 15,943 | 2.2% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 12,950 | 18,500 | 34,000 | 15,500 | 83.8% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 12,950 | 18,500 | 34,000 | 15,500 | 83.8% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 3,600 | 2,250 | 11,750 | 9,500 | 422.2% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 716,777 | 732,334 | 773,277 | 40,943 | 5.6% |
| NET OPERATING SUBSIDY | (716,777) | (732,334) | (773,277) | 40,943 | 5.6% |
| OVERHEAD ALLOCATION | 718,048 | 732,334 | 773,277 | 40,943 | 5.6% |
| ADJUSTED NET OPERATING SUBSIDY | 1,271 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 1,271 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PURCHASING BUDGET
FISCAL YEAR 2022
SECTION 5.17**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 957,058 | 996,000 | 1,020,000 | 24,000 | 2.4% |
| FRINGE EXPENSES | 120,876 | 123,880 | 131,063 | 7,183 | 5.8% |
| TOTAL PERSONNEL EXPENSES | 1,077,934 | 1,119,880 | 1,151,063 | 31,183 | 2.8% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 30,892 | 46,500 | 36,945 | (9,555) | -20.5% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 30,892 | 46,500 | 36,945 | (9,555) | -20.5% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 3,296 | 1,200 | - | (1,200) | -100.0% |
| TOTAL ENERGY | 3,296 | 1,200 | - | (1,200) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 10,576 | 8,710 | 24,700 | 15,990 | 183.6% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,122,698 | 1,176,290 | 1,212,708 | 36,418 | 3.1% |
| NET OPERATING SUBSIDY | (1,122,698) | (1,176,290) | (1,212,708) | 36,418 | 3.1% |
| OVERHEAD ALLOCATION | 1,119,700 | 1,176,290 | 1,212,708 | 36,418 | 3.1% |
| ADJUSTED NET OPERATING SUBSIDY | (2,998) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (2,998) | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET
FISCAL YEAR 2022
SECTION 5.18**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------------|-------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 15,241,683 | 13,899,366 | 16,288,297 | 2,388,931 | 17.2% |
| TOTAL OPERATING REVENUES | 15,241,683 | 13,899,366 | 16,288,297 | 2,388,931 | 17.2% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 4,283,604 | 5,556,968 | 5,839,852 | 282,884 | 5.1% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | (2,500,000) | - | 2,500,000 | -100.0% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | (2,500,000) | - | 2,500,000 | -100.0% |
| TOTAL NON OPERATING REVENUE | 4,283,604 | 3,056,968 | 5,839,852 | 2,782,884 | 91.0% |
| TOTAL COMBINED REVENUES | 19,525,287 | 16,956,334 | 22,128,149 | 5,171,815 | 30.5% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | - | - | - | - | - |
| FRINGE EXPENSES | - | - | - | - | - |
| TOTAL PERSONNEL EXPENSES | - | - | - | - | - |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | - | - | - | - |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | - | - | - | - | - |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | (1,475) | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | (1,475) | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | (698) | - | - | - | - |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | (2,173) | - | - | - | - |
| NET OPERATING SUBSIDY | 15,243,856 | 13,899,366 | 22,128,149 | (8,228,783) | 59.2% |
| OVERHEAD ALLOCATION | (14,330,941) | (16,956,334) | (22,128,149) | (5,171,816) | 30.5% |
| ADJUSTED NET OPERATING SUBSIDY | 912,915 | (3,056,968) | - | (3,056,968) | -100.0% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 5,196,519 | 0 | - | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RISK BUDGET
FISCAL YEAR 2022
SECTION 5.19**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 291,246 | 297,000 | 311,013 | 14,013 | 4.7% |
| FRINGE EXPENSES | 46,611 | 50,441 | 52,738 | 2,297 | 4.6% |
| TOTAL PERSONNEL EXPENSES | 337,857 | 347,441 | 363,751 | 16,310 | 4.7% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | - | - | - | - |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | - | - | - | - | - |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 1,706 | 700 | - | (700) | -100.0% |
| TOTAL ENERGY | 1,706 | 700 | - | (700) | -100.0% |
| RISK MANAGEMENT | 660,455 | 3,147,512 | 885,102 | (2,262,410) | -71.9% |
| GENERAL AND ADMINISTRATIVE | - | 300 | 6,800 | 6,500 | 2166.7% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,000,018 | 3,495,953 | 1,255,653 | (2,240,300) | -64.1% |
| NET OPERATING SUBSIDY | (1,000,018) | (3,495,953) | (1,255,653) | (2,240,300) | -64.1% |
| OVERHEAD ALLOCATION | 1,072,326 | 3,495,953 | 1,255,653 | (2,240,300) | -64.1% |
| ADJUSTED NET OPERATING SUBSIDY | 72,308 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 72,308 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SECURITY BUDGET
FISCAL YEAR 2022
SECTION 5.20**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|---------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | 32,211 | 151,500 | 151,500 | - | 0.0% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 32,211 | 151,500 | 151,500 | - | 0.0% |
| TOTAL COMBINED REVENUES | 32,211 | 151,500 | 151,500 | - | 0.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 3,466,864 | 3,580,000 | 4,276,762 | 696,762 | 19.5% |
| FRINGE EXPENSES | 432,352 | 523,736 | 571,356 | 47,620 | 9.1% |
| TOTAL PERSONNEL EXPENSES | 3,899,216 | 4,103,736 | 4,848,118 | 744,382 | 18.1% |
| SECURITY EXPENSES | 6,785,592 | 7,571,390 | 8,211,000 | 639,610 | 8.4% |
| REPAIR/MAINTENANCE SERVICES | 2,776 | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 101,211 | 142,898 | 158,356 | 15,458 | 10.8% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 6,889,579 | 7,714,288 | 8,369,356 | 655,068 | 8.5% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 695 | 2,550 | 1,600 | (950) | -37.3% |
| TOTAL MATERIALS AND SUPPLIES | 695 | 2,550 | 1,600 | (950) | -37.3% |
| GAS/DIESEL/PROPANE | 123,391 | 130,000 | 170,000 | 40,000 | 30.8% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 17,802 | 9,234 | 4,201 | (5,033) | -54.5% |
| TOTAL ENERGY | 141,193 | 139,234 | 174,201 | 34,967 | 25.1% |
| RISK MANAGEMENT | 29,873 | 31,000 | 31,000 | - | 0.0% |
| GENERAL AND ADMINISTRATIVE | 12,283 | 53,900 | 35,900 | (18,000) | -33.4% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 10,972,839 | 12,044,708 | 13,460,175 | 1,415,467 | 11.8% |
| NET OPERATING SUBSIDY | (10,972,839) | (12,044,708) | (13,460,175) | 1,415,467 | 11.8% |
| OVERHEAD ALLOCATION | 11,841,027 | 11,893,208 | 13,308,675 | 1,415,467 | 11.9% |
| ADJUSTED NET OPERATING SUBSIDY | 868,188 | (151,500) | (151,500) | - | 0.0% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 900,399 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STORES BUDGET
FISCAL YEAR 2022
SECTION 5.21**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|--------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 1,111,129 | 1,077,218 | 1,105,226 | 28,008 | 2.6% |
| FRINGE EXPENSES | 164,560 | 206,629 | 216,654 | 10,025 | 4.9% |
| TOTAL PERSONNEL EXPENSES | 1,275,689 | 1,283,847 | 1,321,880 | 38,033 | 3.0% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 793 | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 171,361 | 185,000 | 185,000 | - | 0.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 172,154 | 185,000 | 185,000 | - | 0.0% |
| LUBRICANTS | - | 20 | - | (20) | -100.0% |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 11,893 | 17,400 | 16,400 | (1,000) | -5.7% |
| TOTAL MATERIALS AND SUPPLIES | 11,893 | 17,420 | 16,400 | (1,020) | -5.9% |
| GAS/DIESEL/PROPANE | 201 | 750 | 750 | - | 0.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 2,156 | 1,823 | - | (1,823) | -100.0% |
| TOTAL ENERGY | 2,357 | 2,573 | 750 | (1,823) | -70.9% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 9,699 | 8,580 | 12,000 | 3,420 | 39.9% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,471,792 | 1,497,420 | 1,536,030 | 38,610 | 2.6% |
| NET OPERATING SUBSIDY | (1,471,792) | (1,497,420) | (1,536,030) | 38,610 | 2.6% |
| OVERHEAD ALLOCATION | 1,484,094 | 1,497,420 | 1,536,030 | 38,610 | 2.6% |
| ADJUSTED NET OPERATING SUBSIDY | 12,302 | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | 12,302 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TELEPHONE INFORMATION SERVICES BUDGET
FISCAL YEAR 2022
SECTION 5.22**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | - | - | - | - | - |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 677,459 | 669,384 | 694,198 | 24,814 | 3.7% |
| FRINGE EXPENSES | 84,345 | 94,197 | 93,464 | (733) | -0.8% |
| TOTAL PERSONNEL EXPENSES | 761,804 | 763,581 | 787,662 | 24,081 | 3.2% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 46 | - | - | - | - |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 46 | - | - | - | - |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | 500 | 500 | - | 0.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 761,850 | 764,081 | 788,162 | 24,081 | 3.2% |
| NET OPERATING SUBSIDY | (761,850) | (764,081) | (788,162) | 24,081 | 3.2% |
| OVERHEAD ALLOCATION | 753,024 | 764,081 | 788,162 | 24,081 | 3.2% |
| ADJUSTED NET OPERATING SUBSIDY | (8,826) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (8,826) | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TRANSIT STORE BUDGET
FISCAL YEAR 2022
SECTION 5.23**

| | ACTUAL FY20 | AMDENDED BUDGET FY21 | PROPOSED BUDGET FY22 | \$ CHANGE BUDGET/ AMENDED | % CHANGE BUDGET/ AMENDED |
|-------------------------------------------|------------------|----------------------------|----------------------------|---------------------------------|--------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 3,702 | 3,400 | - | (3,400) | -100.0% |
| TOTAL OPERATING REVENUES | 3,702 | 3,400 | - | (3,400) | -100.0% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | - | - | - | - | - |
| TOTAL COMBINED REVENUES | 3,702 | 3,400 | - | (3,400) | -100.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 327,158 | 332,184 | 341,812 | 9,628 | 2.9% |
| FRINGE EXPENSES | 52,343 | 51,980 | 58,277 | 6,297 | 12.1% |
| TOTAL PERSONNEL EXPENSES | 379,501 | 384,164 | 400,089 | 15,925 | 4.1% |
| SECURITY EXPENSES | - | 2,000 | 2,000 | - | 0.0% |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 2,709 | 2,410 | 2,369 | (41) | -1.7% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 2,709 | 4,410 | 4,369 | (41) | -0.9% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 309 | 200 | - | (200) | -100.0% |
| TOTAL ENERGY | 309 | 200 | - | (200) | -100.0% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 4,822 | 6,000 | 6,000 | - | 0.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 387,341 | 394,774 | 410,458 | 15,684 | 4.0% |
| NET OPERATING SUBSIDY | (383,639) | (391,374) | (410,458) | 19,084 | 4.9% |
| OVERHEAD ALLOCATION | 378,419 | 391,374 | 410,458 | 19,084 | 4.9% |
| ADJUSTED NET OPERATING SUBSIDY | (5,220) | - | - | - | - |
| TOTAL REVENUES LESS TOTAL EXPENSES | (5,220) | - | - | - | 0.0% |

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 6.01**

| | <u>ACTUAL FY20</u> | <u>AMDENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE BUDGET/ AMENDED</u> | <u>% CHANGE BUDGET/ AMENDED</u> |
|-------------------------------------------|------------------------|-------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 1,011,799 | 886,825 | 881,555 | (5,270) | -0.6% |
| TOTAL OPERATING REVENUES | 1,011,799 | 886,825 | 881,555 | (5,270) | -0.6% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | 0 | - | (0) | -100.0% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | 26,056 | (3,059) | 34,982 | 38,041 | -1243.5% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | 26,056 | (3,059) | 34,982 | 38,041 | -1243.5% |
| TOTAL NON OPERATING REVENUE | 26,056 | (3,059) | 34,982 | 38,041 | -1243.6% |
| TOTAL COMBINED REVENUES | 1,037,855 | 883,766 | 916,537 | 32,771 | 3.7% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 501,887 | 362,000 | 333,657 | (28,343) | -7.8% |
| FRINGE EXPENSES | 243,731 | 214,406 | 187,790 | (26,616) | -12.4% |
| TOTAL PERSONNEL EXPENSES | 745,618 | 576,406 | 521,447 | (54,959) | -9.5% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 7,263 | 4,000 | 4,000 | - | 0.0% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 44,600 | 100,218 | 109,700 | 9,482 | 9.5% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 51,863 | 104,218 | 113,700 | 9,482 | 9.1% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 5,045 | 120 | - | (120) | -100.0% |
| TOTAL MATERIALS AND SUPPLIES | 5,045 | 120 | - | (120) | -100.0% |
| GAS/DIESEL/PROPANE | 4,333 | 7,000 | 7,000 | - | 0.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 8,690 | 8,150 | 8,220 | 70 | 0.9% |
| TOTAL ENERGY | 13,022 | 15,150 | 15,220 | 70 | 0.5% |
| RISK MANAGEMENT | 30,419 | 61,416 | 141,984 | 80,568 | 131.2% |
| GENERAL AND ADMINISTRATIVE | 123,253 | 66,190 | 91,961 | 25,771 | 38.9% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | 23,071 | 25,750 | 25,750 | - | 0.0% |
| TOTAL OPERATING EXPENSES | 992,291 | 849,250 | 910,062 | 60,812 | 7.2% |
| NET OPERATING SUBSIDY | 19,507 | 37,575 | (28,507) | 66,082 | -175.9% |
| OVERHEAD ALLOCATION | (45,564) | (34,516) | (6,475) | 28,041 | -81.2% |
| ADJUSTED NET OPERATING SUBSIDY | (26,056) | 3,059 | (34,982) | 38,041 | -1243.5% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | 0 | 0 | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB BUDGET
FISCAL YEAR 2022
SECTION 6.02**

| | <u>ACTUAL FY20</u> | <u>AMDENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE BUDGET/ AMENDED</u> | <u>% CHANGE BUDGET/ AMENDED</u> |
|-------------------------------------------|------------------------|-------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 856,152 | 720,825 | 721,555 | 730 | 0.1% |
| TOTAL OPERATING REVENUES | 856,152 | 720,825 | 721,555 | 730 | 0.1% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | 0 | - | (0) | -100.0% |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | 88,825 | 16,585 | (62,766) | (79,351) | -478.5% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | 88,825 | 16,585 | (62,766) | (79,351) | -478.5% |
| TOTAL NON OPERATING REVENUE | 88,825 | 16,585 | (62,766) | (79,351) | -478.5% |
| TOTAL COMBINED REVENUES | 944,977 | 737,410 | 658,789 | (78,621) | -10.7% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 478,315 | 350,000 | 320,657 | (29,343) | -8.4% |
| FRINGE EXPENSES | 223,542 | 199,219 | 173,087 | (26,132) | -13.1% |
| TOTAL PERSONNEL EXPENSES | 701,857 | 549,219 | 493,744 | (55,475) | -10.1% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 7,263 | 4,000 | 4,000 | - | 0.0% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 38,831 | 50,118 | 39,600 | (10,518) | -21.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 46,094 | 54,118 | 43,600 | (10,518) | -19.4% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 5,045 | 120 | - | (120) | -100.0% |
| TOTAL MATERIALS AND SUPPLIES | 5,045 | 120 | - | (120) | -100.0% |
| GAS/DIESEL/PROPANE | 4,333 | 7,000 | 7,000 | - | 0.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 8,690 | 8,150 | 8,220 | 70 | 0.9% |
| TOTAL ENERGY | 13,022 | 15,150 | 15,220 | 70 | 0.5% |
| RISK MANAGEMENT | 8,471 | 13,447 | 9,500 | (3,947) | -29.4% |
| GENERAL AND ADMINISTRATIVE | 101,853 | 45,090 | 64,500 | 19,410 | 43.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | 23,071 | 25,750 | 25,750 | - | 0.0% |
| TOTAL OPERATING EXPENSES | 899,413 | 702,894 | 652,314 | (50,580) | -7.2% |
| NET OPERATING SUBSIDY | (43,262) | 17,931 | 69,241 | (51,310) | 286.2% |
| OVERHEAD ALLOCATION | (45,564) | (34,516) | (6,475) | 28,041 | -81.2% |
| ADJUSTED NET OPERATING SUBSIDY | (88,825) | (16,585) | 62,766 | (79,351) | -478.5% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | 0 | 0 | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET
FISCAL YEAR 2022
SECTION 6.03**

| | <u>ACTUAL FY20</u> | <u>AMDENDED BUDGET FY21</u> | <u>PROPOSED BUDGET FY22</u> | <u>\$ CHANGE BUDGET/ AMENDED</u> | <u>% CHANGE BUDGET/ AMENDED</u> |
|-------------------------------------------|------------------------|-------------------------------------|-------------------------------------|------------------------------------------|-----------------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| OTHER OPERATING REVENUE | 155,647 | 166,000 | 160,000 | (6,000) | -3.6% |
| TOTAL OPERATING REVENUES | 155,647 | 166,000 | 160,000 | (6,000) | -3.6% |
| NON OPERATING REVENUE | | | | | |
| TOTAL SUBSIDY REVENUE | - | - | - | - | - |
| OTHER NON OPERATING REVENUE | | | | | |
| RESERVE REVENUE | (62,769) | (19,644) | 97,748 | 117,392 | -597.6% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OTHER NON OPERATING REVENUE | (62,769) | (19,644) | 97,748 | 117,392 | -597.6% |
| TOTAL NON OPERATING REVENUE | (62,769) | (19,644) | 97,748 | 117,392 | -597.6% |
| TOTAL COMBINED REVENUES | 92,878 | 146,356 | 257,748 | 111,392 | 76.1% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 23,572 | 12,000 | 13,000 | 1,000 | 8.3% |
| FRINGE EXPENSES | 20,189 | 15,187 | 14,703 | (484) | -3.2% |
| TOTAL PERSONNEL EXPENSES | 43,761 | 27,187 | 27,703 | 516 | 1.9% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 5,769 | 50,100 | 70,100 | 20,000 | 39.9% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 5,769 | 50,100 | 70,100 | 20,000 | 39.9% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| GAS/DIESEL/PROPANE | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | 21,948 | 47,969 | 132,484 | 84,515 | 176.2% |
| GENERAL AND ADMINISTRATIVE | 21,401 | 21,100 | 27,461 | 6,361 | 30.1% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE / FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 92,878 | 146,356 | 257,748 | 111,392 | 76.1% |
| NET OPERATING SUBSIDY | 62,769 | 19,644 | (97,748) | 117,392 | -597.6% |
| OVERHEAD ALLOCATION | - | - | - | - | - |
| ADJUSTED NET OPERATING SUBSIDY | 62,769 | 19,644 | (97,748) | 117,392 | -597.6% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | - | - | - | 0.0% |

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Debt-Service Activities
Proposed Budget Fiscal Year 2022
Section 7.01

Overview

This section reviews the debt service activities of MTS's operating budget. There is just one remaining MTS financing program: the 2004 pension obligation bonds.

Pension Obligation Bonds (POBs)

In October 2004, MTDB issued \$77,490,000 of POBs to fund 85 percent of San Diego Transit Corporation's (SDTC's) unfunded pension liability in addition to its FY05 normal cost reimbursement. This debt was comprised of two parts - the first part encompassed Series A fixed-rate bonds (\$38,690,000) composed of serial bonds and term bonds. Principal maturities are from 2005 to 2024 with interest rates from 2.58 percent to 5.15 percent payable semiannually.

Debt service for the fixed rate bonds for FY22 is \$3,157,000. This amount is budgeted in MTS bus operations with \$322,000 (interest component) budgeted in debt service and \$2,835,000 (principal portion) budgeted as a fringe benefit (pension) cost. While there is no directly tied funding source, funding comes from a variety of sources including TDA funds.

The second part encompassed Series B variable rate bonds (\$38,800,000). MTS refinanced these bonds in 2009, paying down the balance by \$8,800,000 and obtaining a five year variable loan from Dexia for \$30,000,000. MTS retired this loan in FY13.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
DEBT SERVICE SCHEDULE
FISCAL YEARS 2022 - 2025
SECTION 7.02**

| Fiscal Year | 2004 Fixed Pension Obligation (Operations) | Grand Total MTS Debt Service |
|------------------------|-------------------------------------------------------------------|---------------------------------------------|
| 2022 | 3,156,746 | 3,156,746 |
| 2023 | 3,156,881 | 3,156,881 |
| 2024 | 1,892,509 | 1,892,509 |
| 2025 | - | - |
| Total | \$ 8,206,136 | \$ 8,206,136 |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Summary of Significant Capital Activities
 Proposed Budget Fiscal Year 2022
 Section 8.01

Development of the MTS Fiscal Year 2022 Capital Improvement Program (CIP)

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.

The CIP process began in September 2020 with the "call for projects". Each MTS agency, MTS Administration, San Diego Transit Corporation, San Diego Trolley, Inc., and SANDAG, submitted its capital project requests in priority order. The lists were consolidated for review by Finance staff. A meeting of members of the CIP Budget Development Committee was held to review and to develop a CIP recommendation for FY22 ensuring that operationally critical projects were funded. The Chief Executive Officer (CEO) approved the prioritization of those capital requests. The FY22 MTS CIP was approved by the MTS Board of Directors on April 8, 2021.

The approved budget included funding \$60.1 million for preventative maintenance, \$2.5 million for ADA Operations, and \$212,957 in SANDAG planning studies. The remaining projects compete for the balance of available funding after the preventive maintenance has been taken into consideration.

CIP Revenues

For FY 2022, there is \$125.5 million in available federal, state and local funding sources, which are detailed in Section 8.02. Recurring revenue sources total \$70.8 million in the FY22 CIP in the form of federal formula revenues, TDA, STA, and LCTOP. Descriptions of these recurring revenue sources are included in Section 3.01.

Non-recurring funding of \$54.7 million makes up the balance of the CIP revenues. The majority of this funding is made up of \$20.3 million of TIRCP competitive grant awards and an allocation of \$10.0 million of RSTP from SANDAG, which were also detailed in Section 3.01. Another one-time revenue source comes from alternative fuel credits that 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 FY22 CIP. An additional \$16.0 million of other one-time funding has also been included in the FY22 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and revenues carried over from the FY20 Operating Budget.

Section 8.04 details the cumulative funding by revenue source for the approved projects. Final decisions on the funding sources would be made during the FY22 CIP implementation process in order to maximize the availability and flexibility of funding.

CIP Project List

The capital project list in Section 8.03 represents the five-year, unconstrained need for the MTS operators. After the most critical projects for FY22 were funded, 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 FY22 funding level represent 90.8 percent of the total project needs after funding preventative maintenance.

Section 8.05 lists the descriptions of MTS administered projects that were determined to be the most critical to fund for the upcoming fiscal year. 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 Faculty and Construction projects, with another \$15.5 million (or 12 percent) dedicated to Rail Infrastructure projects.

Five-Year Capital Program Projections

Section 8.06 summarizes a high-level look at the five-year capital program. The federal 5307, 5337, and 5339 funding levels are projected by SANDAG to hold flat through FY26. 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 FY22 to FY26 total \$330 million. The ratio of total funding to total capital needs over the five-year term is projected at 60.7 percent.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - REVENUES (in 000's)
FISCAL YEAR 2022
SECTION 8.02

| Funding Description | Total |
|-------------------------------------------------------|--------------------|
| Federal - 5307 Funding Estimate | \$ 45,931 |
| Federal - 5337 Funding Estimate | 28,318 |
| Federal - 5339 Funding Estimate | 4,318 |
| Federal RSTP | 10,000 |
| California Transportation Development Act (TDA) | 33,087 |
| California State Transit Assistance (STA/SB1) | 11,833 |
| California State of Good Repair (SGR) | 4,956 |
| California Cap and Trade (LCTOP) | 5,126 |
| California Cap and Trade (TIRCP) | 20,270 |
| IRS Compressed Natural Gas Credits | 8,428 |
| Other | 16,027 |
| Total Available Funding | \$ 188,292 |
| Preventive Maintenance - Federal 5307 | \$ (31,813) |
| Preventive Maintenance - Federal 5337 | (28,318) |
| ADA Operation - Federal 5307 | (2,462) |
| SANDAG Planning Study - Local Match | (213) |
| Total Preventative Maintenance/SANDAG Planning | \$ (62,806) |
| Available Funding for Capital Program | \$ 125,486 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2022
SECTION 8.03**

PROJECT SUBMITTALS:

| Division | Project Name | Funded Thru FY 2021 | FY22 Request | FY 2022 Funded | FY 2023 | FY 2024 | FY 2025 | FY 2026 | BUDGET FY22 - FY26 | TOTAL BUDGET |
|----------|-------------------------------------------------------|---------------------|--------------|----------------|------------|------------|------------|------------|--------------------|--------------|
| SDTC | Bus Procurement | - | 25,284,000 | 25,284,000 | 29,429,000 | 39,235,000 | 35,273,000 | 75,904,000 | 205,125,000 | 205,125,000 |
| SDTC | Mini Bus Procurement | - | 1,100,000 | 1,100,000 | 6,800,000 | - | 693,000 | - | 8,593,000 | 8,593,000 |
| SDTC | KMD Shop Hoists Construction - FY22 | 2,032,000 | 1,000,000 | 1,000,000 | 3,500,000 | - | - | - | 4,500,000 | 6,532,000 |
| SDTC | KMD Concrete Lot - FY22 | 576,000 | 675,000 | 675,000 | - | - | - | 500,000 | 1,175,000 | 1,751,000 |
| SDTC | IAD OH ZEB Charging Master Planning | - | 500,000 | 500,000 | - | - | - | - | 500,000 | 500,000 |
| SDTC | ADA Bus Stop - FY22 | 246,000 | 400,000 | 400,000 | - | - | - | - | 400,000 | 646,000 |
| SDTC | IAD RAM HVAC Replacement | - | 350,000 | 350,000 | 557,000 | - | - | - | 907,000 | 907,000 |
| SDTC | IAD Roof Fall Protection Safety Improvements | - | 245,000 | 245,000 | - | 250,000 | - | 250,000 | 745,000 | 745,000 |
| SDTC | ZEB Pilot Program - FY22 | 12,639,000 | 225,000 | 225,000 | - | - | - | - | 225,000 | 12,864,000 |
| SDTC | Misc Shop Equipment Replacement - IAD & KMD | - | 110,000 | 110,000 | - | - | - | - | 110,000 | 110,000 |
| SDTC | CPD Mobile Column Lift Replacement FY22 - 2 of 3 | 65,000 | 50,000 | 50,000 | - | 60,000 | - | - | 110,000 | 175,000 |
| SDTC | Iris Rapid - Route & Stations Infrastructure - FY22 | 3,865,000 | 5,531,788 | 5,531,788 | - | - | - | - | 5,531,788 | 9,396,788 |
| SDTC | Iris Rapid - Charging Infrastructure at SBMF - FY22 | 2,355,000 | 6,600,000 | 6,600,000 | - | - | - | - | 6,600,000 | 8,955,000 |
| SDTC | Iris Rapid - ZEB Bus Procurement | 1,030,000 | 15,616,000 | 15,616,000 | - | - | - | - | 15,616,000 | 16,646,000 |
| SDTC | Iris Rapid Transit Center Island Modification | - | 410,000 | 410,000 | - | - | - | - | 410,000 | 410,000 |
| SDTC | El Cajon Bus Maintenance Facility - Expansion lot | - | 8,000,000 | 8,000,000 | - | - | - | - | 8,000,000 | 8,000,000 |
| SDTC | South Bay ZEB Generator & Battery Storage | - | 1,950,000 | - | - | - | - | - | 1,950,000 | 1,950,000 |
| SDTC | IAD Rehabilitation Planning | - | 150,000 | - | 250,000 | 250,000 | 250,000 | 250,000 | 1,150,000 | 1,150,000 |
| SDTC | IAD Restroom Rehabilitation | - | 150,000 | 150,000 | - | - | - | - | 300,000 | 300,000 |
| SDTC | KMD LED Lot Lighting Safety Upgrade | - | 105,000 | - | - | - | - | - | 105,000 | 105,000 |
| SDTC | CPD Modular Training Building Replacement Planning | - | 95,000 | - | 350,000 | 1,000,000 | - | - | 1,445,000 | 1,445,000 |
| SDTC | South Bay ZEB Solar Panels | - | 855,000 | - | - | - | 810,000 | 830,000 | 2,495,000 | 2,495,000 |
| SDTC | CPD Asphalt Depression Repair | - | 116,000 | - | - | - | - | - | 116,000 | 116,000 |
| SDTC | East County Division Above Ground Diesel Tank Removal | - | 125,000 | - | - | - | - | - | 125,000 | 125,000 |
| SDTC | CPD Shop Floor Rehabilitation | - | 105,000 | - | - | - | - | - | 105,000 | 105,000 |
| SDTC | ADA Bus Procurement | - | - | - | 3,071,000 | 765,000 | 4,034,000 | 2,396,000 | 10,266,000 | 10,266,000 |
| SDTC | New Transit Facility | - | - | - | 34,926,400 | 29,926,400 | 29,926,400 | 29,926,400 | 124,705,600 | 124,705,600 |
| SDTC | ZEB Hydrogen Storage Facility #1 | - | - | - | - | - | - | 1,120,000 | 1,120,000 | 1,120,000 |
| SDTC | Transit Service Truck Replacement | - | - | - | - | 345,000 | - | 665,000 | 1,010,000 | 1,010,000 |
| SDTC | RTMS Hardware Refresh | - | - | - | - | - | 250,000 | - | 250,000 | 250,000 |
| SDTC | KMD Fuel Lane & Brake Pit Roof Replacement | - | - | - | - | 285,000 | - | - | 285,000 | 285,000 |
| SDTC | KMD Chassis Wash Hoist Replacement | - | - | - | - | 160,000 | - | - | 160,000 | 160,000 |
| SDTC | KMD Bus Wash Replacement | - | - | - | 850,000 | - | - | - | 850,000 | 850,000 |
| SDTC | KMD Older Gemini Compressor Replacement | - | - | - | - | 1,300,000 | - | - | 1,300,000 | 1,300,000 |
| SDTC | KMD Misc. Shop Equipment Replacement | - | - | - | 100,000 | - | - | - | 100,000 | 100,000 |
| SDTC | SB Older Gemini Compressors C&D Replacement | - | - | - | 1,350,000 | - | - | - | 1,350,000 | 1,350,000 |
| SDTC | KMD Parking Garage Renovations | - | - | - | - | - | 500,000 | - | 500,000 | 500,000 |
| SDTC | SB 3650A Demo & New Fuel Lane Building | - | - | - | - | - | - | 1,500,000 | 1,500,000 | 1,500,000 |
| SDTC | KMD Maintenance Floor Replacement | - | - | - | - | - | - | 200,000 | 200,000 | 200,000 |
| SDTC | SB Mobile Column Lift Replacement | - | - | - | 450,000 | - | - | - | 450,000 | 450,000 |
| SDTC | KMD Maintenance Building Restroom Rehabilitation | - | - | - | 95,000 | - | - | - | 95,000 | 95,000 |
| SDTC | KMD CNG Dispenser Replacement (five total) | - | - | - | - | - | 400,000 | - | 400,000 | 400,000 |
| SDTC | SB Concrete Repairs (training area) | - | - | - | 600,000 | - | - | - | 600,000 | 600,000 |
| SDTC | SB Misc. Shop Equipment Replacement | - | - | - | - | - | - | 100,000 | 100,000 | 100,000 |
| SDTC | SB ZEB OH Charging Infrastructure | - | - | - | 3,360,000 | 520,000 | 2,080,000 | 6,400,000 | 12,360,000 | 12,360,000 |
| SDTC | RTMS Server Co-Location | - | - | - | 500,000 | - | - | - | 500,000 | 500,000 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2022
SECTION 8.03**

PROJECT SUBMITTALS:

| Division | Project Name | Funded Thru FY 2021 | FY22 Request | FY 2022 Funded | FY 2023 | FY 2024 | FY 2025 | FY 2026 | BUDGET FY22 - FY26 | TOTAL BUDGET |
|----------|----------------------------------------------------|---------------------|--------------|----------------|------------|------------|-----------|-----------|--------------------|--------------|
| SDTC | KMD Service Lane Restroom Rehab | - | - | - | - | 95,000 | - | - | 95,000 | 95,000 |
| SDTC | KMD ZEB OH Charging Infrastructure | - | - | - | 510,000 | 1,060,000 | 5,735,000 | 5,890,000 | 13,195,000 | 13,195,000 |
| SDTC | KMD ZEB CNG Generator & Battery Storage | - | - | - | - | - | 1,620,000 | - | 1,620,000 | 1,620,000 |
| SDTC | KMD ZEB Solar Panels on OH Gantry | - | - | - | - | - | 810,000 | - | 810,000 | 810,000 |
| SDTC | IAD Asphalt Repairs | - | - | - | 65,000 | - | - | - | 65,000 | 65,000 |
| SDTC | IAD RAM Misc. Shop Equipment | - | - | - | - | - | - | 100,000 | 100,000 | 100,000 |
| SDTC | IAD CNG A&B Dryer Replacement | - | - | - | - | 450,000 | - | - | 450,000 | 450,000 |
| SDTC | IAD ZEB OH Charging Infrastructure | - | - | - | 1,000,000 | 4,200,000 | 4,300,000 | - | 9,500,000 | 9,500,000 |
| SDTC | IAD ZEB CNG Generator & Battery Storage | - | - | - | - | 1,580,000 | - | - | 1,580,000 | 1,580,000 |
| SDTC | IAD ZEB Solar Panels on OH Gantry | - | - | - | - | 790,000 | - | - | 790,000 | 790,000 |
| SDTC | CPD HVAC Split System Replacement | - | - | - | - | - | - | 75,000 | 75,000 | 75,000 |
| SDTC | CPD Gasoline AST Removal | - | - | - | 75,000 | - | - | - | 75,000 | 75,000 |
| SDTC | CPD ZEB Charging Infrastructure - 200 plug in unit | - | - | - | 510,000 | 520,000 | 1,005,000 | 1,005,000 | 3,040,000 | 3,040,000 |
| SDTC | CPD ZEB CNG Gen & Battery Storage | - | - | - | - | - | - | 1,660,000 | 1,660,000 | 1,660,000 |
| SDTC | ECD Battery Storage | - | - | - | 175,000 | - | - | - | 175,000 | 175,000 |
| SDTC | EC ZEB OH Charging Infrastructure | - | - | - | - | 520,000 | 1,090,000 | 6,080,000 | 7,690,000 | 7,690,000 |
| SDTC | EC ZEB CNG Gen & Battery Storage | - | - | - | - | - | - | 1,660,000 | 1,660,000 | 1,660,000 |
| SDTC | ECD ZEB Solar Panels on OH Gantry | - | - | - | - | - | - | 830,000 | 830,000 | 830,000 |
| SDTC | CPD Bus Wash Renovations | - | - | - | - | - | - | 450,000 | 450,000 | 450,000 |
| SDTI | SD100 Replacement | 109,010,000 | 28,500,000 | 28,500,000 | 30,500,000 | 43,431,000 | 5,000,000 | - | 107,431,000 | 216,441,000 |
| SDTI | EI Cajon Transit Center Third Track - FY22 | - | 5,000,000 | 5,000,000 | 3,000,000 | - | - | - | 8,000,000 | 8,000,000 |
| SDTI | Green Line IMT Double Tracking - FY22 | 4,794,000 | 5,170,000 | 5,170,000 | 3,000,000 | - | - | - | 8,170,000 | 12,964,000 |
| SDTI | Green Line Catenary Project - FY22 | - | 1,785,000 | 1,785,000 | - | - | - | - | 1,785,000 | 1,785,000 |
| SDTI | Beyer Blvd Track and Slope - FY22 | 5,042,000 | 1,000,000 | 1,000,000 | 500,000 | 5,000,000 | 500,000 | - | 7,000,000 | 12,042,000 |
| SDTI | Beech St Double Crossover - FY22 | 5,065,000 | 200,000 | 200,000 | - | - | - | - | 200,000 | 5,265,000 |
| SDTI | Interlocking E26 Signal for EC 3rd Track - Design | - | 100,000 | 100,000 | 1,700,000 | - | - | - | 1,800,000 | 1,800,000 |
| SDTI | Las Chollas Creek Bridge - Design | - | 200,000 | 200,000 | 1,480,000 | - | - | - | 1,680,000 | 1,680,000 |
| SDTI | Rail Replacement - America Plaza & Kettner - Const | 260,000 | 1,100,000 | 1,100,000 | 250,000 | 800,000 | 300,000 | - | 2,450,000 | 2,710,000 |
| SDTI | 12KV Service Disconnect at Friars and Napa | - | 425,000 | 425,000 | - | - | - | - | 425,000 | 425,000 |
| SDTI | Signal Replacement | - | 65,000 | 65,000 | 2,380,000 | 4,190,000 | 1,190,000 | 1,165,000 | 8,990,000 | 8,990,000 |
| SDTI | SDSU UPS & Inverters Replacement | - | 425,000 | 425,000 | - | - | - | - | 425,000 | 425,000 |
| SDTI | Building C Door Replacement - FY22 | 325,000 | 325,000 | 325,000 | - | - | - | - | 325,000 | 650,000 |
| SDTI | HVAC Improvements | - | 125,000 | 125,000 | 110,000 | 140,000 | 180,000 | 110,000 | 665,000 | 665,000 |
| SDTI | New Elevator at Fashion Valley - FY22 | 2,957,000 | 250,000 | 250,000 | - | - | - | - | 250,000 | 3,207,000 |
| SDTI | Station Cleaning Equipment - FY22 | - | 210,000 | 210,000 | 75,000 | 75,000 | 50,000 | - | 460,000 | 460,000 |
| SDTI | Radio Infrastructure FY22 | 164,000 | 128,000 | 128,000 | - | - | - | - | 128,000 | 292,000 |
| SDTI | Grade Crossing Replacement - FY22 | 1,900,000 | 1,245,000 | 1,245,000 | 6,916,000 | 5,635,000 | 2,987,000 | 2,388,000 | 19,171,000 | 21,071,000 |
| SDTI | On-Track Equipment Replacement - FY22 | - | 1,590,000 | 1,590,000 | 2,071,000 | 800,000 | 200,000 | - | 4,661,000 | 4,661,000 |
| SDTI | CPC Substation Replacement - Design | - | 400,000 | - | 4,200,000 | 2,200,000 | 2,400,000 | 4,000,000 | 13,200,000 | 13,200,000 |
| SDTI | Building C Fans | - | 250,000 | - | - | - | - | - | 250,000 | 250,000 |
| SDTI | Fence Improvements - Blue Line - FY22 | - | 350,000 | - | 200,000 | - | 200,000 | - | 750,000 | 750,000 |
| SDTI | Trackwork Replacement - A-yard - Design | - | 300,000 | - | 3,000,000 | 4,590,000 | 1,200,000 | - | 9,090,000 | 9,090,000 |
| SDTI | Platform & Parking Lot Lighting - Fashion Valley | - | 250,000 | - | 365,000 | 475,000 | 500,000 | 75,000 | 1,665,000 | 1,665,000 |
| SDTI | SD8 Passenger Seating Replacement | - | 1,340,000 | - | 1,340,000 | - | - | - | 2,680,000 | 2,680,000 |
| SDTI | SD7 Passenger Seating Replacement | - | 530,000 | - | - | - | - | - | 530,000 | 530,000 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2022
SECTION 8.03**

PROJECT SUBMITTALS:

| Division | Project Name | Funded Thru FY 2021 | FY22 Request | FY 2022 Funded | FY 2023 | FY 2024 | FY 2025 | FY 2026 | BUDGET FY22 - FY26 | TOTAL BUDGET |
|-----------|--------------------------------------------------|---------------------|--------------|----------------|-----------|-----------|-----------|------------|--------------------|--------------|
| SDTI | Downtown Parallel Feeder - Phase 1 | - | 946,000 | - | 947,000 | 948,000 | 949,000 | - | 3,790,000 | 3,790,000 |
| SDTI | Grade Crossing Warning System - Design | - | 200,000 | - | 1,200,000 | 1,000,000 | 1,200,000 | 1,200,000 | 4,800,000 | 4,800,000 |
| SDTI | OL Crossing Approach & Signal - Const. | - | 1,200,000 | - | - | - | - | - | 1,200,000 | 1,200,000 |
| SDTI | AC Switch Gear Replacement - FY22 | - | 600,000 | - | 600,000 | 600,000 | 600,000 | - | 2,400,000 | 2,400,000 |
| SDTI | Substation Building Repairs - FY22 | - | 175,000 | - | 175,000 | 175,000 | 175,000 | 175,000 | 875,000 | 875,000 |
| SDTI | Station Parking Lots Resurfacing | - | 165,000 | - | 420,000 | 450,000 | - | 350,000 | 1,385,000 | 1,385,000 |
| SDTI | Elevator Floors and Panels Upgrades | - | 140,000 | - | - | - | - | - | 140,000 | 140,000 |
| SDTI | SD8 Wheelset Overhaul | - | - | - | 3,859,000 | 3,100,000 | 3,180,000 | 3,300,000 | 13,439,000 | 13,439,000 |
| SDTI | Orange/Blue Line Tie Replacement - FY22 | - | - | - | 3,500,000 | 2,000,000 | - | - | 5,500,000 | 5,500,000 |
| SDTI | Building A, B, C Office Improvements | - | - | - | 150,000 | - | - | - | 150,000 | 150,000 |
| SDTI | Drainage Improvements | - | - | - | 100,000 | 1,600,000 | 2,900,000 | - | 4,600,000 | 4,600,000 |
| SDTI | SDIV Trackway Paving Removal | - | - | - | 600,000 | 600,000 | - | - | 1,200,000 | 1,200,000 |
| SDTI | Station Trackway Replacement | - | - | - | 2,022,000 | 1,670,000 | 550,000 | - | 4,242,000 | 4,242,000 |
| SDTI | Commercial Street Track Replacement | - | - | - | 1,218,000 | 1,418,000 | 1,475,000 | 1,752,000 | 5,863,000 | 5,863,000 |
| SDTI | C Street Pavement Track Replacement | - | - | - | - | 885,000 | 823,000 | 860,000 | 2,568,000 | 2,568,000 |
| SDTI | Ohio Brass Rectifier Upgrades - Design | - | - | - | 400,000 | 1,600,000 | 400,000 | 4,000,000 | 6,400,000 | 6,400,000 |
| SDTI | System Wide UPS & Battery Upgrade | - | - | - | 200,000 | - | - | - | 200,000 | 200,000 |
| SDTI | Station Shelter Replacement | - | - | - | 1,180,000 | - | - | - | 1,180,000 | 1,180,000 |
| SDTI | ABS Signaling Between Francis and 32nd St | - | - | - | 1,200,000 | - | - | - | 1,200,000 | 1,200,000 |
| SDTI | SD7 Coupler Replacement | - | - | - | 1,500,000 | - | - | - | 1,500,000 | 1,500,000 |
| SDTI | SD8 APS (Auxiliary Power Supply Overhaul) | - | - | - | - | - | - | 406,000 | 406,000 | 406,000 |
| SDTI | Replace Forklift (Small) | - | - | - | - | - | - | 100,000 | 100,000 | 100,000 |
| SDTI | Replace Wheel Truing Machine Building A | - | - | - | 2,000,000 | - | - | - | 2,000,000 | 2,000,000 |
| SDTI | Paint Station Structures | - | - | - | 450,000 | 75,000 | - | 90,000 | 615,000 | 615,000 |
| SDTI | Replace Station Furniture | - | - | - | 100,000 | 200,000 | 100,000 | - | 400,000 | 400,000 |
| SDTI | Station and Parking Lot Lighting | - | - | - | 242,000 | 250,000 | 500,000 | 175,000 | 1,167,000 | 1,167,000 |
| SDTI | A & C Yard Slurry | - | - | - | - | 350,000 | - | - | 350,000 | 350,000 |
| SDTI | Building A Roof Replacement | - | - | - | 800,000 | - | - | - | 800,000 | 800,000 |
| SDTI | Yard Tower Roof & Interior Upgrades | - | - | - | - | 350,000 | - | - | 350,000 | 350,000 |
| SDTI | Paint Booth Roof Replacement | - | - | - | 350,000 | - | - | - | 350,000 | 350,000 |
| SDTI | Building A Paint Exterior | - | - | - | 125,000 | - | - | - | 125,000 | 125,000 |
| SDTI | Resurface Building A, B & C Floors | - | - | - | - | - | - | 250,000 | 250,000 | 250,000 |
| SDTI | Station Elevators | - | - | - | 3,060,000 | - | 750,000 | - | 3,810,000 | 3,810,000 |
| SDTI | City College Substation Replacement | - | - | - | 100,000 | 400,000 | - | - | 500,000 | 500,000 |
| SDTI | "C" Yard Expansion | - | - | - | 1,000,000 | 5,000,000 | - | - | 6,000,000 | 6,000,000 |
| SDTI | Rio Vista Platform Design | - | - | - | 300,000 | 1,500,000 | - | - | 1,800,000 | 1,800,000 |
| SDTI | Downtown Traffic Signal Priority - Design | - | - | - | 150,000 | - | - | - | 150,000 | 150,000 |
| SDTI | E8 & E10 Interlocking Upgrades | - | - | - | 200,000 | 2,500,000 | - | - | 2,700,000 | 2,700,000 |
| SDTI | Double Crossover Switches at Francis St & Horton | - | - | - | - | 600,000 | 4,000,000 | - | 4,600,000 | 4,600,000 |
| SDTI | SD7 Replacement | - | - | - | - | - | - | 10,566,000 | 10,566,000 | 10,566,000 |
| MTS Admin | Hastus Upgrade | - | 1,800,000 | 1,800,000 | - | - | - | - | 1,800,000 | 1,800,000 |
| MTS Admin | Network Equipment Refresh - FY22 | 870,000 | 390,000 | 390,000 | 400,000 | 400,000 | 400,000 | 400,000 | 1,990,000 | 2,860,000 |
| MTS Admin | Data Storage Replacement - FY22 | 825,000 | 282,000 | 282,000 | 100,000 | 100,000 | 125,000 | 781,000 | 1,388,000 | 2,213,000 |
| MTS Admin | Document Management System | - | 230,000 | 230,000 | - | - | - | - | 230,000 | 230,000 |
| MTS Admin | Trolley Right of Way Lidar Imagery Refresh | - | 105,000 | 105,000 | - | - | 105,000 | - | 210,000 | 210,000 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2022
SECTION 8.03**

PROJECT SUBMITTALS:

| Division | Project Name | Funded Thru FY 2021 | FY22 Request | FY 2022 Funded | FY 2023 | FY 2024 | FY 2025 | FY 2026 | BUDGET FY22 - FY26 | TOTAL BUDGET |
|-----------|-----------------------------------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| MTS Admin | Server Replacement - FY22 | 1,422,000 | 273,000 | 273,000 | 659,000 | 260,000 | 310,000 | 300,000 | 1,802,000 | 3,224,000 |
| MTS Admin | CCTV Installation and Upgrade | - | 150,000 | 150,000 | 175,000 | 200,000 | 225,000 | 250,000 | 1,000,000 | 1,000,000 |
| MTS Admin | Copier Replacement | - | 284,000 | 284,000 | 53,000 | - | - | - | 337,000 | 337,000 |
| MTS Admin | Miscellaneous Capital | - | 2,922,526 | 2,702,538 | 1,000,000 | - | - | 1,000,000 | 4,922,526 | 4,922,526 |
| MTS Admin | Fare System Upgrades - FY22 | 25,950,000 | 3,300,000 | 3,300,000 | - | - | - | - | 3,300,000 | 29,250,000 |
| MTS Admin | San Ysidro Transit Center Planning & Design | - | 1,250,000 | 1,250,000 | 1,550,000 | 800,000 | 15,000,000 | 15,000,000 | 33,600,000 | 33,600,000 |
| MTS Admin | San Ysidro Retail Kiosks Refresh | - | 400,000 | 400,000 | - | - | - | - | 400,000 | 400,000 |
| MTS Admin | Public Wifi | - | 433,300 | - | - | - | - | - | 433,300 | 433,300 |
| MTS Admin | SAP - HANA Migration to the Cloud | - | 600,288 | - | - | - | - | - | 600,288 | 600,288 |
| MTS Admin | SAP Upgrade Warehouse Bar Code Implementation | - | 529,500 | - | - | - | - | - | 529,500 | 529,500 |
| MTS Admin | Intranet Update | - | 245,648 | - | - | - | - | - | 245,648 | 245,648 |
| MTS Admin | Bus Yard Wireless Networks Replacement - FY22 | - | 220,000 | - | 220,000 | 250,000 | 250,000 | 250,000 | 1,190,000 | 1,190,000 |
| MTS Admin | Light Rail Vehicle Router upgrade | - | 380,000 | 380,000 | - | - | - | 400,000 | 780,000 | 780,000 |
| MTS Admin | America Plaza Pedestrian Enhancements (TIRCP) | - | - | - | 3,294,000 | - | - | - | 3,294,000 | 3,294,000 |
| MTS Admin | Southwestern Rapid | - | - | - | 1,000,000 | 11,000,000 | - | - | 12,000,000 | 12,000,000 |
| | | 181,392,000 | 138,232,050 | 125,486,326 | 186,359,400 | 190,928,400 | 137,500,400 | 187,184,400 | 840,204,650 | 1,021,596,650 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2022 (in 000's)
FISCAL YEAR 2021
SECTION 8.04**

| Project Name | Funded thru FY21 | FY22 Funded | FUNDING SOURCES | | | | | | | | | |
|-----------------------------------------------------|------------------|-------------|-----------------|------|----------|--------------|----------|-------------|----------|----------|-----------|-----------|
| | | | 5307 | 5337 | 5339 | Federal RSTP | TDA | STA/SB1 SGR | LCTOP | TIRCP | Other | |
| Bus Procurement | \$ - | \$ 25,284 | \$ 10,228 | \$ - | \$ 4,318 | \$ - | \$ - | \$ 4,740 | \$ - | \$ 5,126 | \$ - | \$ 872 |
| Mini Bus Procurement | - | 1,100 | - | - | - | - | - | 1,100 | - | - | - | - |
| KMD Shop Hoists Construction - FY22 | 2,032 | 1,000 | - | - | - | - | - | 1,000 | - | - | - | - |
| KMD Concrete Lot - FY22 | 576 | 675 | - | - | - | - | - | 675 | - | - | - | - |
| IAD OH ZEB Charging Master Planning | - | 500 | - | - | - | - | - | 500 | - | - | - | - |
| ADA Bus Stop - FY22 | 246 | 400 | - | - | - | - | - | 400 | - | - | - | - |
| IAD RAM HVAC Replacement | - | 350 | - | - | - | - | - | 350 | - | - | - | - |
| IAD Roof Fall Protection Safety Improvements | - | 245 | - | - | - | - | - | 245 | - | - | - | - |
| ZEB Pilot Program - FY22 | 12,639 | 225 | - | - | - | - | - | 225 | - | - | - | - |
| Misc Shop Equipment Replacement - IAD & KMD | - | 110 | - | - | - | - | - | 110 | - | - | - | - |
| CPD Mobile Column Lift Replacement FY22 - 2 of 3 | 65 | 50 | - | - | - | - | - | 50 | - | - | - | - |
| Iris Rapid - Route & Stations Infrastructure - FY22 | 3,865 | 5,532 | - | - | - | - | - | 945 | \$ 4,587 | - | - | - |
| Iris Rapid - Charging Infrastructure at SBMF - FY22 | 2,355 | 6,600 | - | - | - | - | - | 4,000 | \$ 2,600 | - | - | - |
| Iris Rapid - ZEB Bus Procurement | 1,030 | 15,616 | - | - | - | - | - | 2,750 | - | - | \$ 12,866 | - |
| Iris Rapid Transit Center Island Modification | - | 410 | - | - | - | - | - | 410 | - | - | - | - |
| EI Cajon Bus Maintenance Facility - Expansion lot | - | 8,000 | - | - | - | - | - | - | - | - | - | \$ 8,000 |
| SD100 Replacement | 109,010 | 28,500 | - | - | - | \$ 10,000 | \$ 2,314 | \$ 4,956 | - | - | - | \$ 11,230 |
| EI Cajon Transit Center Third Track - FY22 | - | 5,000 | - | - | - | - | - | - | \$ 750 | - | \$ 4,250 | - |
| Green Line IMT Double Tracking - FY22 | 4,794 | 5,170 | - | - | - | - | - | - | \$ 2,016 | - | \$ 3,154 | - |
| Green Line Catenary Project - FY22 | - | 1,785 | 1,428 | - | - | - | - | 357 | - | - | - | - |
| Beyer Blvd Track and Slope - FY22 | 5,042 | 1,000 | - | - | - | - | - | 1,000 | - | - | - | - |
| Beech St Double Crossover - FY22 | 5,065 | 200 | - | - | - | - | - | 200 | - | - | - | - |
| Interlocking E26 Signal for EC 3rd Track - Design | - | 100 | - | - | - | - | - | 100 | - | - | - | - |
| Las Chollas Creek Bridge - Design | - | 200 | - | - | - | - | - | 200 | - | - | - | - |
| Rail Replacement - America Plaza & Kettner - Const | 260 | 1,100 | - | - | - | - | - | 1,100 | - | - | - | - |
| 12KV Service Disconnect at Friars and Napa | - | 425 | - | - | - | - | - | 425 | - | - | - | - |
| Signal Replacement | - | 65 | - | - | - | - | - | 65 | - | - | - | - |
| SDSU UPS & Inverters Replacement | - | 425 | - | - | - | - | - | 425 | - | - | - | - |
| Building C Door Replacement - FY22 | 325 | 325 | - | - | - | - | - | 325 | - | - | - | - |
| HVAC Improvements | - | 125 | - | - | - | - | - | 125 | - | - | - | - |
| New Elevator at Fashion Valley - FY22 | 2,957 | 250 | - | - | - | - | - | 250 | - | - | - | - |
| Station Cleaning Equipment - FY22 | - | 210 | - | - | - | - | - | 210 | - | - | - | - |
| Radio Infrastructure FY22 | 164 | 128 | - | - | - | - | - | 128 | - | - | - | - |
| Grade Crossing Replacement - FY22 | 1,900 | 1,245 | - | - | - | - | - | 1,245 | - | - | - | - |
| On-Track Equipment Replacement - FY22 | - | 1,590 | - | - | - | - | - | 90 | \$ 1,500 | - | - | - |
| Hastus Upgrade | - | 1,800 | - | - | - | - | - | 1,800 | - | - | - | - |
| Network Equipment Refresh - FY22 | 870 | 390 | - | - | - | - | - | 390 | - | - | - | - |
| Data Storage Replacement - FY22 | 825 | 282 | - | - | - | - | - | 282 | - | - | - | - |
| Document Management System | - | 230 | - | - | - | - | - | 230 | - | - | - | - |
| Trolley Right of Way Lidar Imagery Refresh | - | 105 | - | - | - | - | - | 105 | - | - | - | - |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2022 (in 000's)
 FISCAL YEAR 2021
 SECTION 8.04

| Project Name | FUNDING SOURCES | | | | | | | | | | |
|---------------------------------------------|-------------------|-------------------|------------------|-------------|-----------------|------------------|------------------|------------------|-----------------|------------------|------------------|
| | Funded thru FY21 | FY22 Funded | 5307 | 5337 | 5339 | Federal RSTP | TDA | STA/SB1 SGR | LCTOP | TIRCP | Other |
| Server Replacement - FY22 | 1,422 | 273 | \$ - | \$ - | \$ - | \$ - | \$ 273 | \$ - | \$ - | \$ - | \$ - |
| CCTV Installation and Upgrade | - | 150 | \$ - | \$ - | \$ - | \$ - | \$ 150 | \$ - | \$ - | \$ - | \$ - |
| Copier Replacement | - | 284 | \$ - | \$ - | \$ - | \$ - | \$ 284 | \$ - | \$ - | \$ - | \$ - |
| Miscellaneous Capital | - | 2,703 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,703 |
| Fare System Upgrades - FY22 | 25,950 | 3,300 | \$ - | \$ - | \$ - | \$ - | \$ 3,300 | \$ - | \$ - | \$ - | \$ - |
| San Ysidro Transit Center Planning & Design | - | 1,250 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,250 |
| San Ysidro Retail Kiosks Refresh | - | 400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400 |
| Light Rail Vehicle Router upgrade | - | 380 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 380 | \$ - | \$ - | \$ - |
| | \$ 181,392 | \$ 125,486 | \$ 11,656 | \$ - | \$ 4,318 | \$ 10,000 | \$ 32,874 | \$ 16,789 | \$ 5,126 | \$ 20,270 | \$ 24,455 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)
Section 8.05**

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

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)
Section 8.05**

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

| Form ID | Title | FY22 | | | |
|---------|------------------------------------------------------------------------------------------------------------------------|--------|---------|-------------|-------|
| | | Budget | Federal | State/Local | Other |
| 1275 | <u>Rail Ops - Green Line IMT Double Tracking - FY22</u> | 5,170 | - | 5,170 | - |
| 1276 | Green Line Imperial Ave Transit Center Double Tracking <u>Rail Ops - El Cajon Transit Center Third Track - FY22</u> | 5,000 | - | 5,000 | - |
| 1169 | Construction of El Cajon Transit Center Third Track <u>Rail Ops - Green Line Catenary Project - FY22</u> | 1,785 | 1,428 | 357 | - |
| 1159 | Upgrade to the Green Line Catenary system. <u>Rail Ops - On-Track Equipment Replacement - FY22</u> | 1,590 | - | 1,590 | - |
| 1153 | Replacement of On-Track Equipment <u>Rail Ops - Grade Crossing Replacement - FY22</u> | 1,245 | - | 1,245 | - |
| 1156 | Replacement of grade crossing <u>Rail Ops - Rail Replacement - America Plaza & Kettner - Const</u> | 1,100 | - | 1,100 | - |
| 1143 | Rail Replacement at America Plaza & Kettner <u>Rail Ops - Beyer Blvd Track and Slope - FY22</u> | 1,000 | - | 1,000 | - |
| 1201 | Beyer Blvd Track and Slope Upgrade <u>Rail Ops - 12KV Service Disconnect at Friars and Napa</u> | 425 | - | 425 | - |
| 1171 | 12KV Service disconnect at Friars and Napa <u>Rail Ops - SDSU UPS & Inverters Replacement</u> | 425 | - | 425 | - |
| 1152 | SDSU UPS & Inverters Replacement <u>Rail Ops - Building C Door Replacement - FY22</u> | 325 | - | 325 | - |
| 1193 | Building C Door Replacement <u>Rail Ops - New Elevator at Fashion Valley - FY22</u> | 250 | - | 250 | - |
| 1148 | New Elevator at Fashion Valley <u>Rail Ops - Station Cleaning Equipment - FY22</u> | 210 | - | 210 | - |
| 1157 | Station Cleaning Equipment <u>Rail Ops - Las Chollas Creek Bridge - Design</u> | 200 | - | 200 | - |
| 1284 | Design for Las Chollas Creek Bridge <u>Rail Ops - Beech St Double Crossover - FY22</u> | 200 | - | 200 | - |
| 1149 | Signal and track modifications for Beech Street Double Crossover. <u>Rail Ops - Radio Infrastructure FY22</u> | 128 | - | 128 | - |
| 1151 | Radio Infrastructure <u>Rail Ops - HVAC Improvements</u> | 125 | - | 125 | - |
| 1285 | HVAC Improvements <u>Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design</u> | 100 | - | 100 | - |
| 1166 | Design for Interlocking E26 Signal <u>Rail Ops - Signal Replacement</u> | 65 | - | 65 | - |
| | Signal Replacement | | | | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)
Section 8.05**

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

| Form ID | Title | FY22 | | | |
|---------------|----------------------------------------------------------------|-------------------|------------------|------------------|------------------|
| | | Budget | Federal | State/Local | Other |
| 1231 | <u>Admin - Fare System Upgrades - FY22</u> | 3,300 | - | 3,300 | - |
| | Fare System Upgrades | | | | |
| 1431 | <u>Admin - Miscellaneous Capital</u> | 2,703 | - | - | 2,703 |
| | Miscellaneous Capital | | | | |
| 1197 | <u>Admin - Hastus Upgrade</u> | 1,800 | - | 1,800 | - |
| | Upgrade to the Hastes system | | | | |
| 1272 | <u>Admin - San Ysidro Transit Center Planning & Design</u> | 1,250 | - | - | 1,250 |
| | Design of the San Ysidro Transit Center | | | | |
| 1278 | <u>Admin - San Ysidro Retail Kiosks Refresh</u> | 400 | - | - | 400 |
| | Refresh San Ysidro Retail Kiosks | | | | |
| 1183 | <u>Admin - Network Equipment Refresh - FY22</u> | 390 | - | 390 | - |
| | Network Equipment Refresh | | | | |
| 1186 | <u>Admin - Light Rail Vehicle Router upgrade</u> | 380 | - | 380 | - |
| | Light Rail Vehicle Router upgrade | | | | |
| 1145 | <u>Admin - Copier Replacement</u> | 284 | - | 284 | - |
| | Copier Replacement | | | | |
| 1188 | <u>Admin - Data Storage Replacement - FY22</u> | 282 | - | 282 | - |
| | Data Storage Replacement | | | | |
| 1189 | <u>Admin - Server Replacement - FY22</u> | 273 | - | 273 | - |
| | Server Replacement | | | | |
| 1216 | <u>Admin - Document Management System</u> | 230 | - | 230 | - |
| | Document Management System | | | | |
| 1426 | <u>Admin - CCTV Installation and Upgrade</u> | 150 | - | 150 | - |
| | CCTV Installation and Upgrade | | | | |
| 1185 | <u>Admin - Trolley Right of Way Lidar Imagery Refresh</u> | 105 | - | 105 | - |
| | Trolley Right of Way Lidar Imagery Refresh | | | | |
| Totals | | \$ 125,486 | \$ 25,974 | \$ 75,058 | \$ 24,455 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - FIVE YEAR PROJECTION (in 000's)
FISCAL YEARS 2022-2026
SECTION 8.06**

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

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2022
SECTION 9.01**

| | Federal | TDA | STA | State - Other | TransNet | Other Local | Other Non Operating | Reserves/ Carryovers | Total |
|----------------------------------------------------|-------------|------------|------------|------------------|------------|----------------|------------------------|-------------------------|--------------------|
| SBTC | 42,815,530 | 2,215,979 | 6,300,000 | - | 35,144,041 | 8,000,000 | - | - | 94,475,550 |
| SBTI | 45,616,577 | 31,147,869 | 5,000,000 | - | 4,853,259 | - | - | - | 86,617,705 |
| MCS 801 - South Central | 33,186,482 | 13,949,596 | - | - | - | - | - | - | 47,136,079 |
| MCS 802 - South Bay BRT | - | 613,979 | - | - | 5,085,911 | - | - | - | 5,699,891 |
| MCS 820 - East County | 4,721,764 | 8,033,881 | - | - | - | - | - | - | 12,755,645 |
| MCS 825 - Rural | 843,641 | 0 | - | - | - | - | - | - | 843,641 |
| MCS 830 - Commuter Express | 329,425 | 993,605 | - | - | - | 1,000,000 | - | - | 2,323,031 |
| MCS 831 - Murphy Canyon | - | - | - | - | - | - | - | - | - |
| MCS 835 - Central Routes 961-965 | 2,496,312 | 3,692,435 | - | - | - | - | - | - | 6,188,747 |
| MCS 840 - Regional Transit Center Maintenance | - | 335,376 | - | - | - | - | - | - | 335,376 |
| MCS 845 - BRT Superloop | - | - | - | - | 383,067 | - | - | - | 383,067 |
| MCS 846 - I15 Transit Center Maintenance | - | - | - | - | 1,275,193 | - | - | - | 1,275,193 |
| MCS 847 - Mid City Transit Center Maintenance | - | - | - | - | 294,780 | - | - | - | 294,780 |
| MCS 848 - South Bay BRT Transit Center Maintenance | - | - | - | - | 1,096,919 | - | - | - | 1,096,919 |
| MCS 850 - ADA Access | 8,881,104 | 6,217,660 | - | 200,000 | 957,641 | 191,311 | - | - | 16,447,715 |
| MCS 856 - ADA Certification | - | 602,517 | - | - | - | - | - | - | 602,517 |
| MCS 875 - Coaster Connection | - | 365,666 | - | - | - | 110,000 | - | - | 475,666 |
| Coronado Ferry | - | 242,595 | - | - | - | - | - | - | 242,595 |
| Administrative Pass Thru | - | 393,422 | - | - | - | - | - | - | 393,422 |
| Subtotal Operations | 138,890,836 | 68,804,580 | 11,300,000 | 200,000 | 49,090,811 | 9,301,311 | - | - | 277,587,538 |
| Taxicab SD&AE | - | - | - | - | - | - | - | (62,766) 97,748 | (62,766) 97,748 |
| Subtotal Other Activities | - | - | - | - | - | - | - | 34,982 | 34,982 |
| Administrative | 5,991,352 | - | - | - | 526,530 | - | - | - | 6,517,882 |
| Grand Total | 144,882,188 | 68,804,580 | 11,300,000 | 200,000 | 49,617,341 | 9,301,311 | 0 | 34,982 | 284,140,402 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2022
SECTION 9.02**

| | FTA 5307 Planning | FTA 5307 Preventative Maintenance | FTA 5307 CARES Act | Federal Other | FTA 5311/ 5311(f) Rural | TDA Article 4.0 |
|----------------------------------------------------|----------------------|-----------------------------------------|--------------------------|------------------|-------------------------------|--------------------|
| SDTC | - | 21,000,000 | 21,815,530 | - | - | 2,215,979 |
| SDTI | - | 27,500,000 | 18,116,577 | - | - | 31,147,869 |
| MCS 801 - South Central | - | 10,500,000 | 22,686,482 | - | - | 13,949,596 |
| MCS 802 - South Bay BRT | - | - | - | - | - | 613,979 |
| MCS 820 - East County | - | - | 4,721,764 | - | - | 8,033,881 |
| MCS 825 - Rural | - | - | - | - | 843,641 | 0 |
| MCS 830 - Commuter Express | - | - | 329,425 | - | - | - |
| MCS 835 - Central Routes 961-965 | - | - | 2,496,312 | - | - | 3,692,435 |
| MCS 840 - Regional Transit Center Maintenance | - | - | - | - | - | 335,376 |
| MCS 845 - BRT Superloop | - | - | - | - | - | - |
| MCS 846 - 115 Transit Center Maintenance | - | - | - | - | - | - |
| MCS 847 - Mid City Transit Center Maintenance | - | - | - | - | - | - |
| MCS 848 - South Bay BRT Transit Center Maintenance | - | - | - | - | - | - |
| MCS 850 - ADA Access | - | 4,591,253 | 4,289,850 | - | - | 1,724,942 |
| MCS 856 - ADA Certification | - | - | - | - | - | - |
| MCS 875 - Coaster Connection | - | - | - | - | - | 365,666 |
| Coronado Ferry | - | - | - | - | - | - |
| Administrative Pass Thru | - | - | - | - | - | 393,422 |
| Subtotal Operations | - | 63,591,253 | 74,455,942 | - | 843,641 | 62,473,145 |
| Taxicab SD&AE | - | - | - | - | - | - |
| Subtotal Other Activities | - | - | - | - | - | - |
| Administrative | - | - | 5,839,852 | 151,500 | - | - |
| Grand Total | 0 | 63,591,253 | 80,295,794 | 151,500 | 843,641 | 62,473,145 |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2022
SECTION 9.02

| | TDA Article 4.5 ADA | TDA Article 8.0 | STA Formula | Medical | TransNet Operating 40% | TransNet Access ADA | TransNet Other |
|----------------------------------------------------|------------------------|--------------------|----------------|---------|---------------------------|------------------------|-------------------|
| SDTC | - | - | 6,300,000 | - | 28,718,000 | - | 6,426,041 |
| SDTI | - | - | 5,000,000 | - | - | - | 4,853,259 |
| MCS 801 - South Central | - | - | - | - | - | - | - |
| MCS 802 - South Bay BRT | - | - | - | - | - | - | - |
| MCS 820 - East County | - | - | - | - | - | - | 5,085,911 |
| MCS 825 - Rural | - | - | - | - | - | - | - |
| MCS 830 - Commuter Express | - | 993,605 | - | - | - | - | - |
| MCS 835 - Central Routes 961-965 | - | - | - | - | - | - | - |
| MCS 840 - Regional Transit Center Maintenance | - | - | - | - | - | - | - |
| MCS 845 - BRT Superloop | - | - | - | - | - | - | 383,067 |
| MCS 846 - 115 Transit Center Maintenance | - | - | - | - | - | - | 1,275,193 |
| MCS 847 - Mid City Transit Center Maintenance | - | - | - | - | - | - | 294,780 |
| MCS 848 - South Bay BRT Transit Center Maintenance | - | - | - | - | - | - | 1,096,919 |
| MCS 850 - ADA Access | 4,492,718 | - | - | 200,000 | - | 907,641 | 50,000 |
| MCS 856 - ADA Certification | 602,517 | - | - | - | - | - | - |
| MCS 875 - Coaster Connection | - | 242,595 | - | - | - | - | - |
| Coronado Ferry | - | - | - | - | - | - | - |
| Administrative Pass Thru | - | - | - | - | - | - | - |
| Subtotal Operations | 5,095,235 | 1,236,200 | 11,300,000 | 200,000 | 28,718,000 | 907,641 | 19,465,170 |
| Taxicab SD&AE | - | - | - | - | - | - | - |
| Subtotal Other Activities | - | - | - | - | - | - | - |
| Administrative | - | - | - | - | - | - | 526,530 |
| Grand Total | 5,095,235 | 1,236,200 | 11,300,000 | 200,000 | 28,718,000 | 907,641 | 19,991,700 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2022
SECTION 9.02**

| | City of San Diego | SANDAG Inland Breeze | Other 4S Ranch | Other Local | CNG Credits | Other Non Operating |
|----------------------------------------------------|----------------------|-------------------------|-------------------|----------------|----------------|------------------------|
| SDTC | - | 7,500,000 | - | 500,000 | - | - |
| SDTI | - | - | - | - | - | - |
| MCS 801 - South Central | - | - | - | - | - | - |
| MCS 802 - South Bay BRT | - | - | - | - | - | - |
| MCS 820 - East County | - | - | - | - | - | - |
| MCS 825 - Rural | - | - | - | - | - | - |
| MCS 830 - Commuter Express | - | 1,000,000 | - | - | - | - |
| MCS 835 - Central Routes 961-965 | - | - | - | - | - | - |
| MCS 840 - Regional Transit Center Maintenance | - | - | - | - | - | - |
| MCS 845 - BRT Superloop | - | - | - | - | - | - |
| MCS 846 - 115 Transit Center Maintenance | - | - | - | - | - | - |
| MCS 847 - Mid City Transit Center Maintenance | - | - | - | - | - | - |
| MCS 848 - South Bay BRT Transit Center Maintenance | - | - | - | - | - | - |
| MCS 850 - ADA Access | 191,311 | - | - | - | - | - |
| MCS 856 - ADA Certification | - | - | - | - | - | - |
| MCS 875 - Coaster Connection | - | - | - | 110,000 | - | - |
| Coronado Ferry | - | - | - | - | - | - |
| Administrative Pass Thru | - | - | - | - | - | - |
| Subtotal Operations | 191,311 | 8,500,000 | - | 610,000 | - | - |
| Taxicab SD&AE | - | - | - | - | - | - |
| Subtotal Other Activities | - | - | - | - | - | - |
| Administrative | - | - | - | - | - | - |
| Grand Total | 191,311 | 8,500,000 | 0 | 610,000 | 0 | 0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2022
SECTION 9.02**

| | Reserves/ Carryovers | Total |
|----------------------------------------------------|-------------------------|--------------------|
| SDTC | - | 94,475,550 |
| SDTI | - | 86,617,705 |
| MCS 801 - South Central | - | 47,136,079 |
| MCS 802 - South Bay BRT | - | 5,699,891 |
| MCS 820 - East County | - | 12,755,645 |
| MCS 825 - Rural | - | 843,641 |
| MCS 830 - Commuter Express | - | 2,323,031 |
| MCS 835 - Central Routes 961-965 | - | 6,188,747 |
| MCS 840 - Regional Transit Center Maintenance | - | 335,376 |
| MCS 845 - BRT Superloop | - | 383,067 |
| MCS 846 - 115 Transit Center Maintenance | - | 1,275,193 |
| MCS 847 - Mid City Transit Center Maintenance | - | 294,780 |
| MCS 848 - South Bay BRT Transit Center Maintenance | - | 1,096,919 |
| MCS 850 - ADA Access | - | 16,447,715 |
| MCS 856 - ADA Certification | - | 602,517 |
| MCS 875 - Coaster Connection | - | 475,666 |
| Coronado Ferry | - | 242,595 |
| Administrative Pass Thru | - | 393,422 |
| Subtotal Operations | - | 277,587,538 |
| Taxicab | (62,766) | (62,766) |
| SD&AE | 97,748 | 97,748 |
| Subtotal Other Activities | 34,982 | 34,982 |
| Administrative | - | 6,517,882 |
| Grand Total | <u>34,982</u> | <u>284,140,402</u> |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
MTS CONSOLIDATED**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|--------------------|----------------------|
| MTS Consolidated | | |
| Operating Revenue | | |
| Passenger Revenue | 49,500,000 | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | 21,512,685 | 409150-429900 |
| Total Operating Revenue | 71,012,685 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | - | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 63,591,253 | 451250 |
| FTA 5307 - CARES Act | 80,295,794 | 459900 |
| FTA - Other | 151,500 | 451800 |
| FTA 5311 - Rural | 265,221 | 451900 |
| FTA 5311(f) - Rural | 578,420 | 451950 |
| Total Federal Revenue | 144,882,188 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 62,473,145 | 461100 |
| TDA - Article 4.5 (ADA) | 5,095,235 | 461200 |
| TDA - Article 8.0 | 1,236,200 | 461300 |
| Total TDA Revenue | 68,804,580 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | 28,718,000 | 471100 |
| TransNet - Access ADA | 907,641 | 471300 |
| TransNet - SuperLoop, Other | 19,991,700 | 471400 |
| Total TransNet Revenue | 49,617,341 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | 11,300,000 | 462200 |
| Total STA Revenue | 11,300,000 | |
| Other State Revenue | | |
| MediCal | 200,000 | 463400 |
| Total Other State Revenue | 200,000 | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | 8,500,000 | 481100 |
| Other - 4S Ranch | - | |
| City of San Diego | 191,311 | 481200 |
| Other Local | 610,000 | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | 9,301,311 | |
| Total Subsidy Revenue | 284,105,420 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | - | 422100 |
| Contingency Reserves | - | 491100 |
| Other Reserves | 34,982 | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | 34,982 | |
| Total Non Operating Revenue | 284,140,402 | |
| Total Revenue | 355,153,087 | |
| Total Expenses | 355,153,088 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
ADMINISTRATIVE**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|-------------------|----------------------|
| Administrative | | |
| Operating Revenue | | |
| Passenger Revenue | | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | 20,077,680 | 409150-429900 |
| Total Operating Revenue | 20,077,680 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | 5,839,852 | 459900 |
| FTA - Other | 151,500 | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 5,991,352 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 526,530 | 471400 |
| Total TransNet Revenue | 526,530 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | - | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 6,517,882 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | - | 422100 |
| Contingency Reserves | - | 491100 |
| Other Reserves | - | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 6,517,882 | |
| Total Revenue | 26,595,562 | |
| Total Expenses | 26,595,563 | |
| Net of Revenues over Expense | (1) | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|--------------------|----------------------|
| Operations Consolidated | | |
| Operating Revenue | | |
| Passenger Revenue | 49,500,000 | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | 553,450 | 409150-429900 |
| Total Operating Revenue | 50,053,450 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | - | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 63,591,253 | 451250 |
| FTA 5307 - CARES Act | 74,455,942 | 459900 |
| FTA - Other | - | 451800 |
| FTA 5311 - Rural | 265,221 | 451900 |
| FTA 5311(f) - Rural | 578,420 | 451950 |
| Total Federal Revenue | 138,890,836 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 62,473,145 | 461100 |
| TDA - Article 4.5 (ADA) | 5,095,235 | 461200 |
| TDA - Article 8.0 | 1,236,200 | 461300 |
| Total TDA Revenue | 68,804,580 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | 28,718,000 | 471100 |
| TransNet - Access ADA | 907,641 | 471300 |
| TransNet - SuperLoop, Other | 19,465,170 | 471400 |
| Total TransNet Revenue | 49,090,811 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | 11,300,000 | 462200 |
| Total STA Revenue | 11,300,000 | |
| Other State Revenue | | |
| MediCal | 200,000 | 463400 |
| Total Other State Revenue | 200,000 | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | 8,500,000 | 481100 |
| Other - 4S Ranch | - | |
| City of San Diego | 191,311 | 481200 |
| Other Local | 610,000 | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | 9,301,311 | |
| Total Subsidy Revenue | 277,587,538 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | - | 422100 |
| Contingency Reserves | - | 491100 |
| Other Reserves | - | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 277,587,538 | |
| Total Revenue | 327,640,988 | |
| Total Expenses | 327,640,988 | |
| Net of Revenues over Expense | 0 | |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|--------------------|----------------------|
| Bus Operations (San Diego Transit Corp) | | |
| Operating Revenue | | |
| Passenger Revenue | 13,939,714 | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | 3,450 | 409150-429900 |
| Total Operating Revenue | 13,943,164 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 21,000,000 | 451250 |
| FTA 5307 - CARES Act | 21,815,530 | 459900 |
| FTA - Other | - | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 42,815,530 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 2,215,979 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 2,215,979 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | 28,718,000 | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 6,426,041 | 471400 |
| Total TransNet Revenue | 35,144,041 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | 6,300,000 | 462200 |
| Total STA Revenue | 6,300,000 | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | 7,500,000 | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | - | 481200 |
| Other Local | 500,000 | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | 8,000,000 | |
| Total Subsidy Revenue | 94,475,550 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 94,475,550 | |
| Total Revenue | 108,418,714 | |
| Total Expenses | 108,418,714 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|--------------------|----------------------|
| <u>Rail Operations (San Diego Trolley)</u> | | |
| Operating Revenue | | |
| Passenger Revenue | 21,222,257 | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | 550,000 | 409150-429900 |
| Total Operating Revenue | 21,772,257 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 27,500,000 | 451250 |
| FTA 5307 - CARES Act | 18,116,577 | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 45,616,577 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 31,147,869 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 31,147,869 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 4,853,259 | 471400 |
| Total TransNet Revenue | 4,853,259 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | 5,000,000 | 462200 |
| Total STA Revenue | 5,000,000 | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 86,617,705 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 86,617,705 | |
| Total Revenue | 108,389,962 | |
| Total Expenses | 108,389,962 | |
| Net of Revenues over Expense | 0 | |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|------------------------------------------------------|--------------------|----------------------|
| <u>Contracted Bus Operations Consolidated</u> | | |
| Operating Revenue | | |
| Passenger Revenue | 14,338,029 | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 14,338,029 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | - | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 15,091,253 | 451250 |
| FTA 5307 - CARES Act | 34,523,834 | 459900 |
| FTA - Other | - | 451800 |
| FTA 5311 - Rural | 265,221 | 451900 |
| FTA 5311(f) - Rural | 578,420 | 451950 |
| Total Federal Revenue | 50,458,728 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 28,715,875 | 461100 |
| TDA - Article 4.5 (ADA) | 5,095,235 | 461200 |
| TDA - Article 8.0 | 993,605 | 461300 |
| Total TDA Revenue | 34,804,716 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | 907,641 | 471300 |
| TransNet - SuperLoop, Other | 8,185,870 | 471400 |
| Total TransNet Revenue | 9,093,511 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | - | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | 200,000 | 463400 |
| Total Other State Revenue | 200,000 | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | 1,000,000 | 481100 |
| Other - 4S Ranch | - | |
| City of San Diego | 191,311 | 481200 |
| Other Local | 110,000 | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | 1,301,311 | |
| Total Subsidy Revenue | 95,858,266 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | - | 422100 |
| Contingency Reserves | - | 491100 |
| Other Reserves | - | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 95,858,266 | |
| Total Revenue | 110,196,295 | |
| Total Expenses | 110,196,295 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|--------------------------------------------------------------------|-------------------|----------------------|
| <u>Contracted Bus Operations - Fixed Route Consolidated</u> | | |
| Operating Revenue | | |
| Passenger Revenue | 13,179,831 | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 13,179,831 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | - | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 10,500,000 | 451250 |
| FTA 5307 - CARES Act | 30,233,984 | 459900 |
| FTA - Other | - | 451800 |
| FTA 5311 - Rural | 265,221 | 451900 |
| FTA 5311(f) - Rural | 578,420 | 451950 |
| Total Federal Revenue | 41,577,625 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 26,990,934 | 461100 |
| TDA - Article 4.5 (ADA) | - | 461200 |
| TDA - Article 8.0 | 993,605 | 461300 |
| Total TDA Revenue | 27,984,539 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | - | 471300 |
| TransNet - SuperLoop, Other | 8,135,870 | 471400 |
| Total TransNet Revenue | 8,135,870 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | - | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | - | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | 1,000,000 | 481100 |
| Other - 4S Ranch | - | |
| City of San Diego | - | 481200 |
| Other Local | 110,000 | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | 1,110,000 | |
| Total Subsidy Revenue | 78,808,034 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | - | 422100 |
| Contingency Reserves | - | 491100 |
| Other Reserves | - | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 78,808,034 | |
| Total Revenue | 91,987,865 | |
| Total Expenses | 91,987,865 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|-------------------|----------------------|
| Contracted Bus Operations (801 - South Bay) | | |
| Operating Revenue | | |
| Passenger Revenue | 9,636,298 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 9,636,298 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 10,500,000 | 451250 |
| FTA 5307 - CARES Act | 22,686,482 | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 33,186,482 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 13,949,596 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 13,949,596 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 47,136,079 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 47,136,079 | |
| Total Revenue | 56,772,377 | |
| Total Expenses | 56,772,377 | |
| Net of Revenues over Expense | (0) | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|--------------------------------------------------------|------------------|----------------------|
| Contracted Bus Operations (802 - South Bay BRT) | | |
| Operating Revenue | | |
| Passenger Revenue | 414,952 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 414,952 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | - | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 613,979 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 613,979 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 5,085,911 | 471400 |
| Total TransNet Revenue | 5,085,911 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 5,699,891 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 5,699,891 | |
| Total Revenue | 6,114,843 | |
| Total Expenses | 6,114,843 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-------------------------------------------------------------|-------------------|----------------------|
| <u>Contracted Bus Operations (820 - East County)</u> | | |
| Operating Revenue | | |
| Passenger Revenue | 2,206,832 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 2,206,832 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | 4,721,764 | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 4,721,764 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 8,033,881 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 8,033,881 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 12,755,645 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 12,755,645 | |
| Total Revenue | 14,962,477 | |
| Total Expenses | 14,962,477 | |
| Net of Revenues over Expense | (0) | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|----------------|----------------------|
| Contracted Bus Operations (825 - Rural) | | |
| Operating Revenue | | |
| Passenger Revenue | 118,287 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 118,287 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | 265,221 | 451900 |
| FTA 5311(f) - Rural | 578,420 | 451950 |
| Total Federal Revenue | 843,641 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 0 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 0 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 843,641 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 843,641 | |
| Total Revenue | 961,928 | |
| Total Expenses | 961,928 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------------|------------------|----------------------|
| Contracted Bus Operations (830 - Commuter Express) | | |
| Operating Revenue | | |
| Passenger Revenue | 233,012 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 233,012 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | 329,425 | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 329,425 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | 993,605 | 461300 |
| Total TDA Revenue | 993,605 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | 1,000,000 | 481100 |
| Other - 4S Ranch | - | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | 1,000,000 | |
| Total Subsidy Revenue | 2,323,031 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 2,323,031 | |
| Total Revenue | 2,556,043 | |
| Total Expenses | 2,556,043 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|------------------|----------------------|
| Contracted Bus Operations (835 - Central) | | |
| Operating Revenue | | |
| Passenger Revenue | 561,961 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 561,961 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | 2,496,312 | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 2,496,312 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 3,692,435 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 3,692,435 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 6,188,747 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 6,188,747 | |
| Total Revenue | 6,750,708 | |
| Total Expenses | 6,750,708 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|--------------------------------------------------------------------|----------------|----------------------|
| Contracted Bus Operations (875 - Coaster Connection (SVCC)) | | |
| Operating Revenue | | |
| Passenger Revenue | 8,489 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 8,489 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 365,666 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 365,666 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | 110,000 | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | 110,000 | |
| Total Subsidy Revenue | 475,666 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 475,666 | |
| Total Revenue | 484,155 | |
| Total Expenses | 484,155 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|---------------------------------------------------------------------|----------------|----------------------|
| Contracted Bus Operations (840 - Transit Center Maintenance) | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 335,376 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 335,376 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | - | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 335,376 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 335,376 | |
| Total Revenue | 335,376 | |
| Total Expenses | 335,376 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|---------------------------------------------------------------|----------------|----------------------|
| <u>Contracted Bus Operations (845 - BRT Superloop)</u> | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | - | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 383,067 | 471400 |
| Total TransNet Revenue | 383,067 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 383,067 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 383,067 | |
| Total Revenue | 383,067 | |
| Total Expenses | 383,067 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-------------------------------------------------------------------------|------------------|----------------------|
| Contracted Bus Operations (846 - I15 Transit Center Maintenance) | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | - | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 1,275,193 | 471400 |
| Total TransNet Revenue | 1,275,193 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 1,275,193 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 1,275,193 | |
| Total Revenue | 1,275,193 | |
| Total Expenses | 1,275,193 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|------------------------------------------------------------------------------|----------------|----------------------|
| Contracted Bus Operations (847 - Mid City Transit Center Maintenance) | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | - | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 294,780 | 471400 |
| Total TransNet Revenue | 294,780 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 294,780 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 294,780 | |
| Total Revenue | 294,780 | |
| Total Expenses | 294,780 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------------------------------------|------------------|----------------------|
| Contracted Bus Operations (848 - South Bay BRT Transit Center Maintenance) | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | 1,096,919 | 471400 |
| Total TransNet Revenue | 1,096,919 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 1,096,919 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 1,096,919 | |
| Total Revenue | 1,096,919 | |
| Total Expenses | 1,096,919 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-------------------------------------------------------------|-------------------|----------------------|
| Contracted Bus Operations - Paratransit Consolidated | | |
| Operating Revenue | | |
| Passenger Revenue | 1,158,198 | 401100-409235 |
| Advertising Revenue | - | 410100-410200 |
| Contract Services Revenue | - | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 1,158,198 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | - | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 4,591,253 | 451250 |
| FTA 5307 - CARES Act | 4,289,850 | 459900 |
| FTA - Other | - | 451800 |
| FTA 5311 - Rural | - | 451900 |
| FTA 5311(f) - Rural | - | 451950 |
| Total Federal Revenue | 8,881,104 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 1,724,942 | 461100 |
| TDA - Article 4.5 (ADA) | 5,095,235 | 461200 |
| TDA - Article 8.0 | - | 461300 |
| Total TDA Revenue | 6,820,177 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | 907,641 | 471300 |
| TransNet - SuperLoop, Other | 50,000 | 471400 |
| Total TransNet Revenue | 957,641 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | - | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | 200,000 | 463400 |
| Total Other State Revenue | 200,000 | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | - | 481100 |
| Other - 4S Ranch | - | |
| City of San Diego | 191,311 | 481200 |
| Other Local | - | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | 191,311 | |
| Total Subsidy Revenue | 17,050,232 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | - | 422100 |
| Contingency Reserves | - | 491100 |
| Other Reserves | - | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 17,050,232 | |
| Total Revenue | 18,208,430 | |
| Total Expenses | 18,208,430 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|------------------------------------------------------------|-------------------|----------------------|
| <u>Contracted Bus Operations (850 - ADA Access)</u> | | |
| Operating Revenue | | |
| Passenger Revenue | 1,158,198 | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | 1,158,198 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | 4,591,253 | 451250 |
| FTA 5307 - CARES Act | 4,289,850 | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | 8,881,104 | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 1,724,942 | 461100 |
| TDA - Article 4.5 (ADA) | 4,492,718 | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 6,217,660 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | 907,641 | 471300 |
| TransNet - SuperLoop, Other | 50,000 | 471400 |
| Total TransNet Revenue | 957,641 | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | 200,000 | 463400 |
| Total Other State Revenue | 200,000 | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | 191,311 | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | 191,311 | |
| Total Subsidy Revenue | 16,447,715 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 16,447,715 | |
| Total Revenue | 17,605,913 | |
| Total Expenses | 17,605,913 | |
| Net of Revenues over Expense | 0 | |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|------------------------------------------------------------|----------------|----------------------|
| Contracted Bus Operations (856 - ADA Certification) | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | | 461100 |
| TDA - Article 4.5 (ADA) | 602,517 | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 602,517 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 602,517 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 602,517 | |
| Total Revenue | 602,517 | |
| Total Expenses | 602,517 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|----------------|----------------------|
| Coronado Ferry | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | 242,595 | 461300 |
| Total TDA Revenue | 242,595 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 242,595 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 242,595 | |
| Total Revenue | 242,595 | |
| Total Expenses | 242,595 | |
| Net of Revenues over Expense | (0) | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|----------------|----------------------|
| Administrative Pass Thru | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | - | 409150-429900 |
| Total Operating Revenue | - | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | 393,422 | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | 393,422 | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | 393,422 | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | - | |
| Total Non Operating Revenue | 393,422 | |
| Total Revenue | 393,422 | |
| Total Expenses | 393,422 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OTHER ACTIVITIES**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|----------------|----------------------|
| Other Activities - Consolidated | | |
| Operating Revenue | | |
| Passenger Revenue | - | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | 881,555 | 409150-429900 |
| Total Operating Revenue | 881,555 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | - | 451100 |
| FTA 5307/5309 - Preventative Maintenance | - | 451250 |
| FTA 5307 - CARES Act | - | 459900 |
| FTA - Other | - | 451800 |
| FTA 5311 - Rural | - | 451900 |
| FTA 5311(f) - Rural | - | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | - | 461100 |
| TDA - Article 4.5 (ADA) | - | 461200 |
| TDA - Article 8.0 | - | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | - | 471100 |
| TransNet - Access ADA | - | 471300 |
| TransNet - SuperLoop, Other | - | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | - | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | - | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | - | 481100 |
| Other - 4S Ranch | - | |
| City of San Diego | - | 481200 |
| Other Local | - | 481400 |
| CNG Credits | - | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | - | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | - | 422100 |
| Contingency Reserves | - | 491100 |
| Other Reserves | 34,982 | 491100 |
| Carryovers | - | |
| Total Other Funds / Reserves | 34,982 | |
| Total Non Operating Revenue | 34,982 | |
| Total Revenue | 916,537 | |
| Total Expenses | 916,537 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OTHER ACTIVITIES**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|-----------------------------------------------------|-----------------|----------------------|
| <u>Taxicab Administration</u> | | |
| Operating Revenue | | |
| Passenger Revenue | | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | 721,555 | 409150-429900 |
| Total Operating Revenue | 721,555 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | - | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | (62,766) | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | (62,766) | |
| Total Non Operating Revenue | (62,766) | |
| Total Revenue | 658,789 | |
| Total Expenses | 658,789 | |
| Net of Revenues over Expense | 0 | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OTHER ACTIVITIES**

| FUNDING SOURCE DESCRIPTION | AMOUNT | INTERNAL MTS CODE |
|------------------------------------------------------|----------------|----------------------|
| <u>San Diego and Arizona Eastern Railroad</u> | | |
| Operating Revenue | | |
| Passenger Revenue | | 401100-409235 |
| Advertising Revenue | | 410100-410200 |
| Contract Services Revenue | | 415100 |
| Other Income | 160,000 | 409150-429900 |
| Total Operating Revenue | 160,000 | |
| Non Operating/Subsidy Revenue | | |
| Federal Revenue | | |
| FTA 5307 - Planning | | 451100 |
| FTA 5307/5309 - Preventative Maintenance | | 451250 |
| FTA 5307 - CARES Act | | 459900 |
| FTA - Other | | 451800 |
| FTA 5311 - Rural | | 451900 |
| FTA 5311(f) - Rural | | 451950 |
| Total Federal Revenue | - | |
| Transportation Development Act (TDA Revenue) | | |
| TDA - Article 4.0 MTS Area | | 461100 |
| TDA - Article 4.5 (ADA) | | 461200 |
| TDA - Article 8.0 | | 461300 |
| Total TDA Revenue | - | |
| TransNet Revenue | | |
| TransNet - 40% Operating Support | | 471100 |
| TransNet - Access ADA | | 471300 |
| TransNet - SuperLoop, Other | | 471400 |
| Total TransNet Revenue | - | |
| State Transit Assistance (STA) Revenue | | |
| STA - Formula | | 462200 |
| Total STA Revenue | - | |
| Other State Revenue | | |
| MediCal | | 463400 |
| Total Other State Revenue | - | |
| Other Local Revenue | | |
| SANDAG - Inland Breeze | | 481100 |
| Other - 4S Ranch | | |
| City of San Diego | | 481200 |
| Other Local | | 481400 |
| CNG Credits | | 424100 |
| Total Other Local Revenue | - | |
| Total Subsidy Revenue | - | |
| Other Funds / Reserves | | |
| Lease/Leaseback Income | | 422100 |
| Contingency Reserves | | 491100 |
| Other Reserves | 97,748 | 491100 |
| Carryovers | | |
| Total Other Funds / Reserves | 97,748 | |
| Total Non Operating Revenue | 97,748 | |
| Total Revenue | 257,748 | |
| Total Expenses | 257,748 | |
| Net of Revenues over Expense | - | |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FIVE YEAR FINANCIAL PROJECTIONS (\$000s)
FISCAL YEAR 2022
SECTION 10.01**

| | ACTUAL FY20 | AMENDED BUDGET FY21 | PROPOSED BUDGET FY22 | PROJECTED FY23 | PROJECTED FY24 | PROJECTED FY25 | PROJECTED FY26 |
|---------------------------------------------|--------------------|---------------------------|----------------------------|--------------------|--------------------|--------------------|--------------------|
| TOTAL OPERATING REVENUES | \$ 101,349 | \$ 64,985 | \$ 71,013 | \$ 97,592 | \$ 112,908 | \$ 122,111 | \$ 129,708 |
| RECURRING SUBSIDY FUNDING | 188,067.14 | 189,594 | 203,810 | 212,445 | 217,531 | 222,575 | 227,521 |
| TOTAL RECURRING REVENUES | \$ 289,416 | \$ 254,580 | \$ 274,822 | \$ 310,038 | \$ 330,439 | \$ 344,685 | \$ 357,229 |
| PERSONNEL EXPENSES | \$ 139,338 | \$ 155,751 | \$ 158,098 | \$ 164,806 | \$ 168,070 | \$ 170,762 | \$ 175,434 |
| OUTSIDE SERVICES | 106,260 | 107,326 | 130,257 | 139,630 | 145,968 | 150,453 | 154,973 |
| MATERIALS AND SUPPLIES | 14,171 | 16,718 | 13,317 | 14,013 | 14,428 | 14,843 | 15,266 |
| ENERGY | 29,750 | 33,032 | 39,933 | 42,285 | 43,688 | 45,064 | 46,463 |
| RISK MANAGEMENT | 6,940 | 7,382 | 7,120 | 7,598 | 7,788 | 7,982 | 8,182 |
| OTHER | 6,725 | 6,012 | 6,428 | 6,415 | 6,410 | 6,471 | 6,597 |
| TOTAL OPERATING EXPENSES | \$ 303,183 | \$ 326,220 | \$ 355,153 | \$ 374,747 | \$ 386,352 | \$ 395,575 | \$ 406,914 |
| RECURRING OPERATING INCOME (DEFICIT) | \$ (13,767) | \$ (71,641) | \$ (80,331) | \$ (64,709) | \$ (55,913) | \$ (50,890) | \$ (49,686) |
| FEDERAL STIMULUS REVENUES | 17,900 | 74,144 | 80,296 | 64,709 | 55,913 | 50,890 | 15,000 |
| NON RECURRING REVENUES | 26 | (2,503) | 35 | - | - | - | - |
| TOTAL OPERATING INCOME (DEFICIT) | \$ 4,159 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (34,686) |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2022
SECTION 10.02**

| | ACTUAL FY20 | AMENDED BUDGET FY21 | PROPOSED BUDGET FY22 | VARIANCE | % CHANGE BUDGET/ AMENDED |
|-----------------------------------|------------------------|------------------------------------|-------------------------------------|------------------|-----------------------------------------|
| PASSENGER REVENUE | | | | | |
| BUS OPERATIONS | 19,703,818 | 14,106,726 | 13,939,703 | (167,023) | -1.2% |
| RAIL OPERATIONS | 36,352,950 | 18,777,568 | 21,222,250 | 2,444,682 | 13.0% |
| CONTRACTED SERVICES - FIXED ROUTE | 20,875,278 | 13,269,116 | 13,179,848 | (89,268) | -0.7% |
| CONTRACTED SERVICES - PARATRANSIT | 2,385,694 | 450,176 | 1,158,199 | 708,023 | 157.3% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| TOTAL PASSENGER REVENUES | 79,317,740 | 46,603,586 | 49,500,000 | 2,896,414 | 6.2% |
| PASSENGERS | | | | | |
| BUS OPERATIONS | 18,383,114 | 8,459,918 | 8,529,003 | 69,085 | 0.8% |
| RAIL OPERATIONS | 31,991,303 | 18,990,311 | 22,328,587 | 3,338,276 | 17.6% |
| CONTRACTED SERVICES - FIXED ROUTE | 20,493,979 | 10,695,460 | 11,348,241 | 652,780 | 6.1% |
| CONTRACTED SERVICES - PARATRANSIT | 343,960 | 104,065 | 280,244 | 176,179 | 169.3% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| TOTAL PASSENGERS | 71,212,356 | 38,249,755 | 42,486,075 | 4,236,320 | 11.1% |
| AVERAGE FARE | | | | | |
| BUS OPERATIONS | 1.072 | 1.667 | 1.634 | (0.030) | -1.8% |
| RAIL OPERATIONS | 1.136 | 0.989 | 0.950 | (0.040) | -4.0% |
| CONTRACTED SERVICES - FIXED ROUTE | 1.019 | 1.241 | 1.161 | (0.080) | -6.4% |
| CONTRACTED SERVICES - PARATRANSIT | 6.936 | 4.326 | 4.133 | (0.190) | -4.4% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| TOTAL AVERAGE FARE | 1.114 | 1.218 | 1.165 | (0.050) | -4.4% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2022
SECTION 10.02**

| | ACTUAL FY20 | AMENDED BUDGET FY21 | PROPOSED BUDGET FY22 | VARIANCE | % CHANGE BUDGET/ AMENDED |
|-----------------------------------|------------------------|------------------------------------|-------------------------------------|------------------|-----------------------------------------|
| REVENUE MILES | | | | | |
| BUS OPERATIONS | 9,236,042 | 9,612,124 | 9,627,637 | 15,514 | 0.2% |
| RAIL OPERATIONS | 9,206,561 | 10,021,255 | 11,895,468 | 1,874,213 | 18.7% |
| CONTRACTED SERVICES - FIXED ROUTE | 11,182,076 | 11,367,192 | 11,715,465 | 348,274 | 3.1% |
| CONTRACTED SERVICES - PARATRANSIT | 3,302,697 | 1,614,505 | 4,136,563 | 2,522,058 | 156.2% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| TOTAL REVENUE MILES | 32,927,377 | 32,615,075 | 37,375,133 | 4,760,059 | 14.6% |
| TOTAL MILES | | | | | |
| BUS OPERATIONS | 10,478,722 | 10,893,742 | 10,953,392 | 59,650 | 0.5% |
| RAIL OPERATIONS | 9,407,381 | 10,297,841 | 12,113,225 | 1,815,384 | 17.6% |
| CONTRACTED SERVICES - FIXED ROUTE | 13,308,729 | 13,387,193 | 14,039,751 | 652,558 | 4.9% |
| CONTRACTED SERVICES - PARATRANSIT | 4,659,638 | 1,889,563 | 4,800,328 | 2,910,765 | 154.0% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| TOTAL MILES | 37,854,471 | 36,468,340 | 41,906,696 | 5,438,356 | 14.9% |
| REVENUE HOURS | | | | | |
| BUS OPERATIONS | 781,729 | 811,724 | 823,586 | 11,861 | 1.5% |
| RAIL OPERATIONS | 507,658 | 552,058 | 647,717 | 95,658 | 17.3% |
| CONTRACTED SERVICES - FIXED ROUTE | 1,065,845 | 1,092,601 | 1,116,172 | 23,571 | 2.2% |
| CONTRACTED SERVICES - PARATRANSIT | 171,400 | 64,139 | 161,314 | 97,175 | 151.5% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| TOTAL REVENUE HOURS | 2,526,632 | 2,520,524 | 2,748,789 | 228,265 | 9.1% |
| TOTAL HOURS | | | | | |
| BUS OPERATIONS | 838,438 | 857,963 | 872,653 | 14,690 | 1.7% |
| RAIL OPERATIONS | 526,533 | 560,891 | 658,545 | 97,654 | 17.4% |
| CONTRACTED SERVICES - FIXED ROUTE | 1,164,300 | 1,162,563 | 1,195,508 | 32,946 | 2.8% |
| CONTRACTED SERVICES - PARATRANSIT | 233,213 | 83,780 | 209,056 | 125,276 | 149.5% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| TOTAL HOURS | 2,762,484 | 2,665,198 | 2,935,763 | 270,565 | 10.2% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2022
SECTION 10.02**

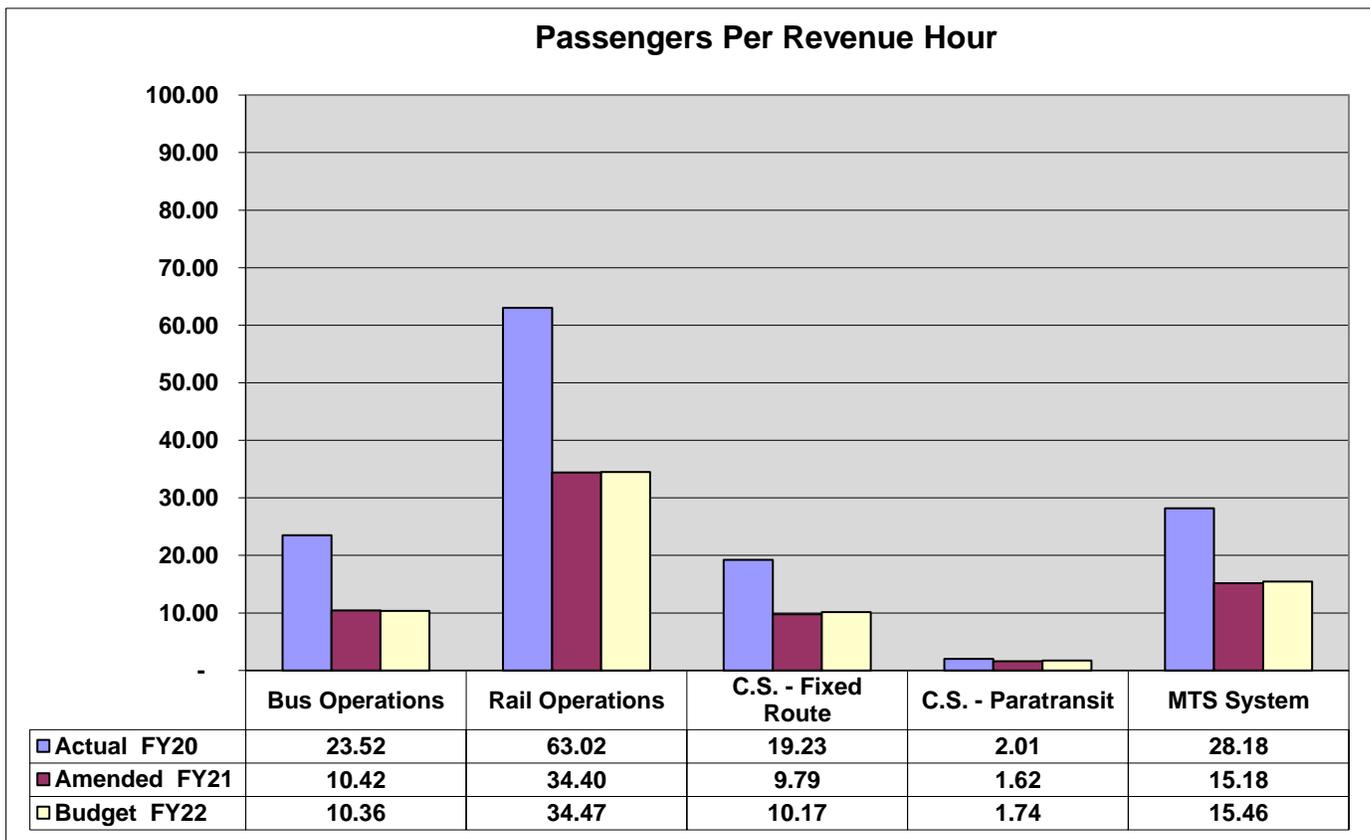
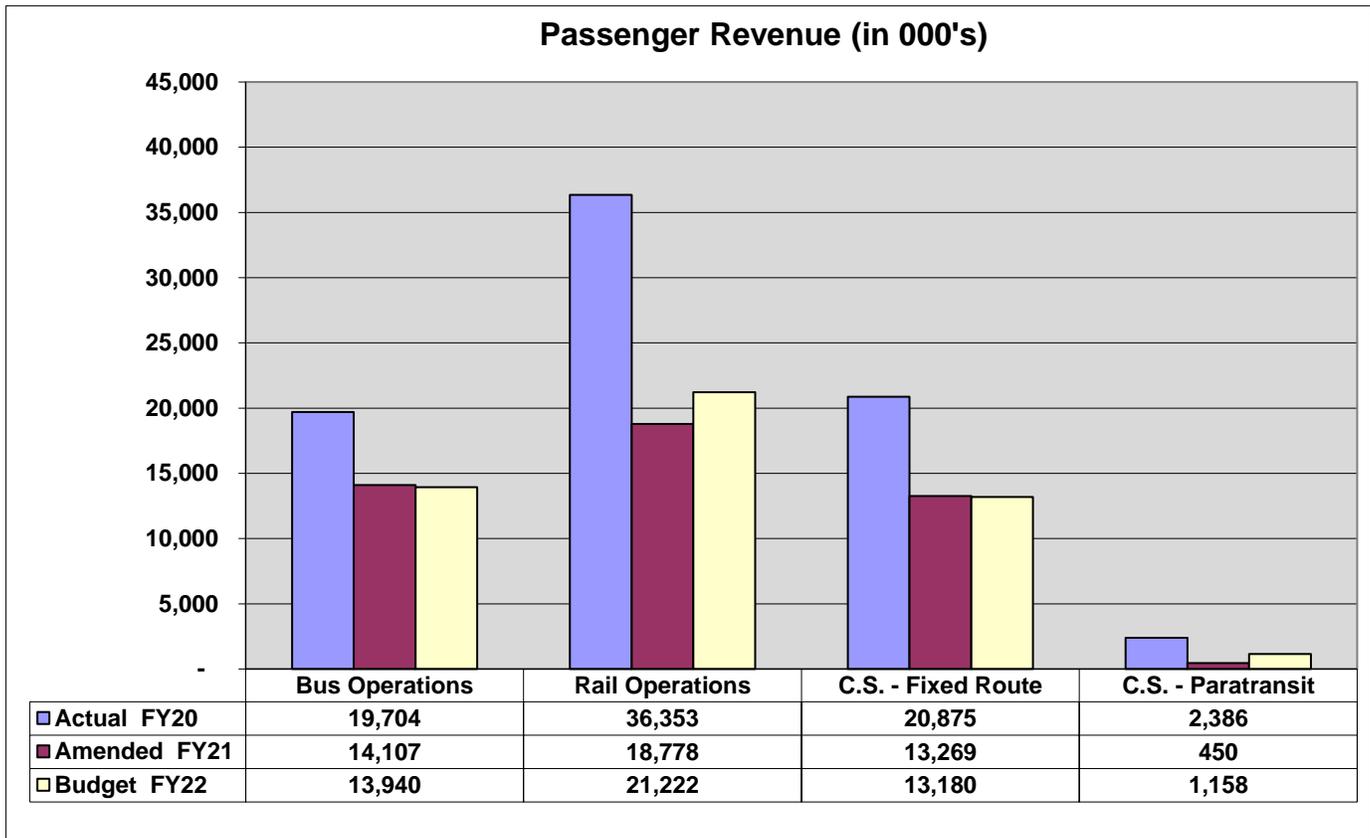
| | ACTUAL FY20 | AMENDED BUDGET FY21 | PROPOSED BUDGET FY22 | VARIANCE | % CHANGE BUDGET/ AMENDED |
|----------------------------------------|------------------------|------------------------------------|-------------------------------------|-------------------|-----------------------------------------|
| TOTAL OPERATING COSTS * | | | | | |
| BUS OPERATIONS | 101,208,830 | 117,397,308 | 108,418,714 | (8,978,594) | -7.6% |
| RAIL OPERATIONS | 88,817,567 | 96,198,802 | 108,389,962 | 12,191,160 | 12.7% |
| CONTRACTED SERVICES - FIXED ROUTE | 75,339,323 | 80,144,246 | 91,987,865 | 11,843,619 | 14.8% |
| CONTRACTED SERVICES - PARATRANSIT | 15,967,688 | 10,622,447 | 18,208,430 | 7,585,983 | 71.4% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| CORONADO FERRY | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| ADMINISTRATIVE PASS THROUGH | 299,794 | 322,544 | 393,422 | 70,878 | 22.0% |
| TOTAL OPERATING COSTS | 281,856,366 | 304,919,275 | 327,640,988 | 22,721,714 | 7.5% |
| TOTAL PASSENGERS / REVENUE HOUR | | | | | |
| BUS OPERATIONS | 23.5 | 10.4 | 10.4 | (0.1) | -0.6% |
| RAIL OPERATIONS | 63.0 | 34.4 | 34.5 | 0.1 | 0.2% |
| CONTRACTED SERVICES - FIXED ROUTE | 19.2 | 9.8 | 10.2 | 0.4 | 3.9% |
| CONTRACTED SERVICES - PARATRANSIT | 2.0 | 1.6 | 1.7 | 0.1 | 7.1% |
| CHULA VISTA TRANSIT | - | - | - | - | 0.0% |
| TOTAL PASSENGERS / REVENUE HOUR | 28.2 | 15.2 | 15.5 | 0.3 | 1.9% |
| TOTAL FAREBOX RECOVERY | | | | | |
| BUS OPERATIONS | 19.5% | 12.0% | 12.9% | 0.8% | 7.0% |
| RAIL OPERATIONS | 40.9% | 19.5% | 19.6% | 0.1% | 0.3% |
| CONTRACTED SERVICES - FIXED ROUTE | 27.7% | 16.6% | 14.3% | -2.2% | -13.5% |
| CONTRACTED SERVICES - PARATRANSIT | 14.9% | 4.2% | 6.4% | 2.1% | 50.1% |
| CHULA VISTA TRANSIT | - | - | - | 0.0% | 0.0% |
| TOTAL FAREBOX RECOVERY | 28.1% | 15.3% | 15.1% | -0.2% | -1.2% |

* Includes the administrative overhead allocation of expenses.

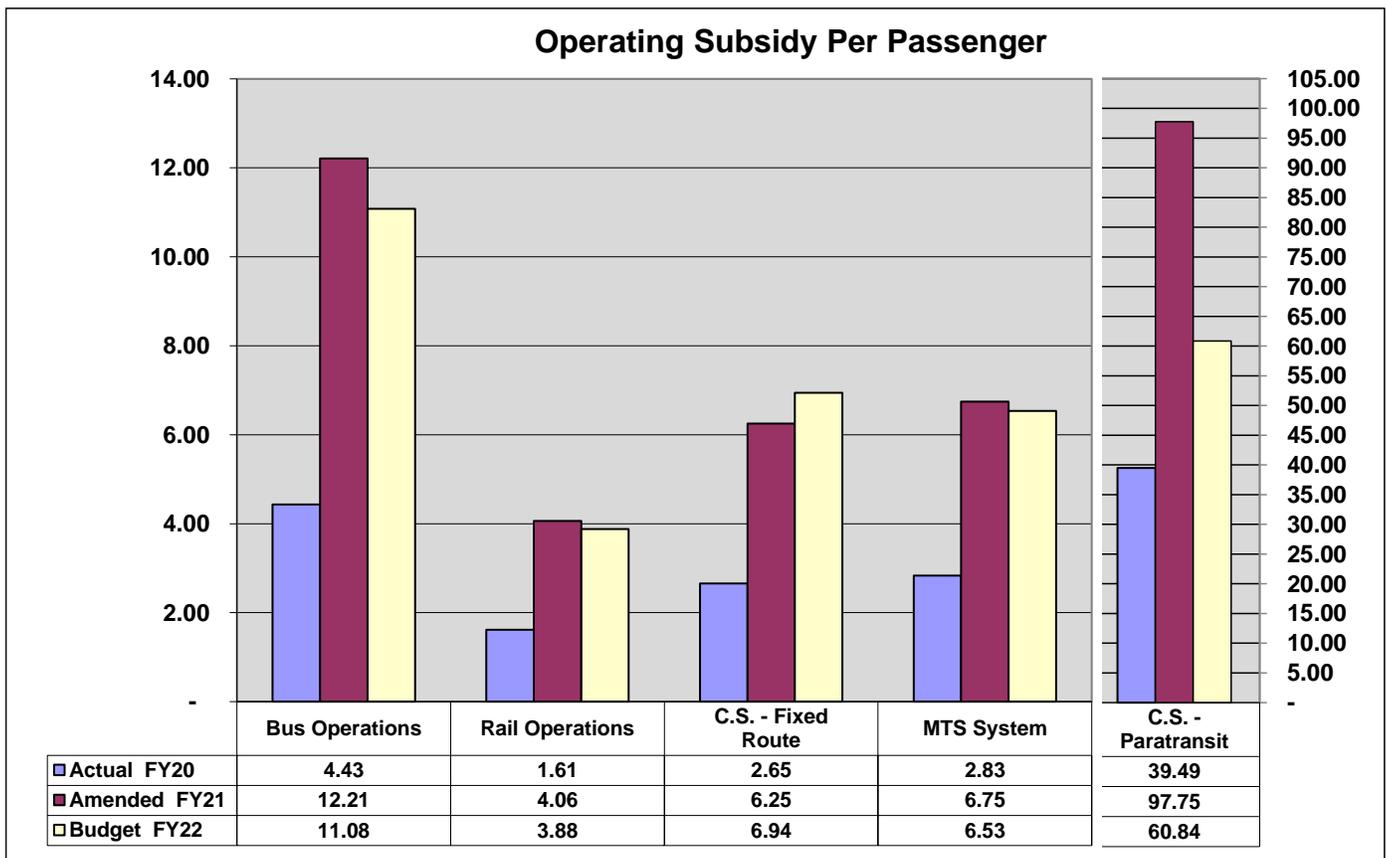
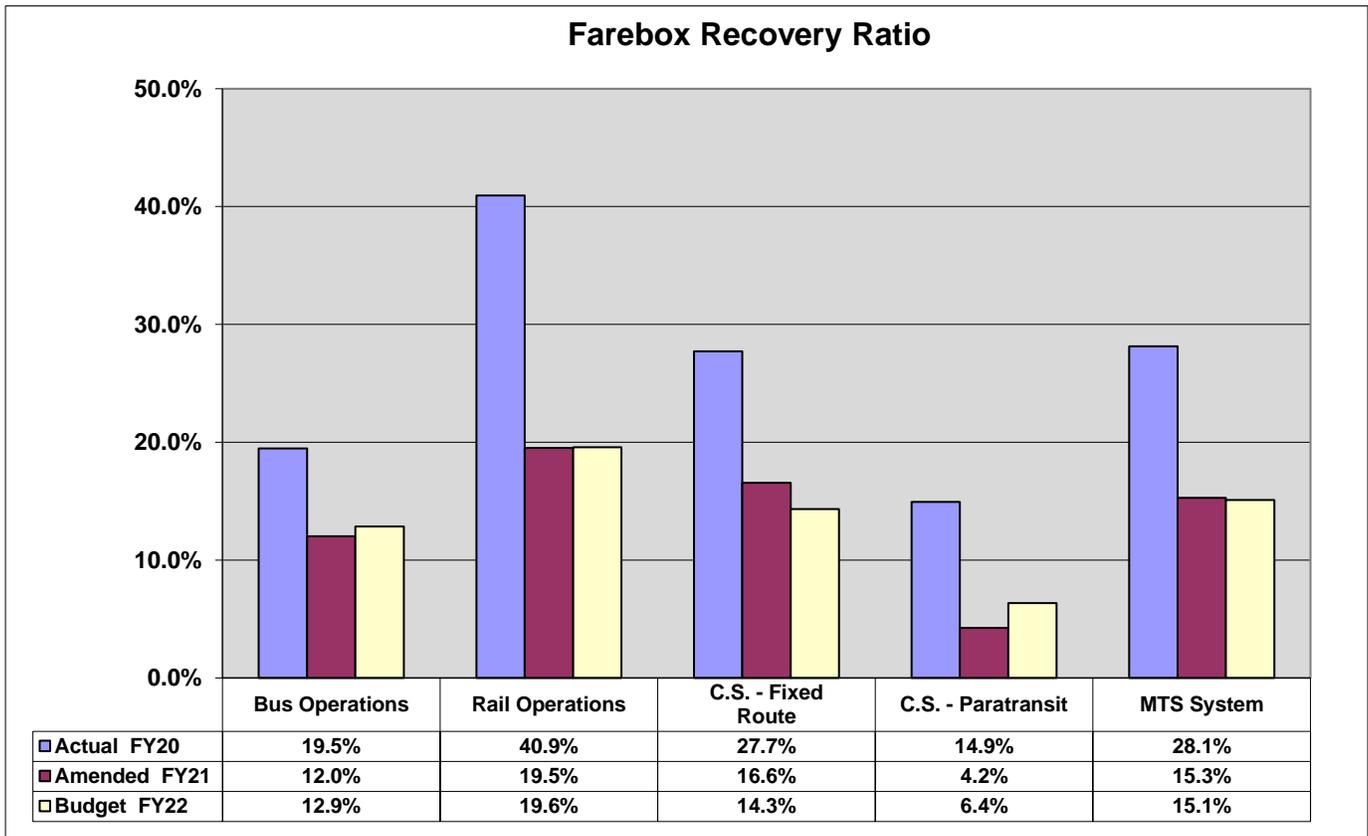
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2022
SECTION 10.02**

| | ACTUAL FY20 | AMENDED BUDGET FY21 | PROPOSED BUDGET FY22 | VARIANCE | % CHANGE BUDGET/ AMENDED |
|-----------------------------------|------------------------|------------------------------------|-------------------------------------|-------------------|-----------------------------------------|
| TOTAL OPERATING SUBSIDY | | | | | |
| BUS OPERATIONS | 81,453,144 | 103,287,481 | 94,475,550 | (8,811,931) | -8.5% |
| RAIL OPERATIONS | 51,607,441 | 77,138,234 | 86,617,705 | 9,479,471 | 12.3% |
| CONTRACTED SERVICES - FIXED ROUTE | 54,405,692 | 66,875,130 | 78,808,033 | 11,932,903 | 17.8% |
| CONTRACTED SERVICES - PARATRANSIT | 13,581,995 | 10,172,272 | 17,050,232 | 6,877,960 | 67.6% |
| CHULA VISTA TRANSIT | - | - | - | - | - |
| CORONADO FERRY | 223,163 | 233,928 | 242,595 | 8,667 | 3.7% |
| ADMINISTRATIVE PASS THROUGH | 379,892 | 322,544 | 393,422 | 70,878 | 22.0% |
| TOTAL OPERATING SUBSIDY | 201,651,327 | 258,029,589 | 277,587,538 | 19,557,949 | 7.6% |
| TOTAL SUBSIDY / PASSENGER | | | | | |
| BUS OPERATIONS | 4.43 | 12.21 | 11.08 | (1.13) | -9.3% |
| RAIL OPERATIONS | 1.61 | 4.06 | 3.88 | (0.18) | -4.5% |
| CONTRACTED SERVICES - FIXED ROUTE | 2.65 | 6.25 | 6.94 | 0.69 | 11.1% |
| CONTRACTED SERVICES - PARATRANSIT | 39.49 | 97.75 | 60.84 | (36.91) | -37.8% |
| CHULA VISTA TRANSIT | - | - | - | - | 0.0% |
| TOTAL SUBSIDY / PASSENGER | 2.83 | 6.75 | 6.53 | (0.21) | -3.1% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2022**



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2022**



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

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

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

Att. A, AI 4, 04/26/2021

| | Salary Grade | Amended Budget FY 2021 (FTE's) | Position Shifts (FTE's) | Net Positons Requiring Funding Adjs (FTE's) | Proposed FY 2022 (FTE's) | Frozen Positions (FTE's) |
|--------------------------------------|-----------------|--------------------------------------|-------------------------------|------------------------------------------------------|--------------------------------|--------------------------------|
| <u>MTS Administration</u> | | | | | | |
| <u>BOD ADMINISTRATION</u> | | | | | | |
| Exec Asst GC/Asst Board Clrk | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Internal Auditor | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| BOD ADMINISTRATION TOTAL | | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| <u>CAPITAL PROJECTS</u> | | | | | | |
| Administrative Assistant | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Director of Capital Projects | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Project Manager | 10 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Senior Project Manager | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Sr. Project Manager - Rail Sys | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| CAPITAL PROJECTS TOTAL | | 7.0 | 0.0 | 0.0 | 7.0 | 0.0 |
| <u>COMPASS CARD</u> | | | | | | |
| Asst Sup Compass Services | 04 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Sup/PRONTO Transition Spe | 04 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Call/Service Center Rep (FT) | 02 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Call/Service Center Rep (PT) | 02 | 1.5 | 0.0 | 0.0 | 1.5 | 0.0 |
| Compass Services Supervisor | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Deputy Fare Systems Administra | 08 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Fare System Support Analyst | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Fare Systems Administrator | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Service Center Specialist (FT) | 03 | 3.0 | -1.0 | 0.0 | 2.0 | 0.0 |
| Staff Accountant I | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| COMPASS CARD TOTAL | | 11.5 | 1.0 | 0.0 | 12.5 | 0.0 |
| <u>EXECUTIVE</u> | | | | | | |
| Chief Executive Officer | 16 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Exec Asst/Clerk of the Board | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Grants Administrator | 07 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Manager of Government Affairs | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| EXECUTIVE TOTAL | | 3.0 | 0.0 | 1.0 | 4.0 | 0.0 |
| <u>FINANCE</u> | | | | | | |
| Chief Financial Officer | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Accounting Assistant | 04 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Accounting Manager | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Controller | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Dir Fin Planning & Analysis | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Finance Assistant | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Financial Analyst | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Financial Analyst (Capital & Grants) | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Operating Budget Supervisor | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Payroll Coordinator | 06 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| Payroll Manager | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Senior Accountant | 09 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Staff Accountant I | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Staff Accountant II | 06 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Transit Asset Mgmt Program Mgr | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| FINANCE TOTAL | | 22.0 | 0.0 | 0.0 | 22.0 | 0.0 |

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

Att. A, AI 4, 04/26/2021

| | Salary Grade | Amended Budget | Position | Net Positons | Proposed | Frozen |
|--------------------------------------|-----------------|----------------|------------|--------------|-------------|------------|
| | | FY 2021 | Shifts | Requiring | FY 2022 | Positions |
| | | (FTE's) | (FTE's) | Funding Adjs | (FTE's) | (FTE's) |
| <u>HUMAN RESOURCES</u> | | | | | | |
| Admin Assistant (Copy Center) | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Benefits & Comp Analyst | 06 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Chief Human Resources Officer | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Director of Human Resources | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Human Resources Assistant | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Human Resources Assistant II | 05 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Manager of Benefits & Comp | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Talent Acquisition | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mgr of Organizational Dev. | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Receptionist - MTS | 02 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Senior Human Resources Analyst | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Talent Acquisition Specialist | 07 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Trust Fund Administrator | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| HUMAN RESOURCES TOTAL | | 17.0 | 0.0 | 0.0 | 17.0 | 0.0 |
| <u>INFORMATION TECHNOLOGY</u> | | | | | | |
| Business Intel Developer | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| 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 | 4.0 | -1.0 | 0.0 | 3.0 | 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 | 3.0 | 0.0 | 1.0 | 4.0 | 0.0 |
| Network Operations Manager | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Network Technician | 06 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Senior SAP Architect | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Software Developer | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Support Analyst | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Systems Administrator | 10 | 7.0 | 0.0 | 1.0 | 8.0 | 0.0 |
| INFORMATION TECHNOLOGY TOTAL | | 29.0 | 0.0 | 2.0 | 31.0 | 0.0 |
| <u>LEGAL</u> | | | | | | |
| General Counsel | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Staff Attorney-Reg Compliance | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| LEGAL TOTAL | | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| <u>MARKETING</u> | | | | | | |
| Dir Marketing & Communications | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Creative Design Manager | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Digital Design & Content Spec. | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Graphic Designer III | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Public Relations | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Marketing Intern | 01 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Marketing Specialist | 06 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Mgr of Advertising & Contracts | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| MARKETING TOTAL | | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 |

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

Att. A, AI 4, 04/26/2021

| | Salary Grade | Amended Budget | Position | Net Positons | Proposed | Frozen |
|--------------------------------|-----------------|----------------|------------|--------------|-------------|------------|
| | | FY 2021 | Shifts | Requiring | FY 2022 | Positions |
| | | (FTE's) | (FTE's) | Funding Adjs | (FTE's) | (FTE's) |
| <u>PLANNING</u> | | | | | | |
| Director of Planning | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Scheduling | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Planning Intern | 01 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Senior Scheduler | 07 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Senior Transportation Planner | 09 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Transit Services Data Analyst | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| PLANNING TOTAL | | 8.5 | 0.0 | 0.0 | 8.5 | 0.0 |
| <u>PROCUREMENT</u> | | | | | | |
| Manager of Procurement | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Buyer | 07 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Contract Specialist | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Contracts Administrator | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Director of Supply Chain & Ops | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Procurement Assistant | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Procurement Specialist | 08 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Senior Procurement Specialist | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| PROCUREMENT TOTAL | | 13.0 | 0.0 | 0.0 | 13.0 | 0.0 |
| <u>RIGHT OF WAY</u> | | | | | | |
| Manager of Real Estate Assets | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Right of Way Engine | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| RIGHT OF WAY TOTAL | | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| <u>RISK</u> | | | | | | |
| Liability Claims Supervisor | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Risk and Claims | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Risk Management Specialist | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Senior Workers' Comp Analyst | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| RISK TOTAL | | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| <u>SECURITY</u> | | | | | | |
| Clerk Typist/Data Entry TSS | BU | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| Code Compl Insp-Canine Handler | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Code Compliance Inspector | BU | 50.0 | 0.0 | 9.0 | 59.0 | 0.0 |
| Code Compliance Supervisor | 06 | 12.0 | 0.0 | 3.0 | 15.0 | 0.0 |
| Deputy Dir of Transit Enf | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Dir of Transit Security & Pass | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Dispatch Sup - Transit Enf | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mgr of Operations-Transit Enf | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Records Manager | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Security Systems Administrator | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| SECURITY TOTAL | | 75.0 | 0.0 | 12.0 | 87.0 | 0.0 |
| <u>STORES (ADMIN)</u> | | | | | | |
| Business Perf & Dev Analyst | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Inventory Planning and Forecas | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Inventory Ops | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| STORES (ADMIN) TOTAL | | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |

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

Att. A, AI 4, 04/26/2021

| | Salary Grade | Amended Budget FY 2021 (FTE's) | Position Shifts (FTE's) | Net Positons Requiring Funding Adjs (FTE's) | Proposed FY 2022 (FTE's) | Frozen Positions (FTE's) |
|----------------------------------------------|-----------------|--------------------------------------|-------------------------------|------------------------------------------------------|--------------------------------|--------------------------------|
| <u>STORES (BUS)</u> | | | | | | |
| Storeroom Clerks - IAD | BU | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Storeroom Clerks - KMD | BU | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| Supervisor of Warehouse Ops | 07 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| STORES (BUS) TOTAL | | 13.0 | 0.0 | 0.0 | 13.0 | 0.0 |
| <u>STORES (RAIL)</u> | | | | | | |
| Storekeeper | BU | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| Supervisor of Warehouse Ops | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| STORES (RAIL) TOTAL | | 7.0 | 0.0 | 0.0 | 7.0 | 0.0 |
| <u>TELEPHONE INFORMATION SERVICES</u> | | | | | | |
| Asst Supvr of Info & Trip Plan | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Info & Trip Planning Supvr | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Info and Trip Planning Clerk | BU | 15.0 | 0.0 | 0.0 | 15.0 | 0.0 |
| TELEPHONE INFORMATION SERVICES TO | | 17.0 | 0.0 | 0.0 | 17.0 | 0.0 |
| <u>TRANSIT STORES</u> | | | | | | |
| Transit Store Supervisor | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Transit Store Supervisor | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Senior Transit Store Clerk | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Transit Store Clerk | BU | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| TRANSIT STORES TOTAL | | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 |
| Subtotal MTS Administration | | 254.0 | 1.0 | 15.0 | 270.0 | 0.0 |

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

Att. A, AI 4, 04/26/2021

| | Salary Grade | Amended Budget FY 2021 (FTE's) | Position Shifts (FTE's) | Net Positons | | |
|--------------------------------|-----------------|--------------------------------------|-------------------------------|-------------------------|--------------------|----------------------|
| | | | | Requiring | Proposed | Frozen |
| | | | | Funding Adjs (FTE's) | FY 2022 (FTE's) | Positions (FTE's) |
| Bus Operations | | | | | | |
| CONTRACT SERVICES | | | | | | |
| Contract Operations Administra | 05 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Intern - Transit Services | 01 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Mgr of Contract Ops & Pass Fac | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mgr of Paratransit & Mini Bus | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Passenger Facilities Coord. | 04 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Sr Contract Operations Adminis | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Supervisor of Para-Transit | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Supvr of Passenger Facilities | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| CONTRACT SERVICES TOTAL | | 9.5 | 0.0 | 0.0 | 9.5 | 0.0 |
| EXECUTIVE (BUS) | | | | | | |
| Chief Op Officer-Transit Servs | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Envi Health & Safety Spec | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Executive Assistant (COO Bus) | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| EXECUTIVE (BUS) TOTAL | | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| MAINTENANCE | | | | | | |
| Admin Asst II - Maintenance | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Body Shop Apprentice II - KMD | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Bus Maintenance Trainer | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Communications Tech - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Dir of Fleet & Facility Maint | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Division Manager (Maint) - IAD | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Division Manager (Maint) - KMD | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Foreman - IAD | 08 | 9.0 | 0.0 | 0.0 | 9.0 | 0.0 |
| Foreman - KMD | 08 | 7.0 | 0.0 | 0.0 | 7.0 | 0.0 |
| Maintenance Analyst | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Maintenance Clerk - KMD | 02 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mechanic A - IAD | BU | 20.0 | 0.0 | 0.0 | 20.0 | 0.0 |
| Mechanic A - KMD | BU | 28.0 | 0.0 | 0.0 | 28.0 | 0.0 |
| Mechanic Apprentice I - IAD | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Mechanic Apprentice I - KMD | BU | 17.0 | 0.0 | 0.0 | 17.0 | 0.0 |
| Mechanic Apprentice II - IAD | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Mechanic Apprentice II - KMD | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mechanic C - IAD | BU | 17.0 | 0.0 | 0.0 | 17.0 | 0.0 |
| Mechanic C - KMD | BU | 9.0 | 0.0 | 0.0 | 9.0 | 0.0 |
| Quality Assurance Inspector | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Quality Assurance Supervisor | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Serviceman A - IAD | BU | 30.0 | 0.0 | 0.0 | 30.0 | 0.0 |
| Serviceman A - KMD | BU | 25.0 | 0.0 | 0.0 | 25.0 | 0.0 |
| Sign Truck Operator | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Sup of Maintenance Training | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Zero Emission Bus Project Spec | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| MAINTENANCE TOTAL | | 184.0 | 0.0 | 0.0 | 184.0 | 0.0 |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
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SECTION 10.04

Att. A, AI 4, 04/26/2021

| | Amended Budget | Position | Net Positons | | Proposed | Frozen |
|------------------------------------|----------------|--------------|--------------|--------------|--------------|------------|
| Salary | FY 2021 | Shifts | Requiring | Funding Adjs | FY 2022 | Positions |
| Grade | (FTE's) | (FTE's) | (FTE's) | (FTE's) | (FTE's) | (FTE's) |
| <u>MAINTENANCE-FACILITY</u> | | | | | | |
| Facilities Supervisor - Bus | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mechanic A - Facilities - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Mechanic A - Facilities - KMD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| MAINTENANCE-FACILITY TOTAL | | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| <u>PASSENGER SERVICES</u> | | | | | | |
| Customer Service Supervisor | 06 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Director of Support Services | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Operations Asst - Ride Checker | 01 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Receptionist | 02 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Support Services Analyst | 04 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Support Services Coordinator | 04 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| PASSENGER SERVICES TOTAL | | 7.0 | 0.0 | 0.0 | 7.0 | 0.0 |
| <u>REVENUE (BUS)</u> | | | | | | |
| Asst Rev Technicians - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Asst Rev Technicians - KMD | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Revenue & Compass Services Mgr | 08 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Revenue Processors - IAD | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Revenue Processors - KMD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Revenue Technicians - IAD | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Revenue Technicians - KMD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| REVENUE (BUS) TOTAL | | 12.0 | -1.0 | 0.0 | 11.0 | 0.0 |
| <u>SAFETY</u> | | | | | | |
| Manager of Safety (Bus) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| SAFETY TOTAL | | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| <u>TRAINING</u> | | | | | | |
| Asst Manager of Training | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Bus Op Training Admin Asst | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Bus Op Training Instructor | 06 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Manager of Training (Transp) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| TRAINING TOTAL | | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 |
| <u>TRANSPORTATION (BUS)</u> | | | | | | |
| Director of Transportation | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Admin Asst II - Operations | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Bus Operators - F/T | BU | 565.0 | 0.0 | 0.0 | 565.0 | 0.0 |
| Bus Operators - P/T | BU | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Comm/Ops Supv-Dispatch IAD | 08 | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 |
| Comm/Ops Supv-Radio | 08 | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 |
| Dispatch Clerk | BU | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| Dispatch Clerk - KMD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Manager of Service Operations | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Transp Comm & Tech | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Service Operations Supervisor | 08 | 14.0 | 0.0 | 0.0 | 14.0 | 0.0 |
| Trans Div Manager - IAD | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Trans Div Manager - KMD | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Transp Comm & Technology Supvr | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Transp Service Quality Spec | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| TRANSPORTATION (BUS) TOTAL | | 609.5 | 0.0 | 0.0 | 609.5 | 0.0 |
| Subtotal Bus Operations | | 839.0 | -1.0 | 0.0 | 838.0 | 0.0 |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
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SECTION 10.04

Att. A, AI 4, 04/26/2021

| | Salary Grade | Amended Budget FY 2021 (FTE's) | Position Shifts (FTE's) | Net Positons | Proposed FY 2022 (FTE's) | Frozen Positions (FTE's) |
|--------------------------------------|-----------------|--------------------------------------|-------------------------------|--------------------------------------|--------------------------------|--------------------------------|
| | | | | Requiring Funding Adjs (FTE's) | | |
| <u>Rail Operations</u> | | | | | | |
| <u>EXECUTIVE (RAIL)</u> | | | | | | |
| Chief Operating Officer (Rail) | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Engineering Intern | 01 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Mgr of Service Quality - Rail | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Special Events Coordinator | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| System Safety Manager (Rail) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| EXECUTIVE (RAIL) TOTAL | | 4.5 | 0.0 | 0.0 | 4.5 | 0.0 |
| <u>FACILITIES</u> | | | | | | |
| Admin Asst II - Facilities | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Manager of Facilities | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Facilities Supervisor | 06 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Serviceperson | BU | 60.0 | 0.0 | 0.0 | 60.0 | -1.0 |
| Superintendent of Facilities | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| FACILITIES TOTAL | | 68.0 | 0.0 | 0.0 | 68.0 | -1.0 |
| <u>LIGHT RAIL VEHICLES</u> | | | | | | |
| Superintendent of LRV Maint | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Superintendent LRV | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Clerk Typist/Data Entry LRV | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| LRV Asst Lineman | BU | 17.0 | 0.0 | 0.0 | 17.0 | 0.0 |
| LRV Electromechanic | BU | 48.0 | 0.0 | 0.0 | 48.0 | 0.0 |
| LRV Lineman | BU | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 |
| LRV Maint Supervisor | 09 | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| LRV Project Coordinator/Analyst | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Maintenance Analyst (LRV) | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Training Supervisor - LRV | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| LIGHT RAIL VEHICLES TOTAL | | 86.0 | 0.0 | 0.0 | 86.0 | 0.0 |
| <u>MAINTENANCE OF WAYSIDE</u> | | | | | | |
| Asst Superintendent Wayside | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Maintenance Analyst (Rail) | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Superintendent Wayside Maint | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Training Supervisor - MOW | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Wayside Assistant Lineman | BU | 9.0 | 0.0 | 0.0 | 9.0 | 0.0 |
| Wayside Electromechanic | BU | 14.0 | 0.0 | 0.0 | 14.0 | 0.0 |
| Wayside Lineman | BU | 7.0 | 0.0 | 0.0 | 7.0 | 0.0 |
| Wayside Maintenance Supervisor | 09 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| MAINTENANCE OF WAYSIDE TOTAL | | 38.0 | 0.0 | 0.0 | 38.0 | 0.0 |
| <u>MID-COAST POSITIONS</u> | | | | | | |
| Assist Training Sup - LRV (MC) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Training Supervisor (MC) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Facilities Supervisor (MC) | 06 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| LRV Asst Lineman (MC) | BU | 16.0 | 0.0 | 0.0 | 16.0 | 0.0 |
| LRV Maint Supervisor (MC) | 09 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Revenue Maintainer I (MC) | BU | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| Serviceperson (MC) | BU | 0.0 | 0.0 | 12.0 | 12.0 | 0.0 |
| Track Supervisor (MC) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Trackperson (MC) | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Train Operator - PT (MC) | BU | 7.7 | -1.7 | 0.0 | 6.0 | 0.0 |
| Train Operator (MC) | BU | 19.0 | 2.0 | 0.0 | 21.0 | 0.0 |
| Training Supervisor - Trans (MC) | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Transportation Controller (MC) | 08 | 0.0 | 0.0 | 4.0 | 4.0 | 0.0 |
| Transportation Supervisor (MC) | 08 | 0.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Wayside Assistant Lineman (MC) | BU | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| Wayside Maintenance Sup (MC) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| MID-COAST POSITIONS TOTAL | | 63.7 | 0.3 | 20.0 | 84.0 | 0.0 |

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

Att. A, AI 4, 04/26/2021

| | Salary Grade | Amended Budget | Position | Net Positons Requiring | Proposed | Frozen |
|-------------------------------------|-----------------|--------------------|-------------------|---------------------------|--------------------|----------------------|
| | | FY 2021 (FTE's) | Shifts (FTE's) | Funding Adjs (FTE's) | FY 2022 (FTE's) | Positions (FTE's) |
| <u>REVENUE (RAIL)</u> | | | | | | |
| Clerk Typist/Data Entry REV | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Collector / Processor | BU | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 |
| Lead Revenue Maint Supervisor | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Lead Special Events Assistant | 01 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 |
| Revenue Analyst (Rail) | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Revenue Maintainer I | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Revenue Maintainer II | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Revenue Maintainer III | BU | 11.0 | 0.0 | 0.0 | 11.0 | 0.0 |
| Revenue Maintenance Supervisor | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Revenue Supervisor | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Ridership Surveyor | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Special Events Assistant | 01 | 7.5 | 0.0 | 0.0 | 7.5 | 0.0 |
| Supervisor Revenue Operations | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| REVENUE (RAIL) TOTAL | | 38.7 | 0.0 | 0.0 | 38.7 | 0.0 |
| <u>TRACK</u> | | | | | | |
| Manager of Track and Structure | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Track Supervisor | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Trackperson | BU | 12.0 | 0.0 | 0.0 | 12.0 | -1.0 |
| Trackperson Equip Op | BU | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| TRACK TOTAL | | 18.0 | 0.0 | 0.0 | 18.0 | -1.0 |
| <u>TRANSPORTATION (RAIL)</u> | | | | | | |
| Asst Superintendent Trans | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Assignments Supervisor | 07 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Central Control Info Rep | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Central Control Supervisor | 09 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Flagpersons | BU | 30.0 | 0.0 | 0.0 | 30.0 | 0.0 |
| Lead Transportation Sup | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Superintendent Transportation | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Train Operator | BU | 99.0 | 0.0 | 0.0 | 99.0 | 0.0 |
| Train Operator - PT | BU | 51.0 | 0.0 | 0.0 | 51.0 | 0.0 |
| Training Supervisor - Trans | 08 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Transportation Controller | 08 | 13.0 | 0.0 | 0.0 | 13.0 | 0.0 |
| Transportation Supervisor | 08 | 12.0 | 0.0 | 0.0 | 12.0 | 0.0 |
| TRANSPORTATION (RAIL) TOTAL | | 218.0 | 0.0 | 0.0 | 218.0 | 0.0 |
| Subtotal Rail Operations | | 534.8 | 0.3 | 20.0 | 555.1 | -2.0 |

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

Att. A, AI 4, 04/26/2021

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SALARY GRADE RANGES
PROPOSED FISCAL YEAR 2022 BUDGET
SECTION 10.05**

| Range | FTE Count | Minimum | Midpoint | Maximum |
|-------|-----------|------------------------------------------|------------|------------|
| BU | 1,302.2 | Bargaining Unit Position, Not Applicable | | |
| 01 | 11.2 | \$ 30,160 | \$ 34,689 | \$ 39,218 |
| 02 | 6.5 | \$ 30,160 | \$ 37,631 | \$ 45,101 |
| 03 | 6.0 | \$ 28,832 | \$ 40,349 | \$ 51,866 |
| 04 | 9.0 | \$ 33,157 | \$ 46,401 | \$ 59,644 |
| 05 | 28.0 | \$ 38,130 | \$ 53,361 | \$ 68,592 |
| 06 | 51.0 | \$ 44,003 | \$ 61,580 | \$ 79,156 |
| 07 | 32.0 | \$ 50,383 | \$ 70,509 | \$ 90,635 |
| 08 | 111.0 | \$ 56,557 | \$ 80,845 | \$ 105,132 |
| 09 | 47.0 | \$ 64,759 | \$ 92,567 | \$ 120,375 |
| 10 | 27.0 | \$ 74,148 | \$ 105,988 | \$ 137,828 |
| 11 | 8.0 | \$ 84,899 | \$ 121,358 | \$ 157,816 |
| 12 | 16.0 | \$ 97,209 | \$ 138,955 | \$ 180,701 |
| 13 | 4.0 | \$ 109,164 | \$ 159,316 | \$ 209,467 |
| 14 | 1.0 | \$ 120,081 | \$ 175,247 | \$ 230,413 |
| 15 | 5.0 | \$ 143,304 | \$ 209,140 | \$ 274,976 |
| 16 | 1.0 | \$ 339,913 | \$ 339,913 | \$ 339,913 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RESERVE BALANCES
AS OF JUNE 30, 2020
SECTION 10.06**

| <u>Title</u> | <u>Amount</u> | <u>Explanation</u> |
|-----------------------|------------------------------------|------------------------------------------------------------------------------------------------------|
| Contingency | \$ 39,259,509 | For ongoing operations, future matching of grants; target is 12.5% of operating budget per Policy 36 |
| Taxicab Contingency | 144,677 | For ongoing operations and future capital improvement needs |
| Insurance | 2,000,000 | Established for potential future liability claims, minimum \$2 million per Policy 46 |
| Billboard San Diego | 342,245 | Per agreement with city, used for improvements to right of way |
| Billboard Chula Vista | 1,993,010 | Per agreement with city, used for improvements to right of way |
| SD&AE | 448,711 | Established from 1984 state payments for storm damage, restricted for repair/improvement of line |
| Total | <u><u>\$ 44,188,153</u></u> | |

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**San Diego Metropolitan Transit System
Authorizing Resolution
Budget Fiscal Year 2022**

Resolution Number 21-5

Resolution Approving the Fiscal Year 2022 Budget

WHEREAS, San Diego Metropolitan Transit System (MTS) staff has coordinated with the staff of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and Coronado Ferry (hereafter collectively referred to as MTS Operators) throughout the budget preparation process to ensure consistent budget assumptions; and

WHEREAS, the budgets have been prepared using the budget assumptions approved by the MTS Board of Directors;

NOW THEREFORE, BE IT RESOLVED, by the MTS Board of Directors, hereinafter "Board," as follows:

1. That the Budget for fiscal year (FY) 2022, on file with the Clerk of the Board, is hereby adopted (including MTS, SDTC, SDTI, MTS Contract Services and Coronado Ferry); and
2. That the Chief Executive Officer (CEO) is authorized to transfer appropriate amounts up to \$500,000 between object accounts, so long as the total amount authorized to be spent for an object account by the FY 2022 Budget is not exceeded by more than \$500,000, the total amount authorized to be spent by the FY 2022 Budget is not exceeded, and all such transfers are reported to the Board in the monthly Budget Monitoring Report; and
3. That the CEO is authorized to approve expenditures up to a maximum of \$100,000; and
4. That the check-signing authority on behalf of the Board shall be governed by MTS Policy No. 41, Signature Authority; and
5. That the annual lease and debt service payments are included in the FY 2022 Budget as set forth in Section 7.02; and
6. That the MTS Budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the Board; and
7. That any budget variances will be reported to the Board; and
8. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and

9. That the salary grade ranges and position schedules of MTS, SDTC and SDTI as contained in the FY 2022 budget Section 10 are approved.

PASSED AND ADOPTED, by the Board this 13th day of May 2021, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

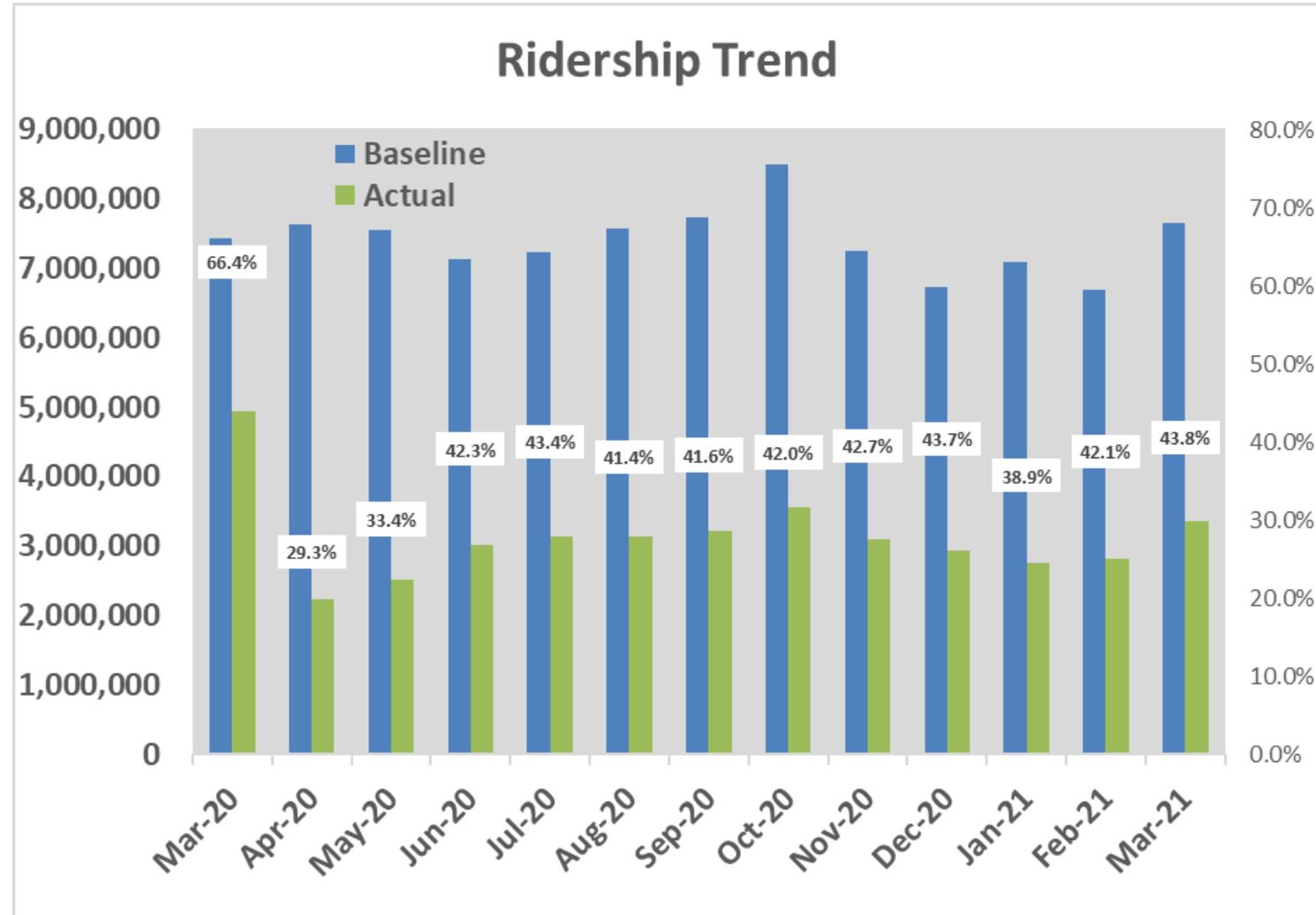
Metropolitan Transit System FY22 Proposed Operating Budget

MTS Budget Development Committee
April 26, 2021

Fiscal Year 2022 Operating Budget Revenue Assumptions - Passenger Levels

- Ridership update

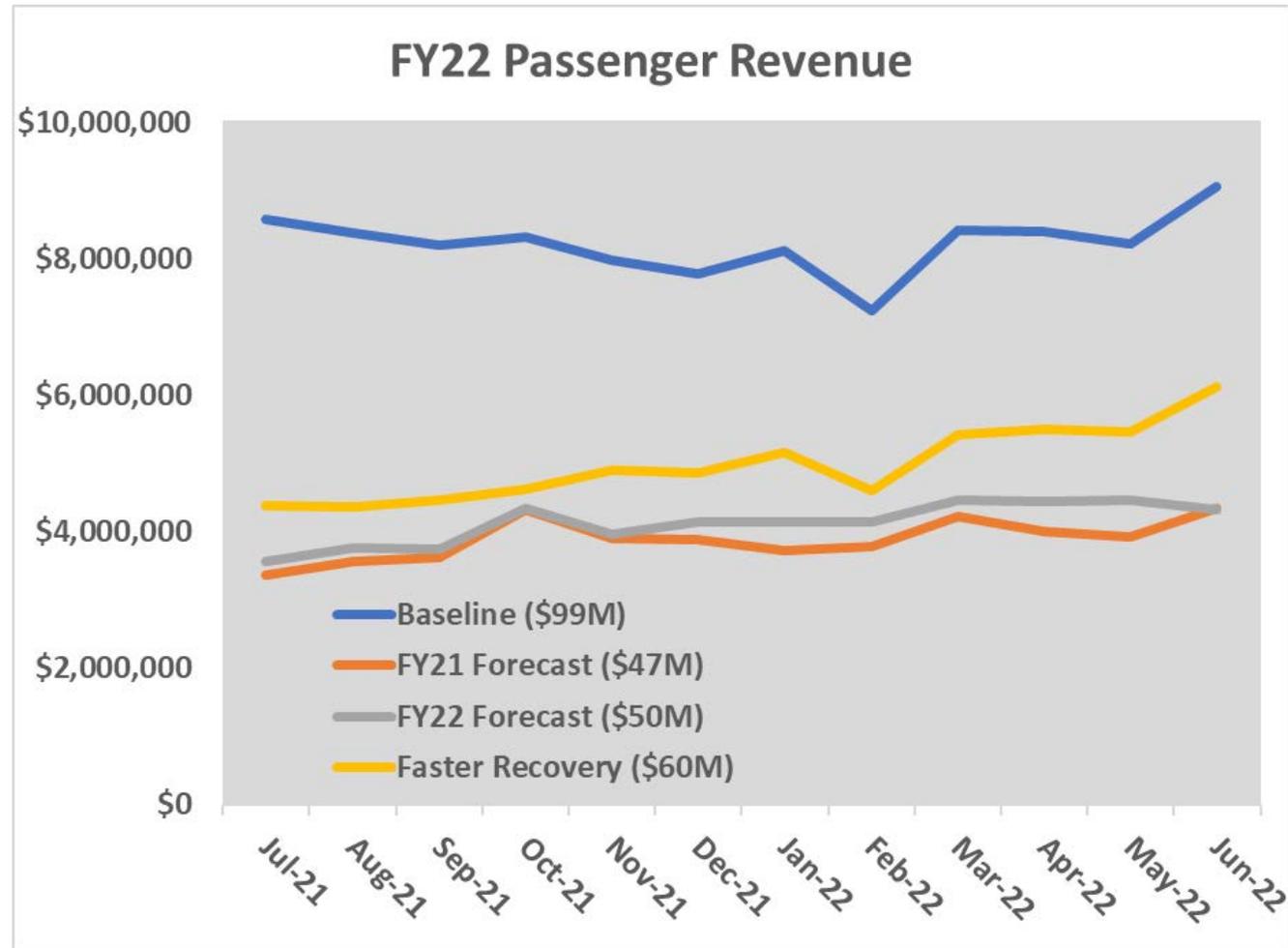
- Comparing to pre-pandemic baseline
 - Since June, averaging 42% of baseline
- Preliminary March ridership is 43.8% of baseline
 - Best number yet
 - Previous highs were 43.6% in December and 43.4% in July
- Direction to plan based for FY22 on New Normal
 - + Mid-Coast ridership
 - + Students returning in the Fall
 - Projected growth of 11.1%



Fiscal Year 2022 Operating Budget Revenue Assumptions - Passenger Revenue

- Passenger Revenue

- Plan based on New Normal (47% of baseline) adjusted for:
 - Best fare and ordinance change
 - Ridership growth due to Mid-Coast and students
- \$49.5M projection (unchanged)
- Potential to exceed this budget
 - March revenue was 50% of baseline
 - If this one month trend continues, a gradual ridership recovery could generate \$10M more in revenue
 - Start at 51% by July and grow from there
 - Plus ridership growth due to Mid-Coast and students



Fiscal Year 2022 Operating Budget

Revenue Assumptions - Other Operating Revenues

- Other operating revenues

- Variety of miscellaneous revenue sources
- Current forecast \$0.9M higher than baseline
- Positive movement:
 - Energy credit revenues due to additional Trolley miles next year
 - Advertising revenues expected to rebound
- Areas still below baseline:
 - Interest
 - Fare system card fees

| Category (\$ millions) | Baseline | FY21 Amended | FY22 Projected |
|------------------------------|----------------|----------------|----------------|
| Energy credits | \$ 9.3 | \$ 9.1 | \$ 11.1 |
| Advertising | 4.6 | 3.4 | 4.3 |
| Real Estate related revenues | 2.1 | 3.3 | 3.4 |
| All Other | 4.5 | 2.6 | 2.7 |
| Total | \$ 20.6 | \$ 18.4 | \$ 21.5 |

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

| | FY 2021 Amended | FY 2022 Proposed | Var. | Var. % |
|--------------------------------|--------------------|---------------------|------------------|-------------|
| Passenger Revenue | \$ 46,604 | \$ 49,500 | \$ 2,896 | 6.2% |
| Other Operating Revenue | 18,382 | 21,513 | 3,131 | 17.0% |
| Total Operating Revenue | \$ 64,985 | \$ 71,013 | \$ 6,027 | 9.3% |
| Federal | \$ 63,220 | \$ 64,586 | \$ 1,367 | 2.2% |
| TDA | 71,777 | 68,805 | (2,972) | -4.1% |
| TransNet Formula | 28,373 | 29,626 | 1,253 | 4.4% |
| TransNet Operating | 13,397 | 19,992 | 6,594 | 49.2% |
| STA | 3,269 | 11,300 | 8,031 | 245.7% |
| Other | 9,559 | 9,501 | (57) | -0.6% |
| Total Subsidy | \$ 189,594 | \$ 203,810 | \$ 14,215 | 7.5% |
| Reserves | \$ 497 | \$ 35 | \$ (462) | - |
| Total Revenue | \$ 255,077 | \$ 274,857 | \$ 19,780 | 7.8% |

Revenue changes from prior draft:

- Other operating revenue increased by \$2.0M
- Federal increased by \$0.3M
- TDA increase by \$0.2M
- TransNet Operating Reimbursement decreased by \$0.7M
- Total revenue increase of \$1.8M from prior draft

Fiscal Year 2022 Operating Budget Final Adjustments

- Expense changes from prior draft
 - Fringe Benefit assumptions reduced by \$2.4M
 - Review of the calculations within Healthcare and Unemployment Insurance assumptions
 - Outside Service costs increased by \$1.0M
 - Due to Fare System cost updates
 - Purchased Transportation costs decreased by \$0.9M
 - Energy costs increased by \$0.5M due to updated assumptions

- Total expense reductions of \$2.1M from prior draft

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

| | FY 2021 Amended | FY 2022 Proposed | Var. | Var. % |
|--------------------------|--------------------|---------------------|------------------|-------------|
| Personnel Expenses | \$ 155,751 | \$ 158,098 | \$ 2,347 | 1.5% |
| Purchased Transportation | 74,129 | 92,635 | 18,506 | 25.0% |
| Outside Services | 33,197 | 37,622 | 4,425 | 13.3% |
| Materials and Supplies | 16,718 | 13,317 | (3,400) | -20.3% |
| Energy | 33,032 | 39,933 | 6,901 | 20.9% |
| Risk Management | 7,382 | 7,120 | (262) | -3.6% |
| Other | 6,012 | 6,428 | 416 | 6.9% |
| Total Expenses | \$ 326,220 | \$ 355,153 | \$ 28,933 | 8.9% |

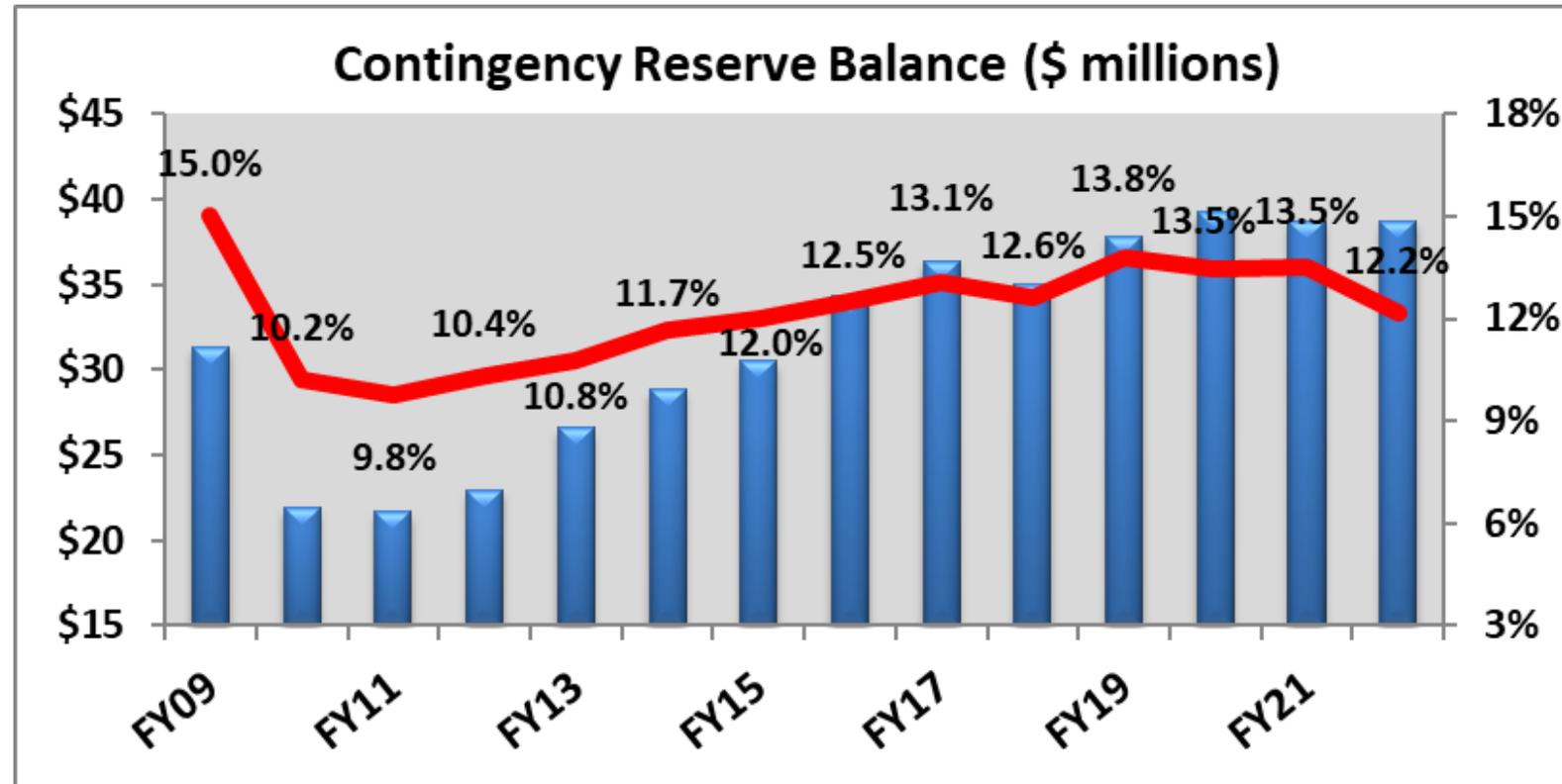
Fiscal Year 2022 Operating Budget Consolidated Revenues less Expenses (\$000s)

| | FY 2021 Amended | FY 2022 Proposed | Var. | Var. % |
|-------------------------------|--------------------|---------------------|------------------|-------------|
| Operating Revenues | \$ 64,985 | \$ 71,013 | \$ 6,027 | 9.3% |
| Subsidy Revenues | 189,594 | 203,810 | 14,215 | 7.5% |
| Total Revenues | \$ 254,580 | \$ 274,822 | \$ 20,242 | 8.0% |
| Total Expenses | 326,220 | 355,153 | 28,933 | 8.9% |
| Net Operating Deficit | \$ (71,641) | \$ (80,331) | \$ (8,690) | -12.1% |
| Insurance Reserve Increase | \$ (3,000) | \$ - | \$ 3,000 | 100.0% |
| Reserve Revenues | 497 | 35 | (462) | -93.0% |
| Revenues Less Expenses | \$ (74,144) | \$ (80,296) | | |
| Federal CARES Act | \$ 74,144 | \$ 80,296 | | |

- CARES Act: \$173M of \$220M total apportioned to MTS (78%)
- **ARP Act: Still waiting on more information, estimate \$130-140M**

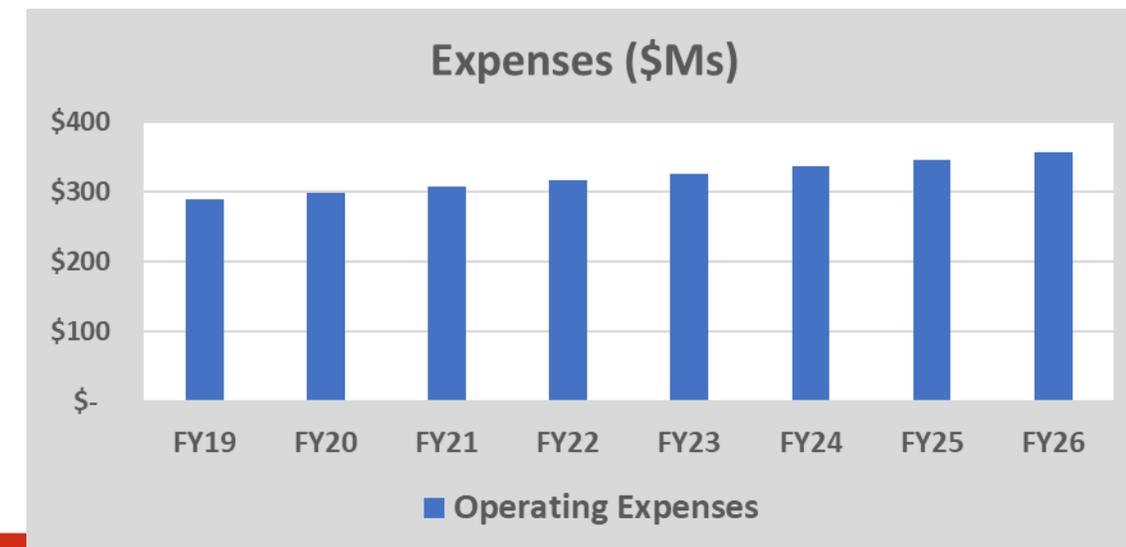
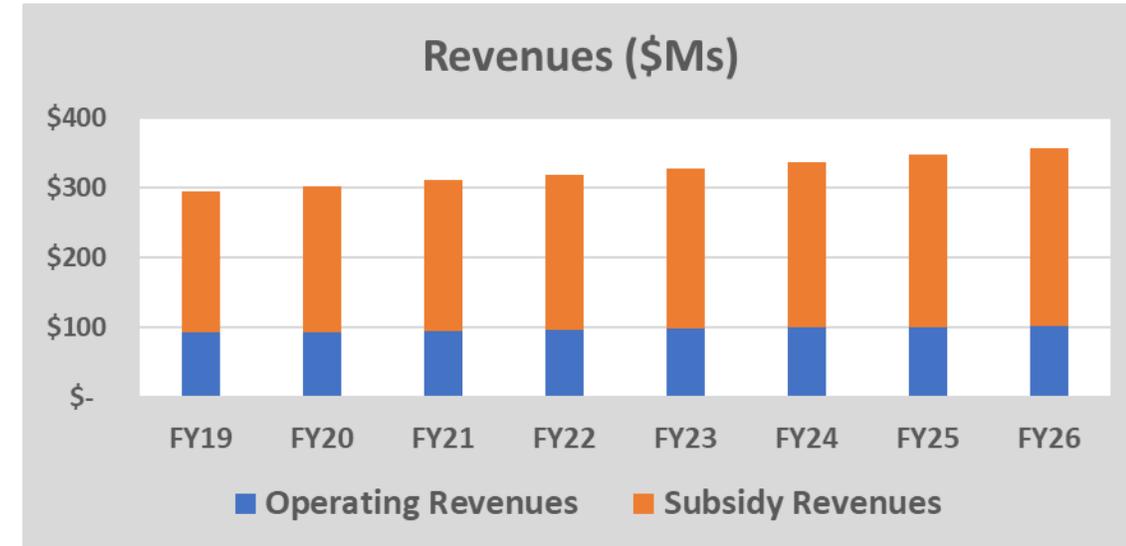
Fiscal Year 2022 Operating Budget Reserve Balance

- In FY13, Board policy set the target for the contingency reserve balance at 12.5% of the Operating Expense Budget
 - FY22 Target of \$39.8M
- Reserve Balance
 - Audited balance at June 30, 2020: \$39.3M
 - FY21 utilizes \$500K
 - Projected balance of \$38.8M
 - At this point, not expecting to utilize this reserve in FY22
 - Projects at 12.2%, \$1.0M below target



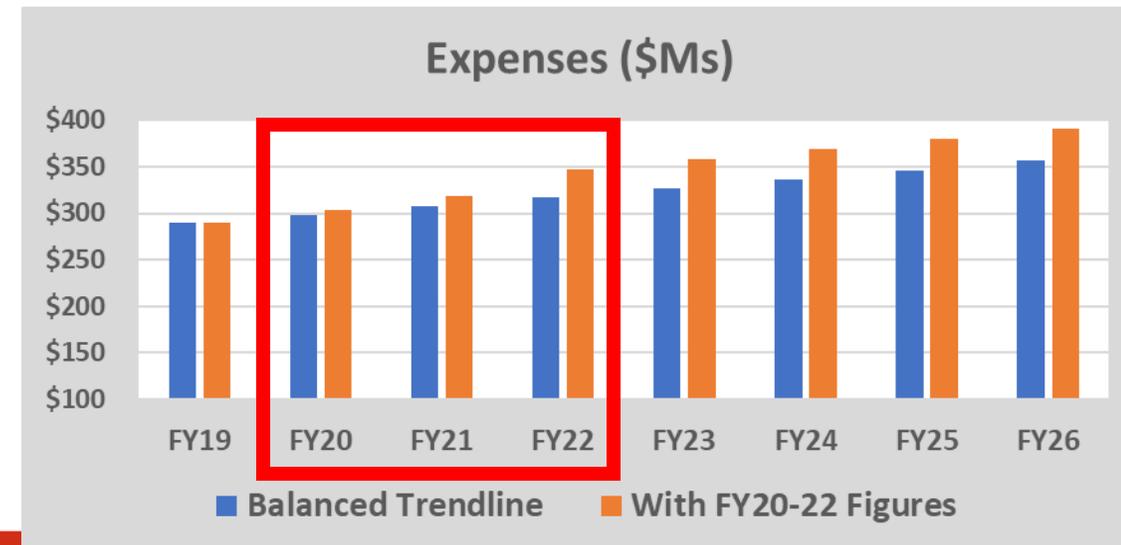
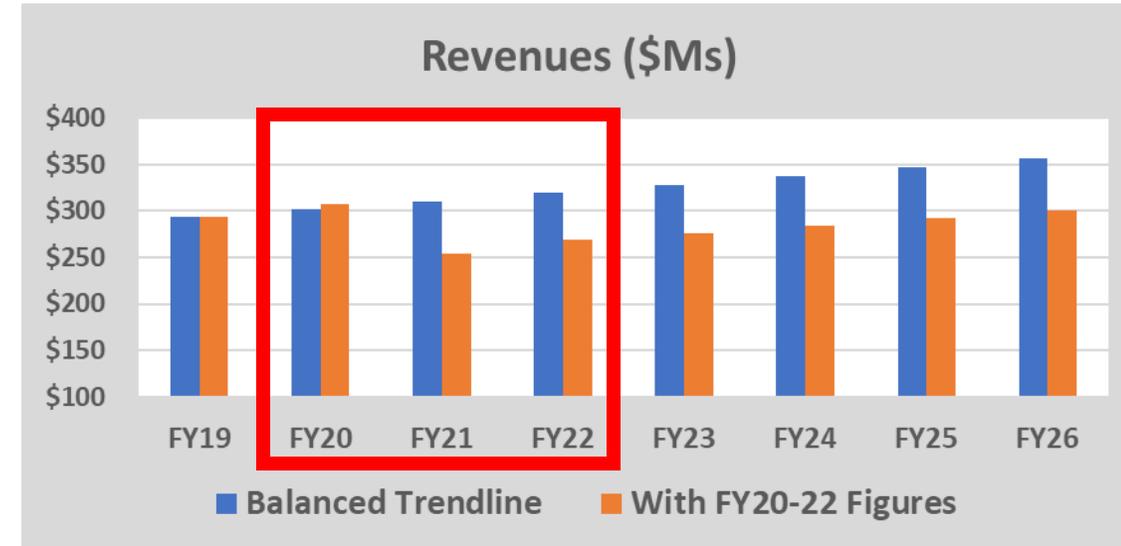
Fiscal Year 2022 Operating Budget 5 Year Projection

- Maintaining a balanced budget
 - Where recurring revenues match recurring expenses
 - Can achieve that with annual growth of:
 - Operating revenues: 1.0-1.5%
 - Subsidy revenues: 3.0-3.5%
 - Expense growth: under 3.0%
 - Need all three, if one area underachieves, another area has to make up for it
- Example to the right
 - Starting with FY19 Actuals (\$3M surplus)
 - Project using the assumptions above
 - FY26 balanced at \$357M, no margin for error



Fiscal Year 2022 Operating Budget 5 Year Projection

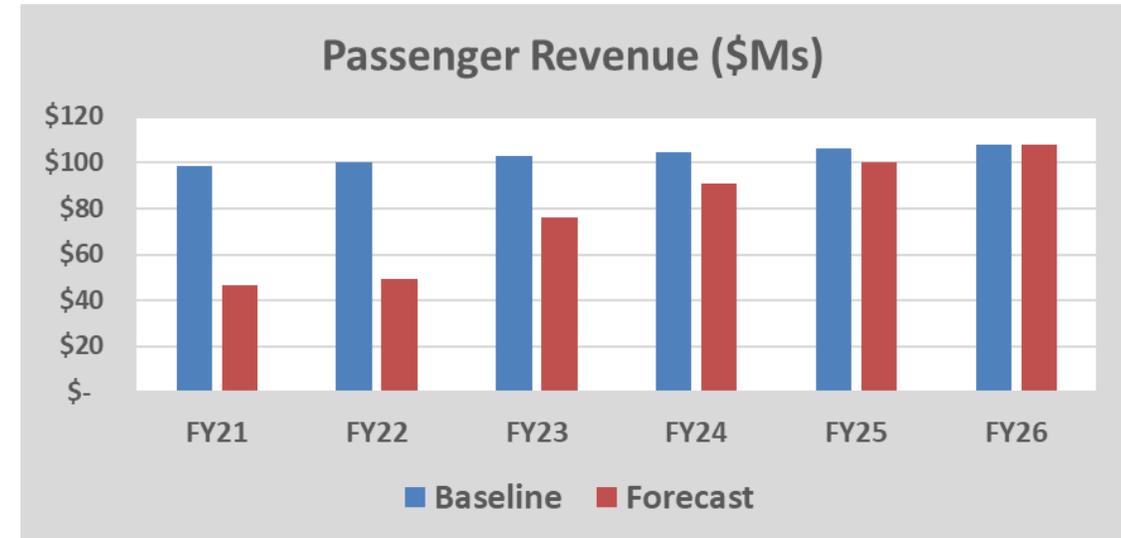
- When you fall behind, difficult to catch up
 - Operating and subsidy revenues contracted for FY22 compared to FY19
 - Expense growth averaged 6.6% for FY22 compared to FY19
 - Minimum wage / Contracted services
- Updated the example to the right
 - Update figures through FY22 proposed budget (excluding Mid-Coast)
 - Same growth rates for each category for years FY23-26
 - Cannot bridge the structural deficits



Fiscal Year 2022 Operating Budget 5 Year Projection

• Major Themes

- Passenger revenue recovery
 - Getting back to baseline by FY26
- Revenue assumptions
 - Federal revenue stable
 - Sales tax revenues (TDA, TransNet) projected by SANDAG, average of 3.5% growth per year
- Service levels
 - Mid-Coast Trolley - funded by TransNet
 - First full year in FY23
 - Continued recovery of ADA Paratransit volumes
 - No other changes to service levels included in this projection
- Stimulus funding to balance the deficits



Expense Assumptions

- 2.5% for CPI
- 3.0% for wage/benefit inflation
- Purchased Transportation rates grow by 5.3%
- Energy rates projected using DOE data
- All debt service paid in full in mid-FY24

Fiscal Year 2022 Operating Budget 5 Year Projection (\$000s)

| | FY 2022 Proposed | FY 2023 Projected | FY 2024 Projected | FY 2025 Projected | FY 2026 Projected |
|-----------------------------------------|---------------------|----------------------|----------------------|----------------------|----------------------|
| Operating Revenues | \$ 71,013 | \$ 97,592 | \$ 112,908 | \$ 122,111 | \$ 129,708 |
| Subsidy Revenues | 203,810 | 212,445 | 217,531 | 222,575 | 227,521 |
| Total Recurring Revenues | \$ 274,822 | \$ 310,038 | \$ 330,439 | \$ 344,685 | \$ 357,229 |
| Total Operating Expenses | 355,153 | 374,747 | 386,352 | 395,575 | 406,914 |
| Net Operating Deficit | \$ (80,331) | \$ (64,709) | \$ (55,913) | \$ (50,890) | \$ (49,686) |
| Reserve Revenues | 35 | - | - | - | - |
| Total Revenues Less Expenses | \$ (80,296) | \$ (64,709) | \$ (55,913) | \$ (50,890) | \$ (49,686) |
| Federal Stimulus Funding | 80,296 | 64,709 | 55,913 | 50,890 | 15,000 |
| Total Operating Income (Deficit) | \$ - | \$ (0) | \$ 0 | \$ 0 | \$ (34,686) |

Results:

- Revenue recovery could happen sooner than projected above
- Significant structural deficit remains in place under current revenue and expense assumptions
- Balanced with stimulus funding into FY26

Fiscal Year 2022 Operating Budget Major Initiatives

- Ridership campaigns
- Participation in the regional solution for homelessness
- Addressing the structural deficit
 - Recovery of recurring revenues
 - Passengers returning to the system
 - Will these happen before stimulus funding runs out?
- Launch of Pronto
- Launch of Mid-Coast
- Security services contract procurement
- Zero emission bus mandate impact on Operations
- Significant capital needs over the next 5 years
- Federal funding legislation reauthorization

Fiscal Year 2022 Operating Budget Staff Recommendation

That the Budget Development Committee forward a recommendation to the Board of Directors to recommend staff hold a public hearing on May 13, 2021 with the purpose of reviewing and approving the proposed combined MTS fiscal year 2022 operating budget



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Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

April 26, 2021

SUBJECT:

FISCAL YEAR (FY) 2022 - 2026 CAPITAL IMPROVEMENT PROGRAM (CIP) (MIKE THOMPSON)

INFORMATIONAL ONLY

Budget Impact

None at this time.

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", Metropolitan Transit System (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, listing all the projects required over the next five years, with current year approved projects subject to the funding that is available in the current year.

This year's CIP covers FY 2022 to FY 2026 and was approved by the MTS Board of Directors on April 8, 2021. Staff will present a high-level look at the projects included in this plan. Attachment A summarizes the projects included in the five-year CIP, grouped into major project categories. These categories are also grouped into those that are related to SGR, and those that are for initiatives that are outside SGR. Total project needs over the five-year term are projected to total \$840 million, of which \$580 million (69 percent) are related to SGR. The remaining \$260 million worth of projects are for other major initiatives that MTS would like to fund over the next five years.



The following table illustrates the need by major project category:

| Project Categories | 5 Year Total (\$000s) |
|------------------------------------------|----------------------------------|
| State of Good Repair | |
| Bus Revenue Vehicles | \$239,825 |
| Rail Revenue Vehicles | \$117,997 |
| Facility & Construction Projects - Bus | \$27,893 |
| Facility & Construction Projects - Rail | \$11,815 |
| Facility & Construction Projects - Pass. | \$15,856 |
| Rail Infrastructure - Track | \$47,103 |
| Rail Infrastructure - MOW | \$70,701 |
| Other Equipment & Installation - Ops | \$27,864 |
| Other Equipment & Installation - Admin | \$21,158 |
| State of Good Repair Subtotal | \$580,212 |
| | |
| Major Initiatives Subtotal | \$259,992 |
| | |
| Grand Total | \$840,205 |

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Five-year CIP Project List

San Diego Metropolitan Transit System
Capital Improvement Program - Project List by Category (\$000s)
Fiscal Year 2022 – 2026

State of Good Repair Projects

Bus Revenue Vehicles

Annual vehicle replacement for fleet of 40-Foot, 60-Foot Articulated, ADA Minibus, Fixed Route Minibus and Commuter Express buses. Fleet replacement plan also incorporates the Zero Emission Bus Transition plan approved by the MTS Board of Directors in September 2020.

| Project Name | FY 2022 | 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 - Mini Bus Procurement | 1,100 | 6,800 | - | 693 | - | 8,593 |
| Bus Ops - ZEB Pilot Program - FY22 | 225 | - | - | - | - | 225 |
| Bus Ops - Iris Rapid - ZEB Bus Procurement | 15,616 | - | - | - | - | 15,616 |
| Bus Ops - ADA Bus Procurement | - | 3,071 | 765 | 4,034 | 2,396 | 10,266 |
| Subtotal | \$ 42,225 | \$ 39,300 | \$ 40,000 | \$ 40,000 | \$ 78,300 | \$ 239,825 |

Rail Revenue Vehicles

Annual vehicle replacement for fleet of light rail vehicles.

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|------------------------------|------------------|------------------|------------------|-----------------|------------------|---------------------|
| Rail Ops - SD100 Replacement | \$ 28,500 | \$ 30,500 | \$ 43,431 | \$ 5,000 | \$ - | \$ 107,431 |
| Rail Ops - SD7 Replacement | - | - | - | - | 10,566 | 10,566 |
| Subtotal | \$ 28,500 | \$ 30,500 | \$ 43,431 | \$ 5,000 | \$ 10,566 | \$ 117,997 |

Facility & Construction Projects

Facilities refer to the structures that enclose or support maintenance, operations, and administrative functions at the Rail division in downtown San Diego and the five bus maintenance facilities throughout San Diego County. Facilities also house specialized equipment that supports the operations and maintenance of the vehicles (for example, fueling and wash facilities).

Facilities also refer to the structures that enclose or support spaces for passengers. Passenger facilities are usually focused around spaces for pedestrian movement or waiting areas. Stations provide shelter for employees and customers, and facilities provide shelter for employees, revenue vehicles, and power systems.

Bus Operations

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|-----------------------------------------------------------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Bus Ops - IAD Asphalt Repairs | \$ - | \$ 65 | \$ - | \$ - | \$ - | \$ 65 |
| Bus Ops - IAD CNG A&B Dryer Replacement | - | - | 450 | - | - | 450 |
| Bus Ops - IAD RAM HVAC Replacement | 350 | 557 | - | - | - | 907 |
| Bus Ops - IAD RAM Misc. Shop Equipment | - | - | - | - | 100 | 100 |
| Bus Ops - IAD Rehabilitation Planning | 150 | 250 | 250 | 250 | 250 | 1,150 |
| Bus Ops - IAD Restroom Rehabilitation | 150 | 150 | - | - | - | 300 |
| Bus Ops - IAD Roof Fall Protection Safety Improvements | 245 | - | 250 | - | 250 | 745 |
| Bus Ops - Misc Shop Equipment Replacement - IAD & KMD | 110 | - | - | - | - | 110 |
| Bus Ops - KMD Shop Hoists Construction - FY22 | 1,000 | 3,500 | - | - | - | 4,500 |
| Bus Ops - KMD Bus Wash Replacement | - | 850 | - | - | - | 850 |
| Bus Ops - KMD Chassis Wash Hoist Replacement | - | - | 160 | - | - | 160 |
| Bus Ops - KMD CNG Dispenser Replacement (five total) | - | - | - | 400 | - | 400 |
| Bus Ops - KMD Concrete Lot - FY22 | 675 | - | - | - | 500 | 1,175 |
| Bus Ops - KMD Fuel Lane & Brake Pit Roof Replacement | - | - | 285 | - | - | 285 |
| Bus Ops - KMD LED Lot Lighting Safety Upgrade | 105 | - | - | - | - | 105 |
| Bus Ops - KMD Maintenance Building Restroom Rehabilitation | - | 95 | - | - | - | 95 |
| Bus Ops - KMD Maintenance Floor Replacement | - | - | - | - | 200 | 200 |
| Bus Ops - KMD Older Gemini Compressor Replacement | - | - | 1,300 | - | - | 1,300 |
| Bus Ops - KMD Parking Garage Renovations | - | - | - | 500 | - | 500 |
| Bus Ops - KMD Service Lane Restroom Rehab | - | - | 95 | - | - | 95 |
| Bus Ops - SB 3650A Demo & New Fuel Lane Building | \$ - | \$ - | \$ - | \$ - | \$ 1,500 | \$ 1,500 |
| Bus Ops - SB Concrete Repairs (training area) | - | 600 | - | - | - | 600 |
| Bus Ops - SB Mobile Column Lift Replacement | - | 450 | - | - | - | 450 |
| Bus Ops - SB Older Gemini Compressors C&D Replacement | - | 1,350 | - | - | - | 1,350 |
| Bus Ops - El Cajon Bus Maintenance Facility - Expansion lot | 8,000 | - | - | - | - | 8,000 |
| Bus Ops - East County Division Above Ground Diesel Tank Removal | 125 | - | - | - | - | 125 |
| Bus Ops - CPD Asphalt Depression Repair | 116 | - | - | - | - | 116 |
| Bus Ops - CPD Bus Wash Renovations | - | - | - | - | 450 | 450 |
| Bus Ops - CPD Gasoline AST Removal | - | 75 | - | - | - | 75 |
| Bus Ops - CPD HVAC Split System Replacement | - | - | - | - | 75 | 75 |
| Bus Ops - CPD Mobile Column Lift Replacement FY22 - 2 of 3 | 50 | - | 60 | - | - | 110 |
| Bus Ops - CPD Modular Training Building Replacement Planning | 95 | 350 | 1,000 | - | - | 1,445 |
| Bus Ops - CPD Shop Floor Rehabilitation | 105 | - | - | - | - | 105 |
| Subtotal | \$ 11,276 | \$ 8,292 | \$ 3,850 | \$ 1,150 | \$ 3,325 | \$ 27,893 |

Rail Operations

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|--------------------------------------------------|-----------------|-----------------|-----------------|---------------|---------------|------------------|
| Rail Ops - "C" Yard Expansion | \$ - | \$ 1,000 | \$ 5,000 | \$ - | \$ - | \$ 6,000 |
| Rail Ops - A & C Yard Slurry | - | - | 350 | - | - | 350 |
| Rail Ops - Building A Paint Exterior | - | 125 | - | - | - | 125 |
| Rail Ops - Building A Roof Replacement | - | 800 | - | - | - | 800 |
| Rail Ops - Building A, B, C Office Improvements | - | 150 | - | - | - | 150 |
| Rail Ops - Building C Door Replacement - FY22 | 325 | - | - | - | - | 325 |
| Rail Ops - Building C Fans | 250 | - | - | - | - | 250 |
| Rail Ops - Fence Improvements - Blue Line - FY22 | 350 | 200 | - | 200 | - | 750 |
| Rail Ops - HVAC Improvements | 125 | 110 | 140 | 180 | 110 | 665 |
| Rail Ops - New Elevator at Fashion Valley - FY22 | 250 | - | - | - | - | 250 |
| Rail Ops - Paint Booth Roof Replacement | - | 350 | - | - | - | 350 |
| Rail Ops - Resurface Building A, B & C Floors | - | - | - | - | 250 | 250 |
| Rail Ops - SDIV Trackway Paving Removal | - | 600 | 600 | - | - | 1,200 |
| Rail Ops - Yard Tower Roof & Interior Upgrades | - | - | 350 | - | - | 350 |
| Subtotal | \$ 1,300 | \$ 3,335 | \$ 6,440 | \$ 380 | \$ 360 | \$ 11,815 |

Passenger Facilities

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|-------------------------------------------------------------|---------------|-----------------|-----------------|-----------------|---------------|------------------|
| Bus Ops - ADA Bus Stop - FY22 | \$ 400 | \$ - | \$ - | \$ - | \$ - | \$ 400 |
| Rail Ops - Platform & Parking Lot Lighting - Fashion Valley | 250 | 365 | 475 | 500 | 75 | 1,665 |
| Rail Ops - Station Parking Lots Resurfacing | 165 | 420 | 450 | - | 350 | 1,385 |
| Rail Ops - Elevator Floors and Panels Upgrades | 140 | - | - | - | - | 140 |
| Rail Ops - Station Shelter Replacement | - | 1,180 | - | - | - | 1,180 |
| Rail Ops - Paint Station Structures | - | 450 | 75 | - | 90 | 615 |
| Rail Ops - Replace Station Furniture | - | 100 | 200 | 100 | - | 400 |
| Rail Ops - Station and Parking Lot Lighting | - | 242 | 250 | 500 | 175 | 1,167 |
| Rail Ops - Station Elevators | - | 3,060 | - | 750 | - | 3,810 |
| Rail Ops - Rio Vista Platform Design | - | 300 | 1,500 | - | - | 1,800 |
| Admin - America Plaze Pedestrian Enhancements (TIRCP) | - | 3,294 | - | - | - | 3,294 |
| Subtotal | \$ 955 | \$ 9,411 | \$ 2,950 | \$ 1,850 | \$ 690 | \$ 15,856 |

Rail Infrastructure

This category refers to the structural elements that allow for the movement of MTS's LRVs. These assets are broadly categorized into track elements, guideway elements comprising the track right-of-way, grade crossings, and the electrical infrastructure.

Track

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|---------------------------------------------------------------|-----------------|------------------|------------------|-----------------|-----------------|------------------|
| Rail Ops - Beech St Double Crossover - FY22 | \$ 200 | \$ - | \$ - | \$ - | \$ - | \$ 200 |
| Rail Ops - Beyer Blvd Track and Slope - FY22 | 1,000 | 500 | 5,000 | 500 | - | 7,000 |
| Rail Ops - C Street Pavement Track Replacement | - | - | 885 | 823 | 860 | 2,568 |
| Rail Ops - Commercial Street Track Replacement | - | 1,218 | 1,418 | 1,475 | 1,752 | 5,863 |
| Rail Ops - Double Crossover Switches at Francis St & Horton | - | - | 600 | 4,000 | - | 4,600 |
| Rail Ops - Downtown Parallel Feeder - Phase 1 | 946 | 947 | 948 | 949 | - | 3,790 |
| Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design | 100 | 1,700 | - | - | - | 1,800 |
| Rail Ops - Orange/Blue Line Tie Replacement - FY22 | - | 3,500 | 2,000 | - | - | 5,500 |
| Rail Ops - Rail Replacement - America Plaza & Kettner - Const | 1,100 | 250 | 800 | 300 | - | 2,450 |
| Rail Ops - Station Trackway Replacement | - | 2,022 | 1,670 | 550 | - | 4,242 |
| Rail Ops - Trackwork Replacement - A-yard - Design | 300 | 3,000 | 4,590 | 1,200 | - | 9,090 |
| Subtotal | \$ 3,646 | \$ 13,137 | \$ 17,911 | \$ 9,797 | \$ 2,612 | \$ 47,103 |

Maintenance of Wayside (MOW)

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|-------------------------------------------------------|-----------------|------------------|------------------|------------------|------------------|------------------|
| Rail Ops - 12KV Service Disconnect at Friars and Napa | \$ 425 | \$ - | \$ - | \$ - | \$ - | \$ 425 |
| Rail Ops - ABS Signaling Between Francis and 32nd St | - | 1,200 | - | - | - | 1,200 |
| Rail Ops - AC Switch Gear Replacement - FY22 | 600 | 600 | 600 | 600 | - | 2,400 |
| Rail Ops - City College Substation Replacement | - | 100 | 400 | - | - | 500 |
| Rail Ops - CPC Substation Replacement - Design | 400 | 4,200 | 2,200 | 2,400 | 4,000 | 13,200 |
| Rail Ops - Downtown Traffic Signal Priority - Design | - | 150 | - | - | - | 150 |
| Rail Ops - Drainage Improvements | - | 100 | 1,600 | 2,900 | - | 4,600 |
| Rail Ops - E8 & E10 Interlocking Upgrades | - | 200 | 2,500 | - | - | 2,700 |
| Rail Ops - Grade Crossing Replacement - FY22 | 1,245 | 6,916 | 5,635 | 2,987 | 2,388 | 19,171 |
| Rail Ops - Grade Crossing Warning System - Design | 200 | 1,200 | 1,000 | 1,200 | 1,200 | 4,800 |
| Rail Ops - Green Line Catenary Project - FY22 | 1,785 | - | - | - | - | 1,785 |
| Rail Ops - Las Chollas Creek Bridge - Design | 200 | 1,480 | - | - | - | 1,680 |
| Rail Ops - Ohio Brass Retifier Upgrades - Design | - | 400 | 1,600 | 400 | 4,000 | 6,400 |
| Rail Ops - OL Crossing Approach & Signal - Const. | 1,200 | - | - | - | - | 1,200 |
| Rail Ops - SDSU UPS & Inverters Replacement | 425 | - | - | - | - | 425 |
| Rail Ops - Signal Replacement | 65 | 2,380 | 4,190 | 1,190 | 1,165 | 8,990 |
| Rail Ops - Substation Building Repairs - FY22 | 175 | 175 | 175 | 175 | 175 | 875 |
| Rail Ops - System Wide UPS & Battery Upgrade | - | 200 | - | - | - | 200 |
| Subtotal | \$ 6,720 | \$ 19,301 | \$ 19,900 | \$ 11,852 | \$ 12,928 | \$ 70,701 |

Other Equipment & Installations

This category includes any equipment replacement, including things such as service vehicles for Bus and Rail Operations, maintenance equipment, cleaning equipment, major rehabilitation components for light rail vehicles.

This category also includes a diverse set of systems that support core operational functions and have software and hardware that needs to be refreshed on a periodic basis. All of these systems are critical to transit operations, providing financial information, communications, network connectivity, revenue collection, security, customer service, and safety controls.

Operations

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|------------------------------------------------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|
| Bus Ops - KMD Misc. Shop Equipment Replacement | \$ - | \$ 100 | \$ - | \$ - | \$ - | \$ 100 |
| Bus Ops - RTMS Hardware Refresh | - | - | - | 250 | - | 250 |
| Bus Ops - RTMS Server Co-Location | - | 500 | - | - | - | 500 |
| Bus Ops - SB Misc. Shop Equipment Replacement | - | - | - | - | 100 | 100 |
| Bus Ops - Transit Service Truck Replacement | - | - | 345 | - | 665 | 1,010 |
| Rail Ops - On-Track Equipment Replacement - FY22 | 1,590 | 2,071 | 800 | 200 | - | 4,661 |
| Rail Ops - Radio Infrastructure FY22 | 128 | - | - | - | - | 128 |
| Rail Ops - Replace Forklift (Small) | - | - | - | - | 100 | 100 |
| Rail Ops - Replace Wheel Truing Machine Building A | - | 2,000 | - | - | - | 2,000 |
| Rail Ops - SD7 Coupler Replacement | - | 1,500 | - | - | - | 1,500 |
| Rail Ops - SD7 Passenger Seating Replacement | 530 | - | - | - | - | 530 |
| Rail Ops - SD8 APS (Auxiliary Power Supply Overhaul) | - | - | - | - | 406 | 406 |
| Rail Ops - SD8 Passenger Seating Replacement | 1,340 | 1,340 | - | - | - | 2,680 |
| Rail Ops - SD8 Wheelset Overhaul | - | 3,859 | 3,100 | 3,180 | 3,300 | 13,439 |
| Rail Ops - Station Cleaning Equipment - FY22 | 210 | 75 | 75 | 50 | 50 | 460 |
| Subtotal | \$ 3,798 | \$ 11,445 | \$ 4,320 | \$ 3,680 | \$ 4,621 | \$ 27,864 |

Administration

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|-------------------------------------------------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Admin - Bus Yard Wireless Networks Replacement - FY22 | \$ 220 | \$ 220 | \$ 250 | \$ 250 | \$ 250 | \$ 1,190 |
| Admin - CCTV Installation and Upgrade | 150 | 175 | 200 | 225 | 250 | 1,000 |
| Admin - Copier Replacement | 284 | 53 | - | - | - | 337 |
| Admin - Data Storage Replacement - FY22 | 282 | 100 | 100 | 125 | 781 | 1,388 |
| Admin - Document Management System | 230 | - | - | - | - | 230 |
| Admin - Fare System Upgrades - FY22 | 3,300 | - | - | - | - | 3,300 |
| Admin - Hastus Upgrade | 1,800 | - | - | - | - | 1,800 |
| Admin - Intranet Update | 246 | - | - | - | - | 246 |
| Admin - Light Rail Vehicle Router upgrade | 380 | - | - | - | 400 | 780 |
| Admin - Miscellaneous Capital | 2,923 | 1,000 | - | - | 1,000 | 4,923 |
| Admin - Network Equipment Refresh - FY22 | 390 | 400 | 400 | 400 | 400 | 1,990 |
| Admin - Public Wifi | 433 | - | - | - | - | 433 |
| Admin - San Ysidro Retail Kiosks Refresh | 400 | - | - | - | - | 400 |
| Admin - SAP - HANA Migration to the Cloud | 600 | - | - | - | - | 600 |
| Admin - SAP Upgrade Warehouse Bar Code Implementation | 530 | - | - | - | - | 530 |
| Admin - Server Replacement - FY22 | 273 | 659 | 260 | 310 | 300 | 1,802 |
| Admin - Trolley Right of Way Lidar Imagery Refresh | 105 | - | - | 105 | - | 210 |
| Subtotal | \$ 12,545 | \$ 2,607 | \$ 1,210 | \$ 1,415 | \$ 3,381 | \$ 21,158 |

Major Initiatives

Zero Emission Bus (ZEB) Infrastructure

This category includes the necessary infrastructure to enable the fueling of the future ZEB fleet. It includes things like overhead charging infrastructure at all existing divisions, backup generators, batteries for storage, and solar panels on the overhead gantry.

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|--------------------------------------------------------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|
| Bus Ops - IAD OH ZEB Charging Master Planning | \$ 500 | \$ - | \$ - | \$ - | \$ - | \$ 500 |
| 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 - ZEB Hydrogen Storage Facility #1 | - | - | - | - | 1,120 | 1,120 |
| Bus Ops - SB ZEB OH Charging Infrastructure | - | 3,360 | 520 | 2,080 | 6,400 | 12,360 |
| Bus Ops - KMD ZEB OH Charging Infrastructure | - | 510 | 1,060 | 5,735 | 5,890 | 13,195 |
| 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 ZEB OH Charging Infrastructure | - | 1,000 | 4,200 | 4,300 | - | 9,500 |
| Bus Ops - IAD ZEB CNG Generator & Battery Storage | - | - | 1,580 | - | - | 1,580 |
| Bus Ops - IAD ZEB Solar Panels on OH Gantry | - | - | 790 | - | - | 790 |
| Bus Ops - CPD ZEB Charging Infrastructure - 200 plug in unit | - | 510 | 520 | 1,005 | 1,005 | 3,040 |
| Bus Ops - CPD ZEB CNG Gen & Battery Storage | - | - | - | - | 1,660 | 1,660 |
| Bus Ops - EC ZEB OH Charging Infrastructure | - | - | 520 | 1,090 | 6,080 | 7,690 |
| Bus Ops - EC ZEB CNG Gen & Battery Storage | - | - | - | - | 1,660 | 1,660 |
| Bus Ops - ECD Battery Storage | - | 175 | - | - | - | 175 |
| Bus Ops - ECD ZEB Solar Panels on OH Gantry | - | - | - | - | 830 | 830 |
| Subtotal | \$ 3,305 | \$ 5,555 | \$ 9,190 | \$ 17,450 | \$ 25,475 | \$ 60,975 |

Other Major Initiatives

This category includes a variety of projects that do not relate to state of good repair needs of the existing system. It includes projects necessary to expand or enhance the services that MTS provided to the region.

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|---------------------------------------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Admin - San Ysidro Transit Center Planning & Design | 1,250 | 1,550 | 800 | 15,000 | 15,000 | 33,600 |
| Bus Ops - Iris Rapid - Route & Stations Infrastructure - FY22 | 5,532 | - | - | - | - | 5,532 |
| Bus Ops - Iris Rapid - Charging Infrastructure at SBMF - FY22 | 6,600 | - | - | - | - | 6,600 |
| Bus Ops - Iris Rapid Transit Center Island Modification | 410 | - | - | - | - | 410 |
| Rail Ops - Green Line IMT Double Tracking - FY22 | 5,170 | 3,000 | - | - | - | 8,170 |
| Rail Ops - El Cajon Transit Center Third Track - FY22 | 5,000 | 3,000 | - | - | - | 8,000 |
| Bus Ops - New Transit Facility | - | 34,926 | 29,926 | 29,926 | 29,926 | 124,706 |
| Admin - Southwestern Rapid | - | 1,000 | 11,000 | - | - | 12,000 |
| Subtotal | \$ 23,962 | \$ 43,476 | \$ 41,726 | \$ 44,926 | \$ 44,926 | \$ 199,017 |

Five-year summary

| State of Good Repair Categories | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|------------------------------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|
| Bus Revenue Vehicles | \$ 42,225 | \$ 39,300 | \$ 40,000 | \$ 40,000 | \$ 78,300 | \$ 239,825 |
| Rail Revenue Vehicles | 28,500 | 30,500 | 43,431 | 5,000 | 10,566 | 117,997 |
| Facility & Construction Projects - Bus | 11,276 | 8,292 | 3,850 | 1,150 | 3,325 | 27,893 |
| Facility & Construction Projects - Rail | 1,300 | 3,335 | 6,440 | 380 | 360 | 11,815 |
| Facility & Construction Projects - Pass. | 955 | 9,411 | 2,950 | 1,850 | 690 | 15,856 |
| Rail Infrastructure - Track | 3,646 | 13,137 | 17,911 | 9,797 | 2,612 | 47,103 |
| Rail Infrastructure - MOW | 6,720 | 19,301 | 19,900 | 11,852 | 12,928 | 70,701 |
| Other Equipment & Installation - Ops | 3,798 | 11,445 | 4,320 | 3,680 | 4,621 | 27,864 |
| Other Equipment & Installation - Admin | 12,545 | 2,607 | 1,210 | 1,415 | 3,381 | 21,158 |
| Subtotal | \$ 110,965 | \$ 137,328 | \$ 140,012 | \$ 75,124 | \$ 116,783 | \$ 580,212 |

| Major Initiatives | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|--------------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| ZEB Infrastructure | \$ 3,305 | \$ 5,555 | \$ 9,190 | \$ 17,450 | \$ 25,475 | \$ 60,975 |
| New Bus Facility | - | 34,926 | 29,926 | 29,926 | 29,926 | 124,706 |
| Iris Rapid | 17,712 | 3,000 | - | - | - | 20,712 |
| Southwestern Rapid | - | 1,000 | 11,000 | - | - | 12,000 |
| El Cajon Transit Center Third Track | 5,000 | 3,000 | - | - | - | 8,000 |
| San Ysidro Intermodal Transit Center | 1,250 | 1,550 | 800 | 15,000 | 15,000 | 33,600 |
| Subtotal | \$ 27,267 | \$ 49,031 | \$ 50,916 | \$ 62,376 | \$ 70,401 | \$ 259,992 |

| | | | | | | |
|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Grand Total | \$138,232 | \$186,359 | \$190,928 | \$137,500 | \$187,184 | \$840,205 |
|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|

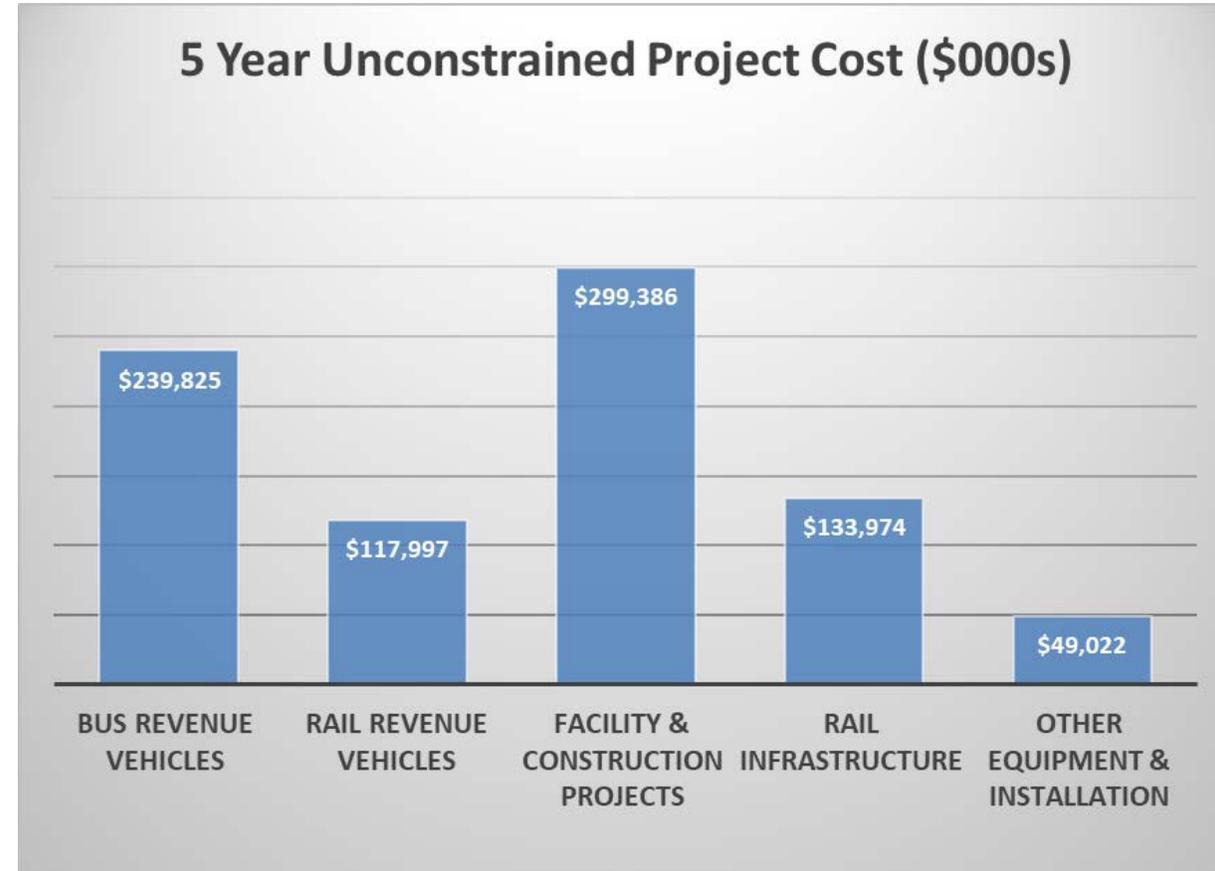
| Glossary of Acronyms: | | | |
|-----------------------|--------------------------------------------|---------|--------------------------------------------------------------|
| Acronym | Description | Acronym | Description |
| ABS | Automatic Braking System | OH | Overhead |
| APS | Auxiliary Power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

Metropolitan Transit System Fiscal Year 2022-2026 Capital Improvement Program (CIP)

MTS Budget Development Committee
April 26, 2021

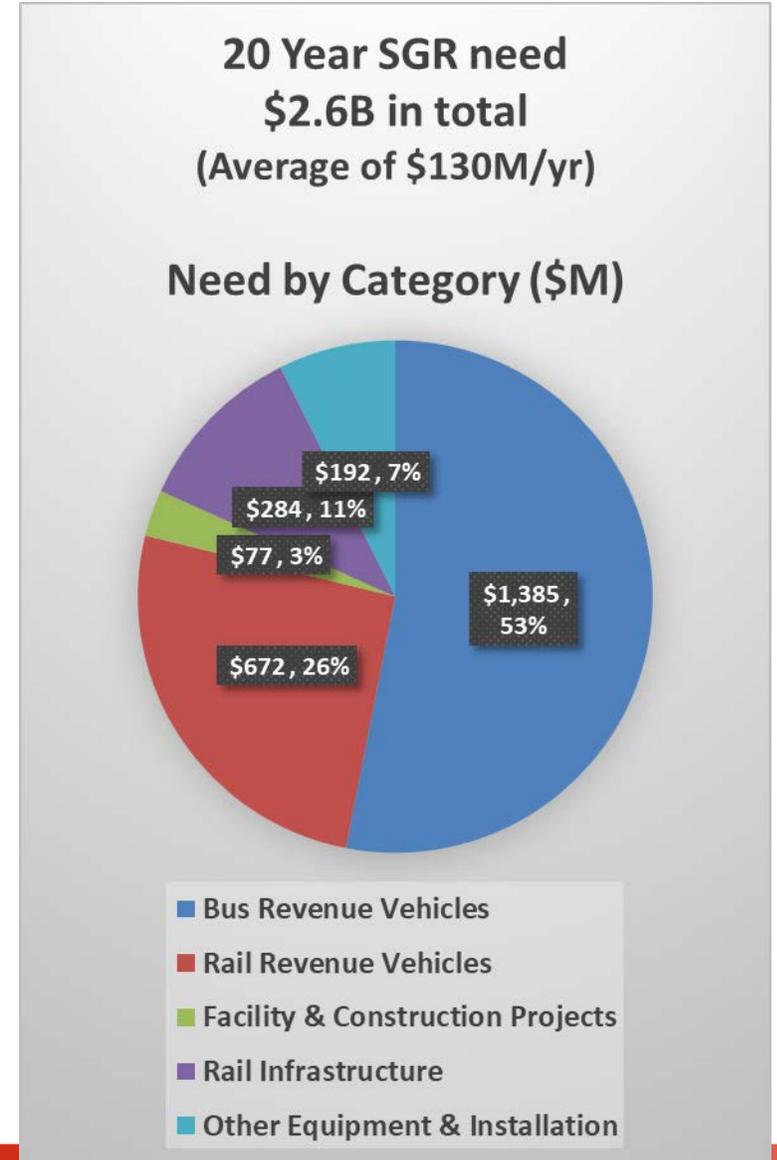
FY22-26 CIP - Unconstrained Project List (\$000s)

- 5 year unconstrained project list
 - Totals need of \$840M
 - Summary by category in the table ->
 - Ongoing state of good repair requirements
 - Makes up \$580M (69%) of overall need
 - Revenue vehicles
 - Including the transition plan to ZEBs
 - Major initiatives of \$260M include:
 - ZEB charging infrastructure at all five bus facilities
 - Division 6 - new bus maintenance facility
 - San Ysidro Intermodal Transit Center
 - New Iris Rapid
 - New Southwestern Rapid



FY22 CIP - State of Good Repair

- Board Policy 65 - Transit Asset Management
 - 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



FY22 CIP Project Highlights - Bus Revenue Vehicles

- Bus Fleet Replacement

- Fleet Plan for scheduled replacement
 - Importance of fleet replacement to keep operations efficient and cost effective
 - Annual goal = Buses in Fleet by type divided by the useful life

- Vehicles in fleet:

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



FY22 CIP Project Highlights - Bus Revenue Vehicles

- Bus Fleet Replacement

- Full 12 year cycle is \$750M
 - Goal to fund \$40-60M per year to avoid spikes like you see in FY26 below
- Board approved Zero Emission Bus (ZEB) Transition plan in September 2020
 - Forecasted how many ZEBs would be purchased each year as infrastructure is built out
- Replacements/Purchases forecasted by year (\$000s):

| | FY22 | FY23 | FY24 | FY25 | FY26 | 5 Year Total |
|--------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| 40 ft. | 32 | 50 | 28 | 28 | 37 | 175 |
| 40 ft. ZEB | 5 | - | 13 | 10 | 13 | 41 |
| 60 ft. Artics | - | - | - | - | 21 | 21 |
| 60 ft. Artics ZEB | 11 | - | - | - | 8 | 19 |
| Commuter Express | - | - | - | - | - | - |
| Minibuses | 5 | 31 | - | 3 | - | 39 |
| ADA Minibuses | 5 | 21 | 25 | 26 | 15 | 92 |
| Total Buses | 58 | 102 | 66 | 67 | 94 | 387 |
| Total | \$ 42,225 | \$ 39,300 | \$ 40,000 | \$ 40,000 | \$ 78,300 | \$ 239,825 |

FY21 CIP Project Highlights - Rail Revenue Vehicles

- Light Rail Vehicle (LRV) Fleet Replacement
 - 168 vehicles in fleet
 - 25-30 year useful life

| Light Rail Vehicles by Series | | | | |
|-------------------------------|-----------|-------|------------|-------------|
| Series | #s | Count | In Service | Replacement |
| SD100 | 2000s | 52 | 1994-1995 | 2019-2023 |
| SD7 | 3000s | 11 | 2004 | 2029-2034 |
| SD8 | 4000s | 65 | 2011-2013 | 2036-2038 |
| SD9 | 5001-5045 | 45 | 2019-2020 | 2044-2045 |
| SD10 | 5046-5092 | 47 | 2021-2025 | 2046-2050 |



FY22 CIP Project Highlights - Rail Revenue Vehicles

- LRV Fleet Replacement

- SD100 Replacement

- First order of 25 placed in 2019 / Option for 22 to be exercised in 2021
 - 47 vehicles being delivered over 2021-2025
 - \$216M in total, \$109M saved from FY15-20

- SD7 – Begin saving for that procurement beginning in FY26

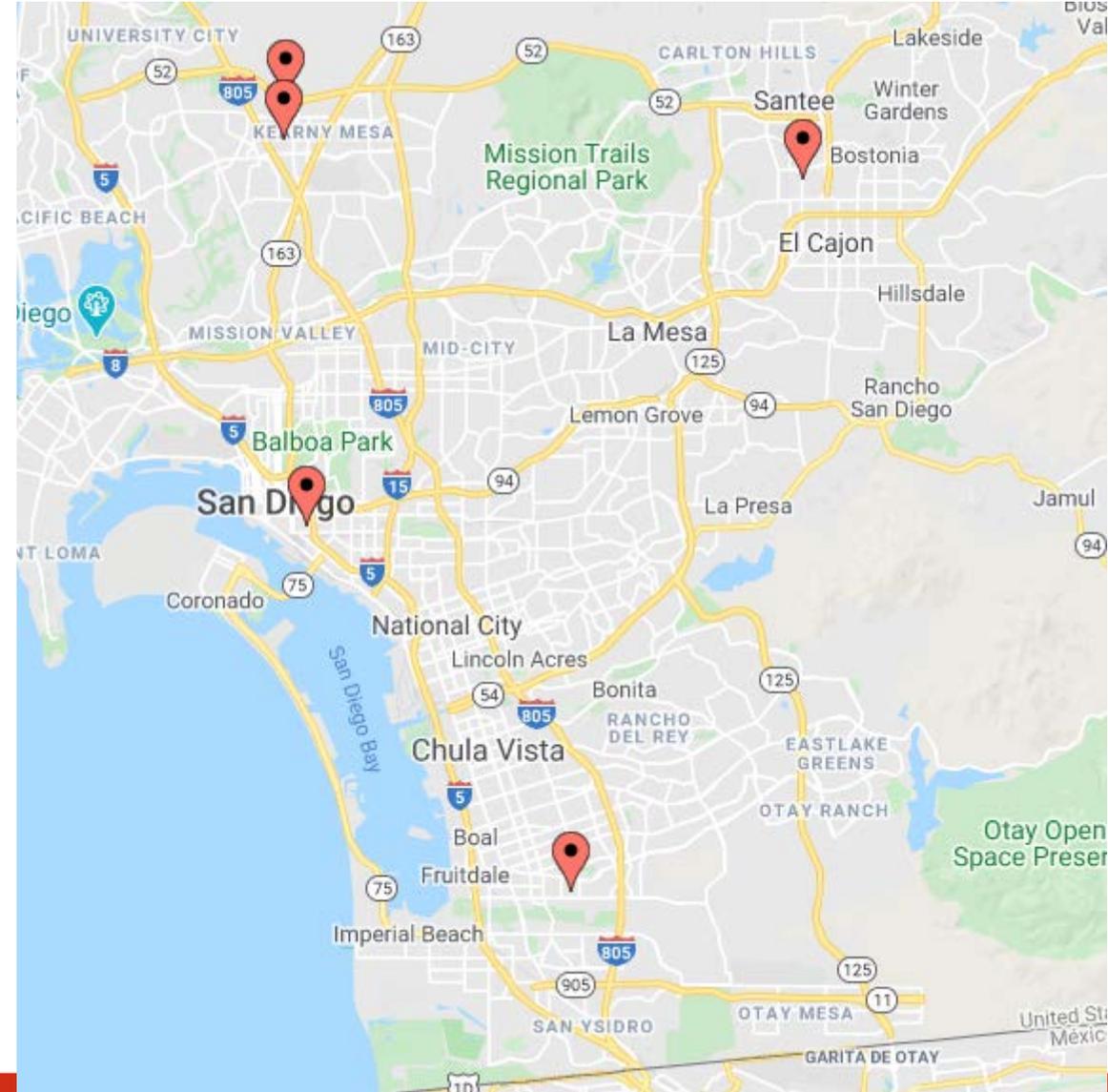
- Takes a significant, multi-year investment to fund LRV replacements when they are due
 - 168 vehicles at \$5M each is \$840M or \$33.6M per year on average

- Funding by year (\$000s):

| Project Name | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|------------------------------|------------------|------------------|------------------|-----------------|------------------|-------------------|
| Rail Ops - SD100 Replacement | \$ 28,500 | \$ 30,500 | \$ 43,431 | \$ 5,000 | \$ - | \$ 107,431 |
| Rail Ops - SD7 Replacement | - | - | - | - | 10,566 | 10,566 |
| Subtotal | \$ 28,500 | \$ 30,500 | \$ 43,431 | \$ 5,000 | \$ 10,566 | \$ 117,997 |

FY22 CIP - Facility & Construction Projects

- Operating Facilities
 - Each facility includes maintenance building, admin building(s), fueling facilities, yard, etc.
 - Trolley yard & Buildings A, B & C
 - Imperial Avenue Division
 - Kearny Mesa Division
 - South Bay Bus Maintenance Facility
 - East County Bus Maintenance Facility
 - Copley Park Division



FY22 CIP - Facility & Construction Projects

- Passenger Facilities

- Transit Centers
- Stations
- Shelters, Benches
- Parking lots
- Elevators
- Amenities



- Funding by year (\$000s):

| State of Good Repair Categories | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|----------------------------------------------|------------------|------------------|------------------|-----------------|-----------------|------------------|
| Facility & Construction Projects - Bus | \$ 11,276 | \$ 8,292 | \$ 3,850 | \$ 1,150 | \$ 3,325 | \$ 27,893 |
| Facility & Construction Projects - Rail | 1,300 | 3,335 | 6,440 | 380 | 360 | 11,815 |
| Facility & Construction Projects - Passenger | 955 | 9,411 | 2,950 | 1,850 | 690 | 15,856 |
| Subtotal | \$ 13,531 | \$ 21,038 | \$ 13,240 | \$ 3,380 | \$ 4,375 | \$ 55,564 |

FY22 CIP - Rail Infrastructure Projects

- Large capital investment in rail infrastructure
 - Last 10 years and Mid-Coast is almost \$3B alone
 - Nearly \$5B in total system assets
 - Requires significant upkeep
- Rail Infrastructure projects - Track
 - Directly related to the physical rail
 - Rail and Ties
 - Grade Crossings
 - Special track work
 - Crossovers, diamonds, etc.



FY22 CIP - Rail Infrastructure Projects

- Rail Infrastructure projects – Maintenance of Wayside (MOW)
 - Bridges
 - Elevated track
 - Drainage
 - Electrification - Catenary and Substations
 - Signaling



- Funding by year (\$000s):

| State of Good Repair Categories | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|---------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Rail Infrastructure - Track | \$ 3,646 | \$ 13,137 | \$ 17,911 | \$ 9,797 | \$ 2,612 | \$ 47,103 |
| Rail Infrastructure - MOW | 6,720 | 19,301 | 19,900 | 11,852 | 12,928 | 70,701 |
| Subtotal | \$ 10,366 | \$ 32,438 | \$ 37,811 | \$ 21,649 | \$ 15,540 | \$ 117,804 |

FY22 CIP - Other Equipment & Installation Projects

- Operating division needs
 - Equipment replacement
 - Service vehicles for Bus and Rail
 - Maintenance equipment
 - Cleaning equipment
 - Major rehabilitation projects
- Admin needs
 - IT systems
 - IT infrastructure/network
 - CCTV in stations and vehicles

• Totals by year (\$000s):

| State of Good Repair Categories | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|----------------------------------------|------------------|------------------|-----------------|-----------------|-----------------|------------------|
| Other Equipment & Installation - Ops | \$ 3,798 | \$ 11,445 | \$ 4,320 | \$ 3,680 | \$ 4,621 | \$ 27,864 |
| Other Equipment & Installation - Admin | 12,545 | 2,607 | 1,210 | 1,415 | 3,381 | 21,158 |
| Subtotal | \$ 16,343 | \$ 14,052 | \$ 5,530 | \$ 5,095 | \$ 8,002 | \$ 49,022 |

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

| State of Good Repair Categories | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|------------------------------------------|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|
| Bus Revenue Vehicles | \$ 42,225 | \$ 39,300 | \$ 40,000 | \$ 40,000 | \$ 78,300 | \$ 239,825 |
| Rail Revenue Vehicles | 28,500 | 30,500 | 43,431 | 5,000 | 10,566 | 117,997 |
| Facility & Construction Projects - Bus | 11,276 | 8,292 | 3,850 | 1,150 | 3,325 | 27,893 |
| Facility & Construction Projects - Rail | 1,300 | 3,335 | 6,440 | 380 | 360 | 11,815 |
| Facility & Construction Projects - Pass. | 955 | 9,411 | 2,950 | 1,850 | 690 | 15,856 |
| Rail Infrastructure - Track | 3,646 | 13,137 | 17,911 | 9,797 | 2,612 | 47,103 |
| Rail Infrastructure - MOW | 6,720 | 19,301 | 19,900 | 11,852 | 12,928 | 70,701 |
| Other Equipment & Installation - Ops | 3,798 | 11,445 | 4,320 | 3,680 | 4,621 | 27,864 |
| Other Equipment & Installation - Admin | 12,545 | 2,607 | 1,210 | 1,415 | 3,381 | 21,158 |
| Subtotal | \$ 110,965 | \$ 137,328 | \$ 140,012 | \$ 75,124 | \$ 116,783 | \$ 580,212 |

- SGR alone averages over \$115M per year
- Exceeds forecasted recurring revenue streams over this period

FY22 CIP - Major Initiatives

- Need for Expansion Division - Division 6
 - No remaining capacity after Iris Rapid implementation
 - ZEB charging infrastructure:
 - Reduces capacity by approx. 20% at each division for islands and gantry supports
 - Potentially not a 1 for 1 replacement due to range limitations
 - Modernization projects at IAD and KMD:
 - Will require work space for uninterrupted operations
 - Maxed-out divisions have no buffer for flexibility
 - Space needed for future expansion:
 - Elevate SD and future RTP both envision significant expansion
 - Rapid conversions, including added frequency and larger buses
 - New routes and better levels of service on existing routes
 - Division project development takes 5-7 years

FY22 CIP - Major Initiatives

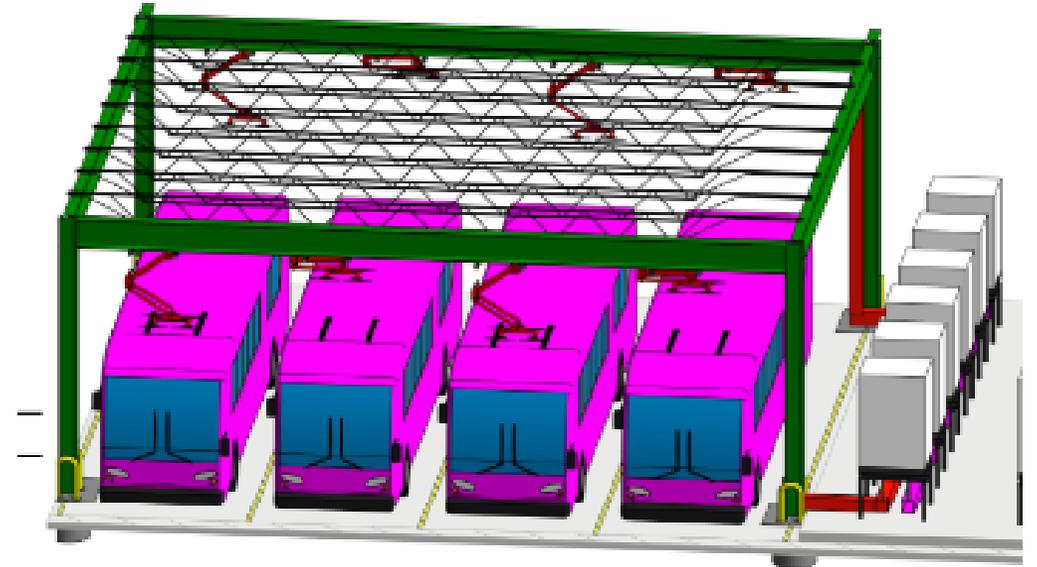
- ZEB Infrastructure

- Overhead charging infrastructure at all existing divisions

- Charging equipment
- Backup generators and batteries
- Solar panels on the overhead gantry

- Phased approach to maintaining current division operations

1. South Bay
2. Imperial Ave
3. Kearny Mesa
4. East County



FY22 CIP - Major Initiatives

- San Ysidro Intermodal Transit Center
 - Design funded in FY22
 - SANDAG project lead
- El Cajon Transit Center Third Track
 - Partially funded by TIRCP
 - Creates operational efficiencies
- Service expansion
 - Iris Rapid (TIRCP funded)
 - Southwest Rapid
- Totals by year (\$000s):

| Major Initiatives | FY 2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | 5 Year Total |
|--------------------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| ZEB Infrastructure | \$ 3,305 | \$ 5,555 | \$ 9,190 | \$ 17,450 | \$ 25,475 | \$ 60,975 |
| New Bus Facility | - | 34,926 | 29,926 | 29,926 | 29,926 | 124,706 |
| Iris Rapid | 17,712 | 3,000 | - | - | - | 20,712 |
| Southwestern Rapid | - | 1,000 | 11,000 | - | - | 12,000 |
| El Cajon Transit Center Third Track | 5,000 | 3,000 | - | - | - | 8,000 |
| San Ysidro Intermodal Transit Center | 1,250 | 1,550 | 800 | 15,000 | 15,000 | 33,600 |
| Subtotal | \$ 27,267 | \$ 49,031 | \$ 50,916 | \$ 62,376 | \$ 70,401 | \$ 259,992 |

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

| | Proposed FY22 | Projected FY23 | Projected FY24 | Projected FY25 | Projected FY26 | Total FY22-FY26 |
|-------------------------------|--------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|
| State of Good Repair | \$ 110,965 | \$ 137,328 | \$ 140,012 | \$ 75,124 | \$ 116,783 | \$ 580,212 |
| Major Initiatives | 27,267 | 49,031 | 50,916 | 62,376 | 70,401 | 259,992 |
| Total Project Needs | \$ 138,232 | \$ 186,359 | \$ 190,928 | \$ 137,500 | \$ 187,184 | \$ 840,205 |
| Available CIP Revenues | \$ 125,486 | \$ 101,616 | \$ 96,053 | \$ 75,803 | \$ 111,151 | \$ 510,110 |
| Total Deficit | \$ (12,746) | \$ (84,744) | \$ (94,875) | \$ (61,697) | \$ (76,033) | \$ (330,095) |
| % of Funding / Needs | 90.8% | 54.5% | 50.3% | 55.1% | 59.4% | 60.7% |
| Accumulated Deficit | \$ (12,746) | \$ (97,489) | \$ (192,365) | \$ (254,062) | \$ (330,095) | |

Congressional Community Project Requests

- Community Project Requests (“earmarks”)
 - Funded through Federal Fiscal Year 2022 Appropriations process
 - Members are limited to submitting 10 requests
 - Funding requests recommended to be around \$1M range
- Transportation & Infrastructure (T&I) Member-Designated Community Project Requests
 - Funded through upcoming Surface Transportation Reauthorization process
 - Projects funded through Highway Trust Fund
 - Members are not limited to a certain number of requests
 - However, Members will be asked to rank their top five requests

Congressional Community Project Requests

Community Project Requests (Requests submitted to Rep. Peters)

IAD ZEB Infrastructure

Funding requested: \$750,000 for design phase of project

Imperial Avenue Transit Center Expansion

Funding requested: \$800,000 for permitting and traffic signal upgrades

T&I Member-Designated Community Project Requests (Requests submitted to Rep. Peters and Rep. Vargas)

ZEB Purchase

Funding requested: \$6,000,000 for incremental costs to purchase 12 40-ft ZEBs and applicable chargers

South Bay ZEB Infrastructure

Funding requested: \$7,600,000 to build ZEB power redundancy infrastructure at South Bay Bus Division

Rapid 725 (Southwestern BRT)

Funding requested: \$2,750,000 for planning and design phase of project

New Bus Division Facility (Division 6)

Funding requested: \$4,000,000 for planning and design phase of project

Trolley Yard Expansion Project

Funding requested: \$2,000,000 for design phase of project

FY22 CIP - Takeaways

- Challenges ahead in meeting unconstrained list of projects
 - Significant shortfall in funding levels relative to needs
 - Organizational Objectives (for discussion on priorities)
 - SGR as first priority – keeping system safe, reliable, etc.
 - ZEB Infrastructure at existing bus facilities
 - San Ysidro Intermodal Transit Center
 - Division 6
 - ZEB Acceleration (dependent on Division 6)
 - Also potential increase in vehicle requirements in excess of existing levels due to range
 - Service expansion (dependent on Division 6)
- Funding to achieve SGR / new objectives
 - Aggressive grant and earmark campaigns
 - Addition of Grants Administrator position
 - Infrastructure bill
 - New sales tax initiative? (Elevate SD)