



## Agenda

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BUDGET DEVELOPMENT COMMITTEE

March 24, 2022

1:00 p.m.

\*Meeting will be held via webinar\*

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please email the Clerk, [Lucia.Mansour@sdmts.com](mailto:Lucia.Mansour@sdmts.com) at least two working days prior to the meeting. Meeting webinar/teleconference instructions can be accessed under '[Meeting Link and Webinar Instructions](#).' Click the following link to access the meeting:  
<https://us02web.zoom.us/j/82907998675>

Para solicitar la agenda en un formato alternativo o para solicitar acomodaciones de participación, por favor mande un correo a la Secretaria de la Junta, [Lucia.Mansour@sdmts.com](mailto:Lucia.Mansour@sdmts.com) al menos dos días hábiles antes de la reunión. Instrucciones para ingresar a la junta virtual están disponibles bajo '[Meeting Link and Webinar Instructions](#).' Use este enlace para acceder la reunión virtual:  
<https://us02web.zoom.us/j/82907998675>

#### ACTION RECOMMENDED

1. ROLL CALL

2. [APPROVAL OF MINUTES - February 24, 2022](#)

Approve

3. PUBLIC COMMENTS

#### COMMITTEE DISCUSSION ITEMS

4. [Fiscal Year \(FY\) 2023 Operating Budget Discussion \(Mike Thompson\)](#)

Possible Action

Action would receive a report regarding FY 2023 operating budget development and provide guidance on budgetary issues.

5. [Fiscal Year \(FY\) 2023 Capital Improvement Program \(CIP\) \(Mike Thompson\)](#)

Approve

Action would forward a recommendation to the Board of Directors to: (1) Approve the FY 2023 CIP with the estimated federal and nonfederal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; (2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors



approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS FY 2023 CIP; and (3) Recommend that the SANDAG Board of Directors approve amendment number 11 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2023 CIP recommendations.

#### OTHER ITEMS

6. NEXT MEETING DATE: April 20, 2022
7. ADJOURNMENT

## **DRAFT**

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

02/24/2022

### MINUTES

1. **ROLL CALL**

Ms. Moreno called the Budget Development Committee (BDC) meeting to order at 12:31pm. A roll call sheet listing BDC member attendance is attached.

2. **APPROVAL OF MINUTES**

Ms. Moreno moved to approve the minutes of the October 15, 2021 San Diego Metropolitan Transit System (MTS) BDC meeting. Mr. Whitburn seconded the motion, and the vote was 5 to 0 in favor.

3. **PUBLIC COMMENTS**

There were no public comments.

4. **Fiscal Year (FY) 2022 Operating Budget Midyear Amendment (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 and Expense Assumptions.

Mr. Thompson discussed the revenue assumptions, starting with sales tax revenues, mentioning that sales tax receipts have had very strong results on a regional basis. Mr. Thompson provided an update on the funding from TransNet and Transportation Development Act (TDA). With TransNet, the updated forecast is \$35.1M, with an increase of \$5.5M. TDA forecast does not have any changes, staying at \$101.3M, however the San Diego Association of Governments (SANDAG) has revised the regional target at Midyear to \$175M; this change will bring some growth for the FY23 budget on the TDA side. The State Transit Assistance (STA) updated forecast is \$28.2M with an increase of \$5.1M, Mr. Thompson mentioned that the actual STA amount will be determined by the state budgeting process which won't be approved until May 2022; the STA funds can be used for both the Capital and Operating Budgets and the anticipated increase will be included in the FY 2023 Capital Budget.

Mr. Thompson went over the Passenger Levels and Passenger Fare Revenue. He stated passenger levels have had consistent growth since the end of last FY, with December being up to 65% of baseline. He mentioned that passenger levels did decline a bit in January due primarily to Omicron and the delay in returning to school. He mentioned ridership is expected to rebound in February and continue a slow and steady growth, projecting 57M passengers, 45% growth over FY 2021. Mr. Thompson went over the changes impacting the passenger fare revenue, such as the Youth Opportunity Pass that SANDAG has put together, as well as the launch of PRONTO resulting in a 12% drop in average fare from October to January. Passenger Fares for FY 2022 was originally budgeted at \$49.5M, and the updated forecast is increasing by \$6.0M to \$55.5M primarily due to the ridership growth. Other Operating Revenues are projected to

increase \$2.0M to \$23.5M. FY 2022 Operating Revenues are projected to increase \$7.9M, and total Subsidy Revenues are projected to increase \$4.4M resulting in total revenue increases of \$13.2M for FY 2022.

Mr. Thompson reviewed the Expense Assumptions. Service levels are expected to reduce slightly across all modes (Trolley has a 2.1% decrease, Bus-Fixed Route has a 2.3% decrease, Paratransit has a 29.6% decrease). He mentioned the personnel expense assumptions includes a projected decrease of \$7.7M as wages are projected to decrease by \$2.1M due to staffing shortages with Bus and Rail operations, and fringe benefits having a projected decrease of \$5.5M due to healthcare cost being \$4.2M lower than originally budgeted. Other Outside Services are expected to decrease by \$9.5M, which includes service level changes decreasing within purchased transportation by \$7.0M, repairs & maintenance costs decreasing by \$0.5M and other outside services decreasing by \$1.9M, primarily due to PRONTO operations and maintenance costs. Mr. Thompson went over the Other Expense Assumptions including materials and supplies costs increasing by \$1.5M, energy costs increasing by \$2.0M, risk management costs increasing by \$0.4M, and General and Administration costs increasing by \$0.5M. Expenses are projected to decrease by \$12.5M (-3.5%)

Mr. Thompson went over the Consolidated Revenues less Expenses. He stated revenue is favorable by \$12.3M, expenses are unfavorable by \$12.5M, putting the Net Operating Deficit favorable by \$24.9M. He mentioned there is still a \$54.5M deficit that will be covered by federal stimulus funding.

#### Action Taken

Ms. Moreno moved to forward a recommendation to the MTS Board of Directors enact resolution No. 22-01 amending the FY 2022 operating budget for the MTS, SDTC, SDTI, MTS Contract Services and the Coronado Ferry. Mr. Sandke seconded the motion, and the vote was 5 to 0 in favor.

#### 5. Fiscal Year 2023 Operating Budget Discussion (Mike Thompson)

Mr. Thompson presented high-level projections and assumptions for the FY 2023 Operating Budget. Mr. Thompson mentioned that the current presentation is a very early look at FY 2023 and a more detailed presentation will be brought to the committee at the next BDC meeting.

Mr. Thompson went over the Revenue Assumptions. He stated SANDAG is projecting subsidy revenue growth of 0.7%, and MTS will build their budget based on the 0.7% growth. He mentioned there will be some additional growth on the TDA side due to the large increase in the FY 2022 TDA receipts, and there will be additional TransNet reimbursement from SANDAG as it will be the first full year of the Mid-Coast Trolley extension. Federal revenues in the operating budget are projected at normal levels, and he mentioned that there will be a large increase on the formula funding due to the Infrastructure Act that was passed in December, although the new appropriations need to be passed by Congress and will most likely go in to effect in the FY 2024 budgets.

Mr. Thompson went over Passenger revenue. He mentioned that we expect to see growth over the next 18 months in passenger revenue. Based on the consistent growth for the next 18 months, it results in a forecast of \$67M, or 20% growth year over year. The increase will continue to be monitored in February and March before the forecast is finalized in April. Mr. Thompson went over the service levels for FY 2023. On the Rail side, service levels are projected to increase by 8% due to a full year of Mid-Coast



service, Bus-Fixed Route is projected to increase by 2.3%, and Bus-Paratransit is projected to increase 30% as the demand for service increases. Mr. Thompson did mention that even with the 30% projected increase in Paratransit, we are only at 55% of peak service levels in FY 2019.

On the expense side, personnel costs are not expecting to have any major headcount changes. Wage increase assumptions are almost set, ATU and TEOA have been approved for the FY, and IBEW and SMART are currently in negotiations. An increase of 3.5% - 4.0% is expected for ATU, IBEW, SMART and TEOA and a similar wage inflation is expected on the Management as well. For Fringe Benefits, an increase of 5% is projected for health care, and there will be additional savings due to the disbanding of the IBEW and ATU Healthcare Trust into FY 2023. Pension costs, will increase by \$316k, 1.8% on the San Diego Transit self-funded plan and the CalPERS plan will increase by \$991k (14.6%). The Contracted rates for Purchased Transportation are all fixed in place. Transdev contract fixed costs are increasing by 4.2% and variable rate increase by 7.4%, First Transit Contract has 3 pieces to the contract with fixed costs increasing by 4.4%, ADA Paratransit variable costs increasing by 3.1% and Minibus variable costs increasing by 5.6%. Mr. Thompson mentioned a new security contract went in to effect on 01/01/2022, which will have a higher service level and cost than the previous contract. Other outside services will have some increases. Rail Operations has major rehabilitation projects, and MTS will have a full year of PRONTO Operations and Maintenance costs. Risk and liability insurance costs will also be increasing. Mr. Thompson went over the energy assumptions, mentioning there are some volume increases due to added services on the Trolley. Commodity prices are projected to decrease 10% in Compressed Natural Gas (CNG), and electricity is projected to increase 10% year over year. He mentioned there is no plan to hedge CNG and or Electricity commodity prices. Gasoline and Propane commodity costs are projected to decrease 7%.

In summary, the preliminary projection reflects a combined revenue of \$316.0M (an increase of \$28.0M, 9.7%), combined expenses of \$371.0M (an increase of \$28.0M, 8.3%), leading to the same deficit of \$55.0M as compared to FY 2022. Mr. Thompson went over the Stimulus funding balance; \$220.0M was received from CARES; \$140.0M was received from ARP, totaling \$360M. He mentioned \$90.0M was used in the first two years and it is projected that \$55.0M will be used for each year in FY 2022 and FY 2023, leaving a projected balance of \$160.5M at the end of FY 2023.

Mr. Thompson went over the Major Initiatives, addressing the structural deficit and ridership recovery action plan. The Bipartisan Infrastructure Law timeline unknown and when the funding will be available to MTS. Other initiatives touched on were tracking on Division 6, the PRONTO tapping campaign and significant capital needs over the next five years.

#### Action Taken

No action was taken. Information item only.

6. Next Meeting Date:  
March 24, 2022

7. Adjournment  
Ms. Moreno adjourned the meeting at 1:19pm

---

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) 02/24/2022

CALL TO ORDER (TIME) 12:31pm

RECESS \_\_\_\_\_

RECONVENE \_\_\_\_\_

CLOSED SESSION \_\_\_\_\_

RECONVENE \_\_\_\_\_

ADJOURN 1:19pm

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
MORENO <input checked="" type="checkbox"/>	12:31pm	1:19pm
FLETCHER <input checked="" type="checkbox"/>	12:31pm	1:19pm
SALAS <input checked="" type="checkbox"/>	12:31pm	1:19pm
SANDKE <input checked="" type="checkbox"/>	12:31pm	1:19pm
<del>Gloria</del> <input type="checkbox"/> Whitburn <input checked="" type="checkbox"/>	12:31pm	1:19pm

SIGNED BY THE CLERK OF THE BUDGET DEVELOPMENT COMMITTEE: Lucia Mansour

Digitally signed by Lucia Mansour  
DN: cn=Lucia Mansour, o=San Francisco  
Mansour, email=Lucia.Mansour@sfmts.com, c=US  
Date: 2022.03.04 17:53:27 -0800



## Agenda Item No. 4

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

March 24, 2022

#### SUBJECT:

FISCAL YEAR (FY) 2023 OPERATING BUDGET DISCUSSION (MIKE THOMPSON)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Budget Development Committee (BDC) receive a report regarding FY 2023 operating budget development and provide guidance on budgetary issues.

#### Budget Impact

None at this time.

#### DISCUSSION:

#### Fiscal Year 2023 Budget Recap

The following is a recap of the FY 2023 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 February 24, 2022, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2022 midyear operating budget amendment. Staff also presented a preliminary forecast of the FY 2023 operating budget based on high-level expense and revenue assumptions.



- Since the first meeting, staff has continued working on the development of the FY 2023 operating budget. The current proposed draft is a preliminary version that will continue to be refined over the coming weeks.

#### Fiscal Year 2023 Operating Budget

The FY 2023 total budgeted revenue is projected at \$376.4 million, and total expenses are projected at \$376.4 million, resulting in a balanced budget for FY 2023. Attachments A-D detail the current draft of the proposed FY 2023 Operating Budget.

#### Fiscal Year 2023 Revenues

Attachment E summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY 2023 combined revenues total \$376.4 million, an increase from the FY 2022 amended budget of \$33.8 million (9.9%).

Operating revenue totals \$92.9 million, an increase from the FY 2022 amended budget of \$13.9 million (17.6%). Passenger revenues are projected to increase by \$14.9 million (26.9%). Other operating revenues are projected to decrease by \$1.0 million (-4.3%). This includes projected decreases in energy credit revenue as well as naming rights revenue as the deal with Sycuan casino for Green Line naming rights is set to expire in November 2022.

Non-operating revenue totals \$283.5 million, an increase from the FY 2022 amended budget of \$19.9 million (7.6%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Attachment E.

Subsidy revenue totals \$283.5 million, an increase from the FY 2022 amended budget of \$20.7 million (7.9%). Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the Capital Improvement Program (CIP) and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$2.4 million (3.7%) from the FY22 amended budget to \$67.0 million in total. This is due to increasing the preventive maintenance funds in the operating budget by \$1.0 million as well as increasing the 5307 allocation for ADA operations by \$1.4 million. On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS will receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. On March 11, 2021 the President signed the American Rescue Plan (ARP) Act into law, providing \$140 million in additional stimulus funding for MTS. MTS spent \$90 million in CARES funds through the end of FY 2021 and started drawing ARP funds in FY 2022 due to ARP funding deadlines. This proposed FY 2023 operating budget includes \$55.2 million in FTA ARP Act funds to cover the projected operating deficits, an increase of \$647,000 (1.2%) from the FY 2022 amended budget. The overall amount of federal revenues in the operating budget is projected to increase by \$3.0 million (2.6%).

Regional sales tax revenues for MTS are projected to increase by \$17.7 million (14.4%) year over year for FY 2023. Transportation Development Act (TDA) revenue in the FY 2023 operating budget is projected to increase by \$13.9 million (20.2%) over the FY 2022 amended budget. This is due to high regional sales tax receipts, particularly during FY 2022. MTS files an annual TDA claim based on San Diego Association of Governments (SANDAG) projections, and that claim amount is the amount received, regardless of actual sales tax performance. Regional

sales tax receipts significantly out-performed SANDAG's projections during FY 2022, and MTS is realizing most of the revenue gains from FY 2022 receipts during the FY 2023 budget cycle.

TransNet formula revenue is projected to increase by \$208,000 for FY 2023 (0.6%) from the FY22 amended budget. Unlike TDA, Transnet revenues are not based on an annual claim process and are instead disbursed as the revenue is generated. SANDAG is forecasting Transnet cash receipts at 0.7% above the prior year amended budget. MTS also receives TransNet as operating assistance for TransNet funding service, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be \$22.4 million in FY 2023, an increase of \$3.6 million from the FY 2022 amended budget, which is primarily due having a full year of Mid-Coast operations. In total, TransNet revenues are projected to increase by \$3.8 million (7.0%) from the FY 2022 amended budget.

In the FY 2023 fiscal year to date, MTS has received \$13.5 million of the originally projected \$23.2 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP due to its volatile history, but a portion is also allocated to operations to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. The share of STA in the operating budget is staying flat at \$11.3 million in FY 2023.

Other state revenue is projected to be \$80,000 in FY 2023, a decrease of \$120,000 from the FY 2022 amended budget. The projected increase is due to a projected decrease in Medi-Cal revenues.

Other local funding is projected to be \$9.5 million, an increase of \$115,000 (1.2%) from the FY 2022 amended budget.

Consolidated subsidy revenue totals \$283.5 million, an increase from the FY 2022 amended budget of \$20.7 million (7.9%).

Within other revenue, reserve revenue totals \$15,000. For-Hire Vehicle Administration and San Diego & Arizona Eastern (SD&AE) are self-funded activities. In total, they are projected to utilize \$15,000 of reserve revenue to balance their budgets, a decrease of \$43,000 from the FY 2022 amended budget. With this draft, there is no projected MTS contingency reserve usage in FY 2023.

#### Fiscal Year 2023 Expenses

Attachment A contains the total revenues as detailed above and the total proposed expenses for FY 2023. FY 2023 combined expenses totaled \$376.4 million, an increase from the FY 2022 amended budget of \$33.8 million (9.9%). Overall service levels are expected to increase in FY 2023. Rail operations service levels are expected to increase by 11.5% year over year due to a full year of Mid-coast operations. Internal and contracted fixed route bus service levels are expected to increase by a combined 2.3% year over year. Paratransit service levels, based on demand, are projected to increase by 30% and return to approximately 55% of baseline levels in FY 2023.

Within operating expenses, personnel expenses are projected to increase from the FY 2022 amended budget by \$12.2 million (8.1%). Wages are expected to increase by \$4.0 million (4.4%), primarily due to higher bus and train operator wages resulting from higher service levels and wage increases. Salary Grade Ranges for FY 2023 are increasing 5.2% from the amended FY 2022 ranges, matching the Consumer Price Index increase for the San Diego region. Fringe expenses are projected to increase by \$8.1 million (13.9%) versus the FY 2022 amended

budget. This is primarily due to increasing expenses related to healthcare, pension, paid time off, as well as decreasing cost recovery since MTS will no longer receive direct reimbursement for Mid-Coast labor as an offset to expenses. Instead, Mid-Coast reimbursement will now be recorded as an increase to TransNet operations revenue rather than a decrease in expenses.

Purchased transportation costs are projected to increase from the FY 2022 amended budget by \$11.3 million (13.2%). This is primarily due to contract increases for the Transdev contract and projected demand increases for paratransit service operated by First Transit Inc. Both contracts have fixed and variable rates. The fixed cost rate is not dependent on service levels and is a fixed monthly fee, whereas the variable rate is dependent on the volume of service operated. The fixed cost rate on the Transdev contract is increasing by 4.2%, and the variable rate is increasing by 7.4% in FY 2023. MTS contracts with First Transit Inc. to provide mini-bus fixed route service and paratransit service. Fixed costs are increasing 4.4% for both minibus and paratransit, the minibus per-mile rate is increasing by 5.6%, and the paratransit per-hour rate is increasing by 3.1%. Paratransit purchased transportation costs are increasing primarily due to the projected 30.0% increase in service demand in FY 2023 versus FY 2022.

Excluding purchased transportation, other outside service expenses are projected to increase from the FY 2022 amended budget by \$7.7 million (21.8%). This is primarily due to projected increases in contracted security costs due to having a full year at the new contract rates, increases in repair and maintenance costs due to mid-life overhauls on the LRV fleet and contracted tie replacement within rail operations, increasing professional services costs due to a variety of facility rehabilitation projects within bus operations, increasing Pronto costs due to having a full year of operating and maintenance costs, and increasing Information Technology expenses.

Materials and supplies costs are projected to increase by \$141,000 (1.0%), primarily due to revenue vehicle parts and equipment maintenance supplies within rail operations. Revenue vehicle parts in FY 2022 were inflated due to one-time driver protective barrier installations on the bus fleet, and recurring materials and supplies costs are projected to increase by approximately 4.2%.

Energy costs are projected to increase by \$1.4 million (3.4%). Electricity costs are projected to increase by \$735,000 (3.0%) due to projected rate increases and additional service levels with Mid-Coast having a full year of operations. CNG costs are projected to increase by \$360,000 (2.6%), primarily due to a projected increase in volume with planned service increases in FY 2023. CNG commodity rates are currently projected to decrease from record highs in FY 2022, but commodity rates will be revised again before the final budget draft to reflect updated figures since the recent invasion of Ukraine. Propane costs are expected to increase by \$214,000 (12.2%), primarily due to projected increases in demand for paratransit service.

Risk management costs are increasing by \$1.0 million (13.8%). The increase is primarily driven by an increase of \$1.1 million (22.4%) in insurance premiums due to harsh market conditions for liability and property insurance. Legal expenses are also expected to increase significantly in FY 2023 due the backlog of court proceedings that were delayed by the pandemic.

General and Administrative costs are increasing by \$142,000 (2.7%), primarily due to increasing travel expenses as more in-person events and meetings are expected to take place in FY 2023, as well as increasing fare materials costs.

Vehicle and Facility Lease costs are projected to increase by \$28,000 (1.8%), primarily due to non-revenue vehicle leasing expenses.

Debt service costs are projected to decrease from the FY 2022 amended budget by \$150,000 (-44.8%), primarily due to decreasing interest costs for the Pension Obligation Bond funding the SDTC pension plan.

In total, expenses are projected to increase by \$33.8 million or 9.9% versus the FY 2022 amended budget.

---

Sharon Cooney  
Chief Executive Officer

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

Attachments: A. FY23 Operating Budget – Consolidated MTS  
B. FY23 Operating Budget – Consolidated Operations  
C. FY23 Operating Budget – Consolidated Administration  
D. FY23 Operating Budget – Consolidated Other Activities  
E. FY23 Operating Budget – Consolidated Revenue Summary  
F. FY23 Operating Budget – Position Table Summary  
G. FY23 Operating Budget – Position Table Details



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATING BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 2.01**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER OPERATING REVENUE	19,822,031	23,499,199	22,478,866	(1,020,333)	-4.3%
<b>TOTAL OPERATING REVENUES</b>	<b>67,735,422</b>	<b>78,974,007</b>	<b>92,878,866</b>	<b>13,904,859</b>	<b>17.6%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	265,239,374	262,752,963	283,499,723	20,746,760	7.9%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,996,877)	857,344	14,667	(842,677)	-98.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,996,877)	857,344	14,667	(842,677)	-98.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>262,242,497</b>	<b>263,610,307</b>	<b>283,514,391</b>	<b>19,904,083</b>	<b>7.6%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>329,977,919</b>	<b>342,584,314</b>	<b>376,393,257</b>	<b>33,808,942</b>	<b>9.9%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	85,626,299	91,723,713	95,774,607	4,050,894	4.4%
FRINGE EXPENSES	65,288,209	58,699,760	66,847,322	8,147,562	13.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>150,914,508</b>	<b>150,423,473</b>	<b>162,621,929</b>	<b>12,198,456</b>	<b>8.1%</b>
SECURITY EXPENSES	8,011,562	9,500,000	11,680,605	2,180,605	23.0%
REPAIR/MAINTENANCE SERVICES	7,073,757	8,901,829	11,160,124	2,258,295	25.4%
ENGINE AND TRANSMISSION REBUILD	949,938	1,024,616	1,062,076	37,460	3.7%
OTHER OUTSIDE SERVICES	14,170,693	15,720,913	18,900,749	3,179,836	20.2%
PURCHASED TRANSPORTATION	73,624,279	85,626,433	96,955,326	11,328,892	13.2%
<b>TOTAL OUTSIDE SERVICES</b>	<b>103,830,230</b>	<b>120,773,791</b>	<b>139,758,880</b>	<b>18,985,088</b>	<b>15.7%</b>
LUBRICANTS	403,003	450,700	470,720	20,020	4.4%
TIRES	1,284,331	1,290,200	1,290,200	-	0.0%
OTHER MATERIALS AND SUPPLIES	14,292,701	13,051,174	13,172,322	121,148	0.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>15,980,036</b>	<b>14,792,074</b>	<b>14,933,242</b>	<b>141,168</b>	<b>1.0%</b>
GAS/DIESEL/PROPANE	1,791,895	2,733,324	2,976,628	243,304	8.9%
CNG	10,784,556	13,734,000	14,094,000	360,000	2.6%
TRACTION POWER	15,160,978	19,972,328	20,656,952	684,624	3.4%
UTILITIES	4,651,788	5,514,873	5,654,858	139,985	2.5%
<b>TOTAL ENERGY</b>	<b>32,389,217</b>	<b>41,954,525</b>	<b>43,382,438</b>	<b>1,427,913</b>	<b>3.4%</b>
<b>RISK MANAGEMENT</b>	<b>7,030,680</b>	<b>7,525,996</b>	<b>8,562,549</b>	<b>1,036,553</b>	<b>13.8%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>4,099,615</b>	<b>5,214,310</b>	<b>5,356,626</b>	<b>142,316</b>	<b>2.7%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,302,178</b>	<b>1,564,947</b>	<b>1,592,527</b>	<b>27,580</b>	<b>1.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>316,023,663</b>	<b>342,584,312</b>	<b>376,393,257</b>	<b>33,808,944</b>	<b>9.9%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(248,288,241)</b>	<b>(263,610,305)</b>	<b>(283,514,391)</b>	<b>19,904,085</b>	<b>7.6%</b>
OVERHEAD ALLOCATION	(0)	0	0	0	0.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(248,288,241)</b>	<b>(263,610,305)</b>	<b>(283,514,391)</b>	<b>19,904,085</b>	<b>7.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>13,954,256</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2023  
SECTION 2.02**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER OPERATING REVENUE	833,268	913,000	923,692	10,692	1.2%
<b>TOTAL OPERATING REVENUES</b>	<b>48,746,659</b>	<b>56,387,808</b>	<b>71,323,692</b>	<b>14,935,884</b>	<b>26.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	246,528,983	258,350,305	286,284,930	27,934,625	10.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>246,528,983</b>	<b>258,350,305</b>	<b>286,284,930</b>	<b>27,934,625</b>	<b>10.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>295,275,642</b>	<b>314,738,113</b>	<b>357,608,622</b>	<b>42,870,509</b>	<b>13.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	68,880,533	73,846,414	77,139,487	3,293,073	4.5%
FRINGE EXPENSES	60,274,752	52,227,596	59,020,614	6,793,018	13.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>129,155,284</b>	<b>126,074,010</b>	<b>136,160,101</b>	<b>10,086,091</b>	<b>8.0%</b>
SECURITY EXPENSES	1,151,616	1,340,000	1,447,800	107,800	8.0%
REPAIR/MAINTENANCE SERVICES	6,944,282	8,743,829	10,989,124	2,245,295	25.7%
ENGINE AND TRANSMISSION REBUILD	949,938	1,024,616	1,062,076	37,460	3.7%
OTHER OUTSIDE SERVICES	5,019,156	5,346,641	6,480,610	1,133,969	21.2%
PURCHASED TRANSPORTATION	73,624,279	85,626,433	96,955,326	11,328,892	13.2%
<b>TOTAL OUTSIDE SERVICES</b>	<b>87,689,271</b>	<b>102,081,519</b>	<b>116,934,936</b>	<b>14,853,416</b>	<b>14.6%</b>
LUBRICANTS	402,993	450,700	470,700	20,000	4.4%
TIRES	1,284,331	1,290,200	1,290,200	-	0.0%
OTHER MATERIALS AND SUPPLIES	14,290,605	12,787,674	13,141,045	353,371	2.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>15,977,929</b>	<b>14,528,574</b>	<b>14,901,945</b>	<b>373,371</b>	<b>2.6%</b>
GAS/DIESEL/PROPANE	1,661,072	2,543,324	2,785,928	242,604	9.5%
CNG	10,784,556	13,734,000	14,094,000	360,000	2.6%
TRACTION POWER	15,160,978	19,972,328	20,656,952	684,624	3.4%
UTILITIES	3,917,340	4,748,047	4,804,330	56,283	1.2%
<b>TOTAL ENERGY</b>	<b>31,523,946</b>	<b>40,997,699</b>	<b>42,341,210</b>	<b>1,343,511</b>	<b>3.3%</b>
<b>RISK MANAGEMENT</b>	<b>3,832,044</b>	<b>6,763,306</b>	<b>7,394,109</b>	<b>630,803</b>	<b>9.3%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>885,965</b>	<b>974,263</b>	<b>1,021,350</b>	<b>47,087</b>	<b>4.8%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,084,633</b>	<b>1,299,197</b>	<b>1,321,982</b>	<b>22,785</b>	<b>1.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>270,626,271</b>	<b>293,053,764</b>	<b>320,260,699</b>	<b>27,206,934</b>	<b>9.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(221,879,611)</b>	<b>(236,665,956)</b>	<b>(248,937,007)</b>	<b>12,271,050</b>	<b>5.2%</b>
OVERHEAD ALLOCATION	(27,339,374)	(21,684,346)	(34,247,924)	(12,563,578)	57.9%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(249,218,985)</b>	<b>(258,350,302)</b>	<b>(283,184,930)</b>	<b>24,834,628</b>	<b>9.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(2,690,002)</b>	<b>3</b>	<b>3,100,000</b>	<b>(3,099,997)</b>	<b>#####</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET  
FISCAL YEAR 2023  
SECTION 2.03**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	17,700,066	21,927,537	20,807,759	(1,119,778)	-5.1%
<b>TOTAL OPERATING REVENUES</b>	<b>17,700,066</b>	<b>21,927,537</b>	<b>20,807,759</b>	<b>(1,119,778)</b>	<b>-5.1%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	18,710,391	4,402,658	314,793	(4,087,865)	-92.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>16,210,391</b>	<b>5,202,658</b>	<b>314,793</b>	<b>(4,887,865)</b>	<b>-93.9%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>33,910,457</b>	<b>27,130,195</b>	<b>21,122,552</b>	<b>(6,007,643)</b>	<b>-22.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	16,374,145	17,590,280	18,338,120	747,840	4.3%
FRINGE EXPENSES	4,810,989	6,301,489	7,651,773	1,350,284	21.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>21,185,135</b>	<b>23,891,769</b>	<b>25,989,893</b>	<b>2,098,124</b>	<b>8.8%</b>
SECURITY EXPENSES	6,859,946	8,160,000	10,232,805	2,072,805	25.4%
REPAIR/MAINTENANCE SERVICES	125,458	154,000	167,000	13,000	8.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,078,715	10,315,542	12,361,539	2,045,997	19.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>16,064,119</b>	<b>18,629,542</b>	<b>22,761,344</b>	<b>4,131,802</b>	<b>22.2%</b>
LUBRICANTS	11	-	20	20	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,262	263,000	30,750	(232,250)	-88.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>1,273</b>	<b>263,000</b>	<b>30,770</b>	<b>(232,230)</b>	<b>-88.3%</b>
GAS/DIESEL/PROPANE	124,606	183,000	183,700	700	0.4%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	727,483	764,700	850,528	85,828	11.2%
<b>TOTAL ENERGY</b>	<b>852,089</b>	<b>947,700</b>	<b>1,034,228</b>	<b>86,528</b>	<b>9.1%</b>
<b>RISK MANAGEMENT</b>	<b>3,155,419</b>	<b>670,930</b>	<b>1,071,039</b>	<b>400,109</b>	<b>59.6%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,157,117</b>	<b>4,173,122</b>	<b>4,270,417</b>	<b>97,295</b>	<b>2.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>224,937</b>	<b>240,000</b>	<b>244,937</b>	<b>4,937</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>44,640,088</b>	<b>48,816,063</b>	<b>55,402,628</b>	<b>6,586,565</b>	<b>13.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(26,940,023)</b>	<b>(26,888,526)</b>	<b>(34,594,869)</b>	<b>7,706,343</b>	<b>28.7%</b>
OVERHEAD ALLOCATION	27,373,889	21,685,867	34,280,076	12,594,209	58.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>433,867</b>	<b>(5,202,659)</b>	<b>(314,793)</b>	<b>(4,887,866)</b>	<b>-93.9%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>16,644,258</b>	<b>(1)</b>	<b>-</b>	<b>(1)</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET  
FISCAL YEAR 2023  
SECTION 2.04**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,288,697	658,662	747,415	88,753	13.5%
<b>TOTAL OPERATING REVENUES</b>	<b>1,288,697</b>	<b>658,662</b>	<b>747,415</b>	<b>88,753</b>	<b>13.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	(0)	-	0	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(496,877)	57,344	14,667	(42,677)	-74.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(496,877)	57,344	14,667	(42,677)	-74.4%
<b>TOTAL NON OPERATING REVENUE</b>	<b>(496,877)</b>	<b>57,344</b>	<b>14,667</b>	<b>(42,677)</b>	<b>-74.4%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>791,819</b>	<b>716,006</b>	<b>762,082</b>	<b>46,076</b>	<b>6.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	371,621	287,019	297,000	9,981	3.5%
FRINGE EXPENSES	202,467	170,675	174,935	4,260	2.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>574,088</b>	<b>457,694</b>	<b>471,935</b>	<b>14,241</b>	<b>3.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	4,018	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	72,822	58,730	58,600	(130)	-0.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>76,840</b>	<b>62,730</b>	<b>62,600</b>	<b>(130)</b>	<b>-0.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	834	500	527	27	5.4%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>834</b>	<b>500</b>	<b>527</b>	<b>27</b>	<b>5.4%</b>
GAS/DIESEL/PROPANE	6,217	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,965	2,126	-	(2,126)	-100.0%
<b>TOTAL ENERGY</b>	<b>13,182</b>	<b>9,126</b>	<b>7,000</b>	<b>(2,126)</b>	<b>-23.3%</b>
<b>RISK MANAGEMENT</b>	<b>43,218</b>	<b>91,760</b>	<b>97,401</b>	<b>5,641</b>	<b>6.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>56,533</b>	<b>66,925</b>	<b>64,859</b>	<b>(2,066)</b>	<b>-3.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>(7,392)</b>	<b>25,750</b>	<b>25,608</b>	<b>(142)</b>	<b>-0.6%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>757,304</b>	<b>714,485</b>	<b>729,930</b>	<b>15,445</b>	<b>2.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>531,393</b>	<b>(55,823)</b>	<b>17,485</b>	<b>(73,308)</b>	<b>-131.3%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(34,516)</b>	<b>(1,521)</b>	<b>(32,152)</b>		<b>2013.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>496,877</b>	<b>(57,344)</b>	<b>(14,667)</b>	<b>(42,677)</b>	<b>-74.4%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 3.02**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE AMENDED/ ORIGINAL</b>	<b>% CHANGE AMENDED/ ORIGINAL</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER INCOME	19,822,031	23,499,199	22,478,866	(1,020,333)	-4.3%
<b>TOTAL OPERATING REVENUE</b>	<b>67,735,422</b>	<b>78,974,007</b>	<b>92,878,866</b>	<b>13,904,859</b>	<b>17.6%</b>
<b>NON OPERATING REVENUE</b>					
<b>SUBSIDY REVENUE</b>					
FEDERAL REVENUE	63,646,874	64,588,098	66,995,141	2,407,043	3.7%
FEDERAL REVENUE - CARES ACT	72,100,000	54,540,847	55,188,156	647,309	1.2%
TRANSPORTATION DEVELOPMENT ACT (TDA)	71,877,995	68,804,580	82,722,225	13,917,645	20.2%
STATE TRANSIT ASSISTANCE (STA)	4,047,402	11,300,000	11,300,000	0	0.0%
STATE REVENUE - OTHER	112,157	200,000	80,000	(120,000)	-60.0%
TRANSNET	44,062,481	53,942,965	57,723,208	3,780,243	7.0%
OTHER LOCAL SUBSIDIES	9,392,465	9,376,471	9,490,994	114,523	1.2%
<b>TOTAL SUBSIDY REVENUE</b>	<b>265,239,374</b>	<b>262,752,961</b>	<b>283,499,723</b>	<b>20,746,762</b>	<b>7.9%</b>
<b>OTHER REVENUE</b>					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(2,996,877)	857,344	14,667	(842,677)	-98.3%
<b>TOTAL OTHER REVENUE</b>	<b>(2,996,877)</b>	<b>857,344</b>	<b>14,667</b>	<b>(842,677)</b>	<b>-98.3%</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>262,242,497</b>	<b>263,610,305</b>	<b>283,514,391</b>	<b>19,904,085</b>	<b>7.6%</b>
<b>GRAND TOTAL REVENUES</b>	<b>329,977,919</b>	<b>342,584,312</b>	<b>376,393,257</b>	<b>33,808,944</b>	<b>9.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (SUMMARY FORMAT)  
FISCAL YEAR 2023 PROPOSED BUDGET  
SECTION 10.03**

Att. F, AI 4, 03/24/2022

	Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<b><u>MTS Administration</u></b>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	7.0	0.0	0.0	7.0	0.0
COMPASS CARD	10.5	0.0	0.0	10.5	0.0
EXECUTIVE	4.0	0.0	0.0	4.0	0.0
FINANCE	23.5	0.0	0.0	23.5	0.0
HUMAN RESOURCES	17.0	0.0	0.0	17.0	0.0
INFORMATION TECHNOLOGY	32.0	0.0	0.0	32.0	0.0
LEGAL	2.0	0.0	0.0	2.0	0.0
MARKETING	10.0	0.0	1.0	11.0	0.0
PLANNING	8.5	0.0	0.0	8.5	0.0
PROCUREMENT	12.0	0.0	0.0	12.0	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	88.0	0.0	3.0	91.0	0.0
STORES (ADMIN)	3.0	0.0	0.0	3.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
<b>Subtotal MTS Administration</b>	<b>270.5</b>	<b>0.0</b>	<b>4.0</b>	<b>274.5</b>	<b>0.0</b>
<b><u>Bus Operations</u></b>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	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)	11.0	0.0	0.0	11.0	0.0
SAFETY	1.0	0.0	0.0	1.0	0.0
TRAINING	8.0	0.0	0.0	8.0	0.0
TRANSPORTATION (BUS)	609.5	0.0	0.0	609.5	0.0
<b>Subtotal Bus Operations</b>	<b>837.0</b>	<b>0.0</b>	<b>0.0</b>	<b>837.0</b>	<b>0.0</b>
<b><u>Rail Operations</u></b>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	-1.0	0.0	80.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
REVENUE (RAIL)	42.7	0.0	0.0	42.7	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	253.0	0.0	0.0	253.0	0.0
<b>Subtotal Rail Operations</b>	<b>556.1</b>	<b>-1.0</b>	<b>0.0</b>	<b>555.1</b>	<b>0.0</b>
<b><u>Other MTS Operations</u></b>					
TAXICAB	6.0	0.0	0.0	6.0	0.0
<b>Subtotal Other MTS Operations</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b><u>Grand Total</u></b>	<b>1,669.6</b>	<b>-1.0</b>	<b>4.0</b>	<b>1,672.6</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>MTS Administration</u></b>						
<b><u>BOD ADMINISTRATION</u></b>						
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
<b>BOD ADMINISTRATION TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>CAPITAL PROJECTS</u></b>						
Administrative Assistant	03	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	13	1.0	0.0	0.0	1.0	0.0
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
<b>CAPITAL PROJECTS TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>COMPASS CARD</u></b>						
Asst Sup PRONTO Support	06	1.0	0.0	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
Deputy Fare Systems Administra	08	1.0	0.0	0.0	1.0	0.0
Fare Systems Administrator	10	1.0	0.0	0.0	1.0	0.0
Mgr of PRONTO & Passenger Supp	07	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	03	3.0	0.0	0.0	3.0	0.0
<b>COMPASS CARD TOTAL</b>		<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>
<b><u>EXECUTIVE</u></b>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Grants Administrator	07	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	08	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>FINANCE</u></b>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Accounting Manager	10	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	06	1.0	0.0	0.0	1.0	0.0
Finance Intern	01	0.5	0.0	0.0	0.5	0.0
Financial Analyst	07	2.0	0.0	0.0	2.0	0.0
Operating Budget Supervisor	08	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	06	3.0	0.0	0.0	3.0	0.0
Payroll Manager	10	1.0	0.0	0.0	1.0	0.0
Payroll Supervisor	08	1.0	0.0	0.0	1.0	0.0
Senior Accountant	09	2.0	0.0	0.0	2.0	0.0
Staff Accountant I	05	2.0	0.0	0.0	2.0	0.0
Staff Accountant II	06	2.0	0.0	0.0	2.0	0.0
Transit Asset Mgmt Program Mgr	09	1.0	0.0	0.0	1.0	0.0
<b>FINANCE TOTAL</b>		<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>23.5</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>HUMAN RESOURCES</u></b>						
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	3.0	0.0	0.0	3.0	0.0
Chief Human Resources Officer	15	1.0	0.0	0.0	1.0	0.0
Director of Human Resources	12	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	03	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
<b>HUMAN RESOURCES TOTAL</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>INFORMATION TECHNOLOGY</u></b>						
Business Intel Developer	09	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (SAP)	11	1.0	0.0	0.0	1.0	0.0
Chief Information Officer	14	1.0	0.0	0.0	1.0	0.0
Computer Support Specialist	05	4.0	0.0	0.0	4.0	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
Executive Assistant	06	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	2.0	0.0	0.0	2.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
Network Engineer I	08	2.0	0.0	0.0	2.0	0.0
Network Engineer II	09	2.0	0.0	0.0	2.0	0.0
Network Engineer III	09	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	12	1.0	0.0	0.0	1.0	0.0
Senior SAP Architect	11	1.0	0.0	0.0	1.0	0.0
Senior Systems Administrator	10	3.0	0.0	0.0	3.0	0.0
Service Desk Supervisor	09	1.0	0.0	0.0	1.0	0.0
Software Developer	09	1.0	0.0	0.0	1.0	0.0
Systems Administrator	10	4.0	0.0	0.0	4.0	0.0
Technical Project Manager	11	1.0	0.0	0.0	1.0	0.0
<b>INFORMATION TECHNOLOGY TOTAL</b>		<b>32.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32.0</b>	<b>0.0</b>
<b><u>LEGAL</u></b>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Deputy General Counsel	10	1.0	0.0	0.0	1.0	0.0
<b>LEGAL TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>MARKETING</u></b>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	08	1.0	0.0	0.0	1.0	0.0
Digital Content Developer	07	1.0	0.0	0.0	1.0	0.0
Graphic Designer	07	1.0	0.0	1.0	2.0	0.0
Manager of Marketing	10	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	4.0	0.0	0.0	4.0	0.0
<b>MARKETING TOTAL</b>		<b>10.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11.0</b>	<b>0.0</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>PLANNING</u></b>						
Dir of Planning & Scheduling	12	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	10	1.0	0.0	0.0	1.0	0.0
Planning Intern	01	0.5	0.0	0.0	0.5	0.0
Senior Scheduler	07	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	09	3.0	0.0	0.0	3.0	0.0
Transit Services Data Analyst	07	1.0	0.0	0.0	1.0	0.0
<b>PLANNING TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>0.0</b>
<b><u>PROCUREMENT</u></b>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	0.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	12	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	09	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	08	5.0	0.0	0.0	5.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
<b>PROCUREMENT TOTAL</b>		<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>0.0</b>
<b><u>RIGHT OF WAY</u></b>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Manager of Right of Way Engine	10	1.0	0.0	0.0	1.0	0.0
<b>RIGHT OF WAY TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>RISK</u></b>						
Liability Claims Supervisor	08	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	1.0	0.0	0.0	1.0	0.0
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Senior Workers' Comp Analyst	08	1.0	0.0	0.0	1.0	0.0
<b>RISK TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>SECURITY</u></b>						
Asst Mgr of Field Operations	08	1.0	0.0	0.0	1.0	0.0
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	59.0	0.0	2.0	61.0	0.0
Code Compliance Supervisor	06	15.0	0.0	0.0	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
Professional Standards Investigator	08	0.0	0.0	1.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
<b>SECURITY TOTAL</b>		<b>88.0</b>	<b>0.0</b>	<b>3.0</b>	<b>91.0</b>	<b>0.0</b>
<b><u>STORES (ADMIN)</u></b>						
Business Perf & Dev Analyst	08	1.0	0.0	0.0	1.0	0.0
Inventory Planning and Forecas	08	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	10	1.0	0.0	0.0	1.0	0.0
<b>STORES (ADMIN) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>STORES (BUS)</u></b>						
Storeroom Clerks - IAD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	2.0	0.0	0.0	2.0	0.0
<b>STORES (BUS) TOTAL</b>		<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>0.0</b>
<b><u>STORES (RAIL)</u></b>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
<b>STORES (RAIL) TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>TELEPHONE INFORMATION SERVICES</u></b>						
Asst Supvr of Info & Trip Plan	06	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	07	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
<b>TELEPHONE INFORMATION SERVICES TO</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>TRANSIT STORES</u></b>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
<b>TRANSIT STORES TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b>Subtotal MTS Administration</b>		<b>270.5</b>	<b>0.0</b>	<b>4.0</b>	<b>274.5</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>Bus Operations</u></b>						
<b><u>CONTRACT SERVICES</u></b>						
Director of Contract Services	12	1.0	0.0	0.0	1.0	0.0
Contract Operations Administra	05	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Mgr of Paratransit & Mini Bus	10	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Coord.	04	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	06	1.0	0.0	0.0	1.0	0.0
Supervisor of Para-Transit	06	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	07	1.0	0.0	0.0	1.0	0.0
<b>CONTRACT SERVICES TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>0.0</b>
<b><u>EXECUTIVE (BUS)</u></b>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Spec	09	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (BUS) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>
<b><u>MAINTENANCE</u></b>						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Administrative Assistant - Mai	04	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
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
Servicer A - IAD	BU	30.0	0.0	0.0	30.0	0.0
Servicer 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
ZEV and Sustainability Manager	08	1.0	0.0	0.0	1.0	0.0
<b>MAINTENANCE TOTAL</b>		<b>184.0</b>	<b>0.0</b>	<b>0.0</b>	<b>184.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>MAINTENANCE-FACILITY</u></b>						
Facilities Supervisor - Bus	08	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>MAINTENANCE-FACILITY TOTAL</b>		<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>
<b><u>PASSENGER SERVICES</u></b>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Director of Support Services	12	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	04	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	04	1.0	0.0	0.0	1.0	0.0
<b>PASSENGER SERVICES TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>REVENUE (BUS)</u></b>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Processors - IAD	BU	3.0	0.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>REVENUE (BUS) TOTAL</b>		<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>0.0</b>
<b><u>SAFETY</u></b>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
<b>SAFETY TOTAL</b>		<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>
<b><u>TRAINING</u></b>						
Asst Manager of Training	06	1.0	0.0	0.0	1.0	0.0
Bus Op Training Admin Asst	03	1.0	0.0	0.0	1.0	0.0
Bus Op Training Instructor	06	5.0	0.0	0.0	5.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
<b>TRAINING TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b><u>TRANSPORTATION (BUS)</u></b>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	565.0	0.0	0.0	565.0	0.0
Bus Operators - P/T	BU	0.5	0.0	0.0	0.5	0.0
Comm/Ops Supv-Dispatch IAD	08	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	08	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	10	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	08	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	06	1.0	0.0	0.0	1.0	0.0
<b>TRANSPORTATION (BUS) TOTAL</b>		<b>609.5</b>	<b>0.0</b>	<b>0.0</b>	<b>609.5</b>	<b>0.0</b>
<b>Subtotal Bus Operations</b>		<b>837.0</b>	<b>0.0</b>	<b>0.0</b>	<b>837.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>Rail Operations</u></b>						
<b><u>EXECUTIVE (RAIL)</u></b>						
Asst System Safety Manager	09	1.0	0.0	0.0	1.0	0.0
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
System Safety Manager (Rail)	09	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (RAIL) TOTAL</b>		<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>
<b><u>FACILITIES</u></b>						
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Asst Manager of Facilities	07	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	5.0	0.0	0.0	5.0	0.0
Facilities Supervisor (MC)	06	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	60.0	-1.0	0.0	59.0	0.0
Serviceperson (MC)	BU	12.0	0.0	0.0	12.0	0.0
Superintendent of Facilities	13	1.0	0.0	0.0	1.0	0.0
<b>FACILITIES TOTAL</b>		<b>81.0</b>	<b>-1.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>
<b><u>LIGHT RAIL VEHICLES</u></b>						
Superintendent of LRV Maint	13	1.0	0.0	0.0	1.0	0.0
Assist Training Sup - LRV (MC)	09	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 Asst Lineman (MC)	BU	13.0	0.0	0.0	13.0	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 Lineman (MC)	BU	3.0	0.0	0.0	3.0	0.0
LRV Maint Supervisor	09	7.0	0.0	0.0	7.0	0.0
LRV Maint Supervisor (MC)	09	3.0	0.0	0.0	3.0	0.0
LRV Project Cordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	05	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	09	1.0	0.0	0.0	1.0	0.0
<b>LIGHT RAIL VEHICLES TOTAL</b>		<b>107.0</b>	<b>0.0</b>	<b>0.0</b>	<b>107.0</b>	<b>0.0</b>
<b><u>MAINTENANCE OF WAYSIDE</u></b>						
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Asst Training Supervisor (MC)	09	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	7.0	0.0	0.0	7.0	0.0
Wayside Assistant Lineman (MC)	BU	6.0	0.0	0.0	6.0	0.0
Wayside Electromechanic	BU	15.0	0.0	0.0	15.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Sup (MC)	09	1.0	0.0	0.0	1.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
<b>MAINTENANCE OF WAYSIDE TOTAL</b>		<b>46.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>REVENUE (RAIL)</u></b>						
Clerk Typist/Data Entry REV	BU	1.0	0.0	0.0	1.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Lead Special Events Assistant	01	0.2	0.0	0.0	0.2	0.0
Passenger Support Supervisor	06	1.0	0.0	0.0	1.0	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 I (MC)	BU	4.0	0.0	0.0	4.0	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
Ridership Surveyor	BU	3.0	0.0	0.0	3.0	0.0
Special Events Assistant	01	7.5	0.0	0.0	7.5	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
<b>REVENUE (RAIL) TOTAL</b>		<b>42.7</b>	<b>0.0</b>	<b>0.0</b>	<b>42.7</b>	<b>0.0</b>
<b><u>TRACK</u></b>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Trackperson	BU	11.0	0.0	0.0	11.0	0.0
Trackperson (MC)	BU	3.0	0.0	0.0	3.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
<b>TRACK TOTAL</b>		<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>
<b><u>TRANSPORTATION (RAIL)</u></b>						
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
Assignments Supervisor	07	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	06	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	09	2.0	0.0	0.0	2.0	0.0
Construction Safety Flagperson	PT	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
Train Operator - PT (MC)	BU	6.0	0.0	0.0	6.0	0.0
Train Operator (MC)	BU	21.0	0.0	0.0	21.0	0.0
Training Sup - Trans (MC)	08	1.0	0.0	0.0	1.0	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 Controller (MC)	08	4.0	0.0	0.0	4.0	0.0
Transportation Supervisor	08	12.0	0.0	0.0	12.0	0.0
Transportation Supervisor (MC)	08	3.0	0.0	0.0	3.0	0.0
<b>TRANSPORTATION (RAIL) TOTAL</b>		<b>253.0</b>	<b>0.0</b>	<b>0.0</b>	<b>253.0</b>	<b>0.0</b>
<b>Subtotal Rail Operations</b>		<b>556.1</b>	<b>-1.0</b>	<b>0.0</b>	<b>555.1</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2023 PROPOSED BUDGET  
SECTION 10.04**

Att. G, AI 4, 03/24/2022

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>Other MTS Operations</u></b>						
<b><u>TAXICAB</u></b>						
For-Hire Vehicle Administratio	10	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	2.0	0.0	0.0	2.0	0.0
Regulatory Inspector	05	3.0	0.0	0.0	3.0	0.0
<b>TAXICAB TOTAL</b>		<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b>Subtotal Other MTS Operations</b>		<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b>Grand Total</b>		<b>1,669.6</b>	<b>-1.0</b>	<b>4.0</b>	<b>1,672.6</b>	<b>0.0</b>

# **Metropolitan Transit System FY 2023 Operating Budget Overview**

MTS Board of Directors  
Budget Development Committee  
March 24, 2022



# Fiscal Year 2023 Operating Budget

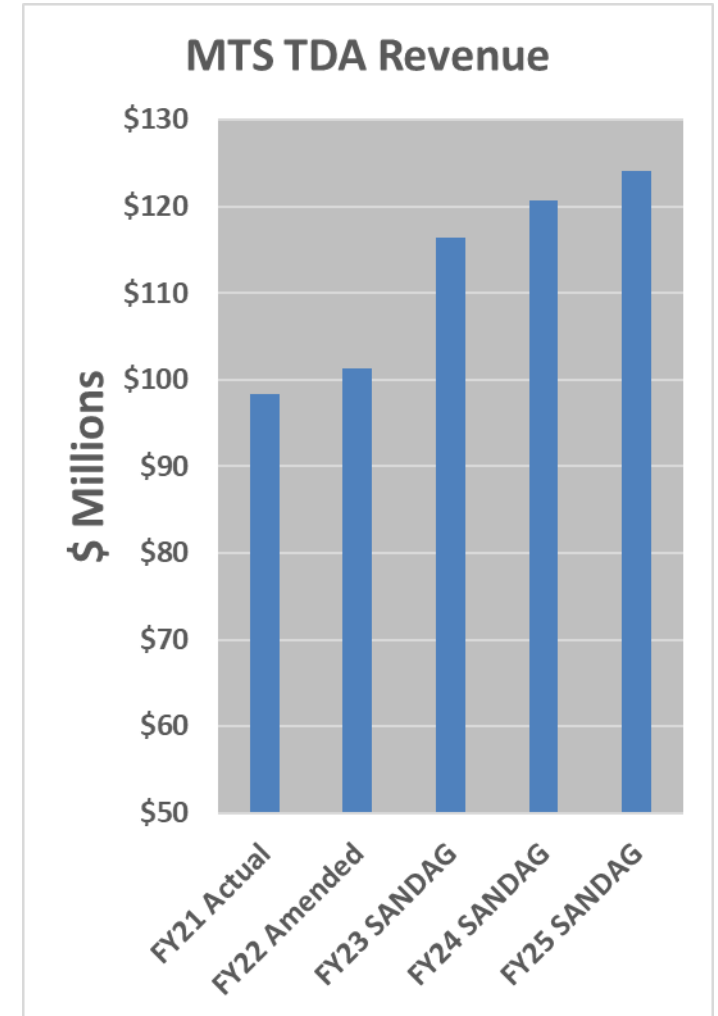
## Budget Development Process

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

# Fiscal Year 2023 Operating Budget

## Revenue Assumptions - Sales Tax Revenues

- Transportation Development Act (TDA)
  - State wide, established in 1971
  - ¼ cent sales tax assessed in the region
    - SANDAG forecasts and apportions each year
      - FY 2023 growth assumption of 0.7%
    - Claim process determines MTS revenue
      - MTS submits a claim based on the budget
    - San Diego County receives the cash, reserve balances over/under amounts from budget to actual
  - Provides funding for both Operating Budget and Capital Improvement Program (CIP)
  - Total region pool of \$176.4M in FY 2023
  - Total MTS apportionment: \$116.3M
    - \$82.7M in Operating Budget
    - \$33.6M in CIP



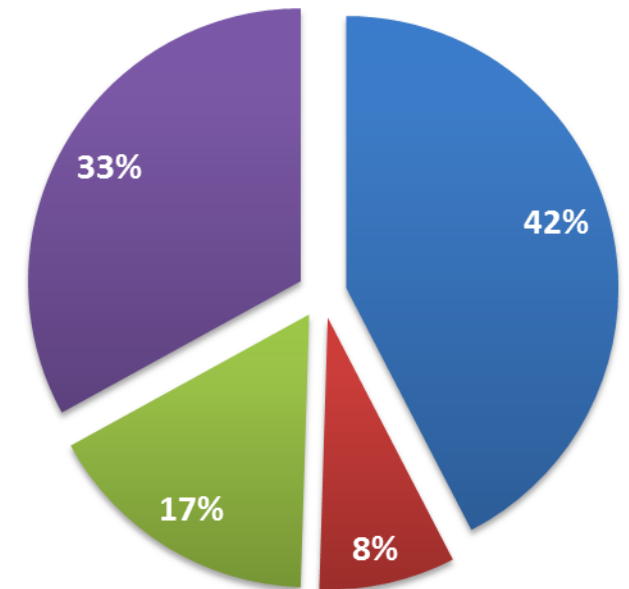
# Fiscal Year 2023 Operating Budget

## Revenue Assumptions - Sales Tax Revenues

- TransNet (San Diego County)
  - ½ cent sales tax assessed in the region
  - \$375.6M projected for the region in FY 2023
    - Projected and administered by SANDAG
      - FY 2023 growth assumption of 0.7%
    - \$15.5M off the top allocations
    - Then allocated by the formulas in the table ->
      - Major Corridors funds TransNet capital projects
      - Local Systems Improvement goes to county and cities for roads
- New Operations (8.1%)
  - Reimbursement for operations/ maintenance of TransNet II projects
    - BRT Routes including SuperLoop
    - Mid-Coast – first full year
  - MTS expected cost recovery = \$22.4M

TransNet Program Allocations

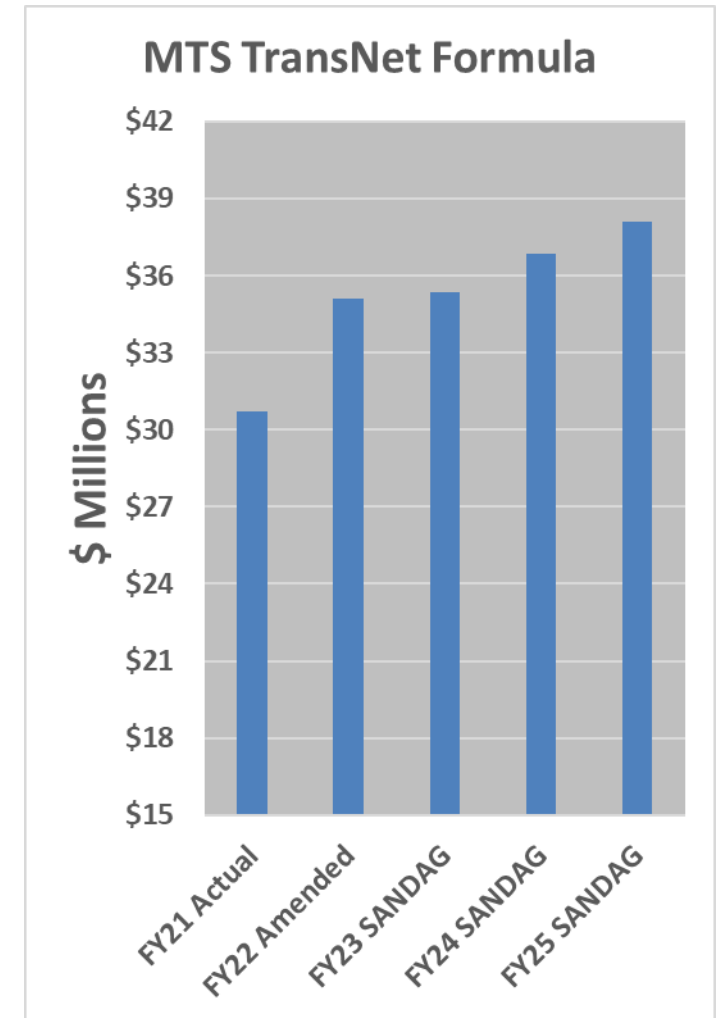
- Major Corridors Program
- New BRT/Rail Operations
- Transit System Improvements
- Local System Improvement



# Fiscal Year 2023 Operating Budget

## Revenue Assumptions - Sales Tax Revenues

- TransNet (continued)
  - Transit System Improvements 16.5% for operations
    - Formula funding that equates to approximately 1/9 cent
    - Shared with NCTD, approximately a 70/30 formula
    - Total pool projected to be \$59.4M
    - MTS apportionment = \$40.8M
      - \$5.5M for Fare Discounts on Senior Disabled and Youth passes
      - \$35.3M for Operations



# Fiscal Year 2023 Operating Budget

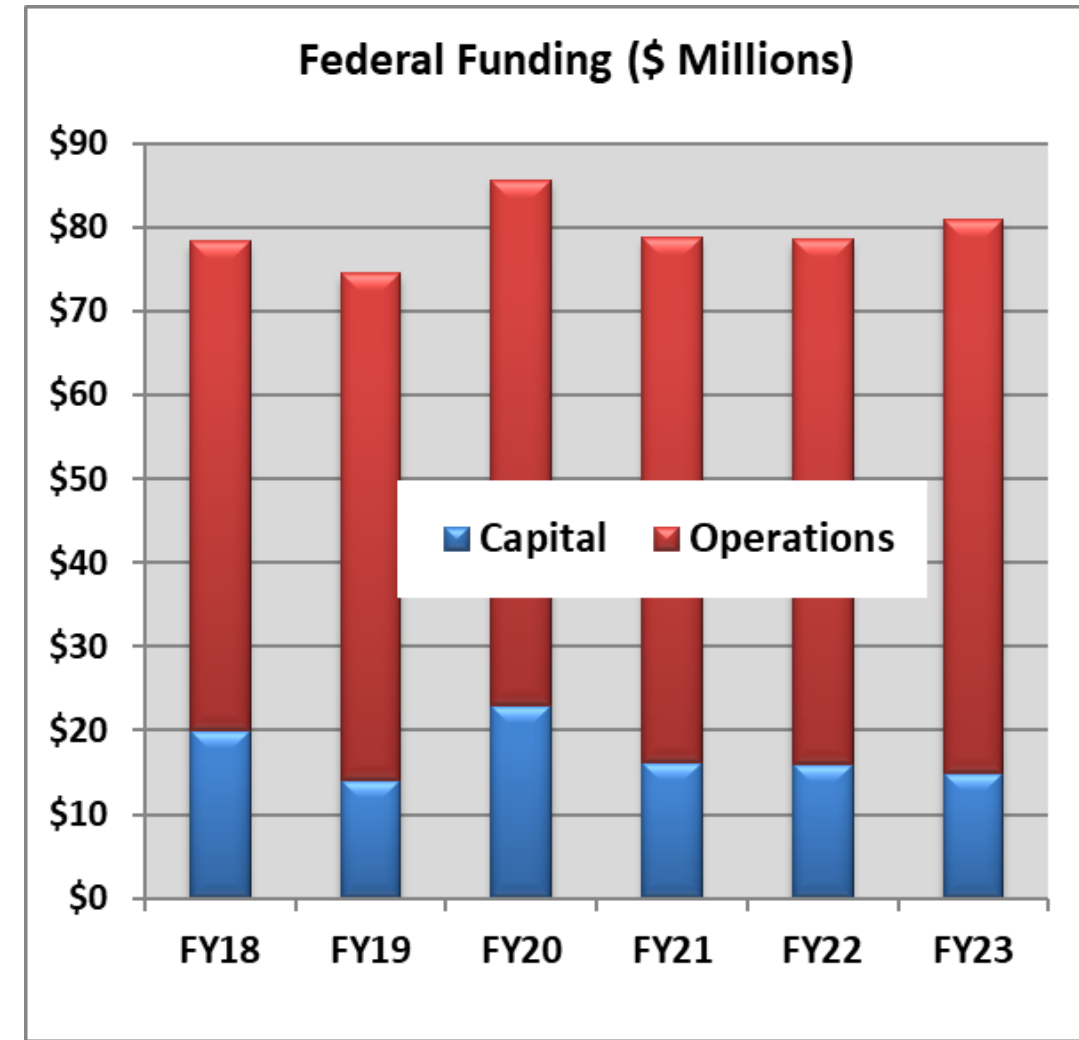
## Revenue Assumptions - Sales Tax Revenues

- State Transit Assistance (STA)
  - Revenues derived from State sales tax on diesel fuel
    - Recurring formula funding administered by the State Controller's Office
    - Distributed based on population and agency revenue
    - Augmented by Senate Bill 1 (SB1) beginning in FY 2018
      - Smaller pool of State of Good Repair funding was added
  - Historically volatile funding source
    - State of CA diverting dollars for General Fund obligations
    - Tied to Diesel fuel sales, which has been a declining commodity
      - Expect each year to have lower projected STA revenues
  - Funding can be used for Operations and Capital
    - \$35.9M in total allocations for FY 2023
      - Fixed \$11.3M used in Operations to fund prior service restorations
      - Remainder allocated to Capital

# Fiscal Year 2023 Operating Budget

## Revenue Assumptions - Federal Transit Administration (FTA)

- Surface Transportation Reauthorization
  - Bipartisan Infrastructure Law passed in December 2021
    - Legislation in place through 9/30/2026
      - 5307: Urban Area Formula funding
      - 5337: State of Good Repair funding
      - 5339: Bus and Bus Facilities funding
  - MTS seeks to maximize use of Federal to fund Preventive Maintenance in Operations
    - Federal funding received on a reimbursement basis
    - Improves cash flow
    - Swap with TDA to preserve Capital share
    - Increase in Operating Budget of \$2.4M



# Fiscal Year 2023 Operating Budget

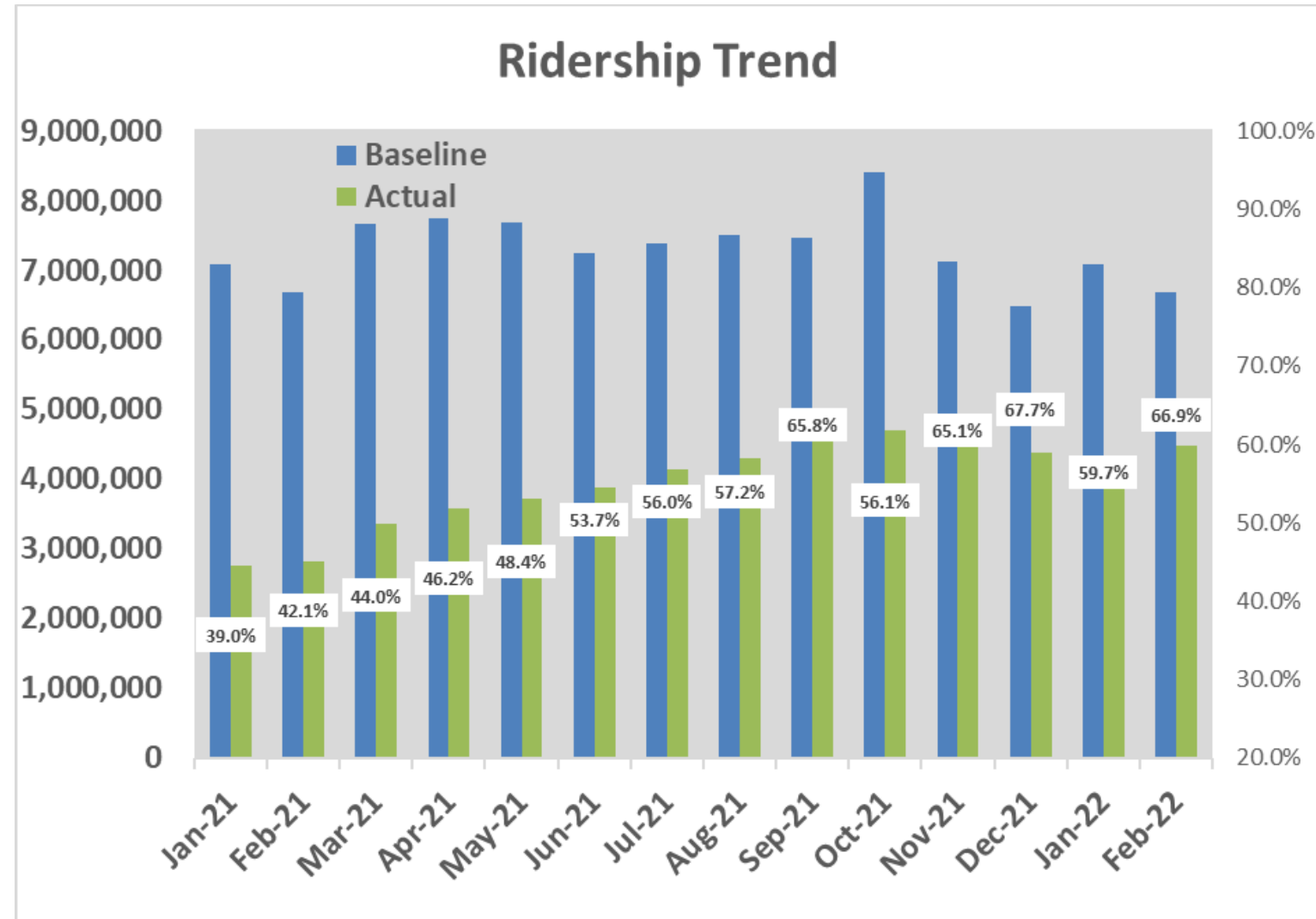
## Revenue Assumptions - Other Subsidy Revenue

- Other Subsidy Revenues:
  - FasTrak Revenue from SANDAG
    - Toll revenue from the I-15 managed lanes
    - Subsidizes services in the I-15 corridor
      - \$1.0M to fund Commuter Express Services
      - \$7.5M to fund I-15 BRT Routes
    - \$8.5M in total
  - Other state and local sources
    - Medi-Cal for ADA Paratransit service reimbursement
    - City of San Diego
    - UCSD shuttle reimbursement
    - Total of \$1.0M

# Fiscal Year 2023 Operating Budget Revenue Assumptions - Passenger Levels

- Ridership trend

- Consistent growth
  - Up to 65% of baseline in Dec
  - Dipped in Jan due to Omicron
  - Rebounded in Feb to 67% of baseline
- Growth trend to continue through next year
- FY 2022 target is 57M passengers
  - 45% growth over FY 2021
- FY 2023 current forecast is 65M passengers
  - 14% growth of FY 2022





# Fiscal Year 2023 Operating Budget

## Revenue Assumptions - Passenger Fare Revenue

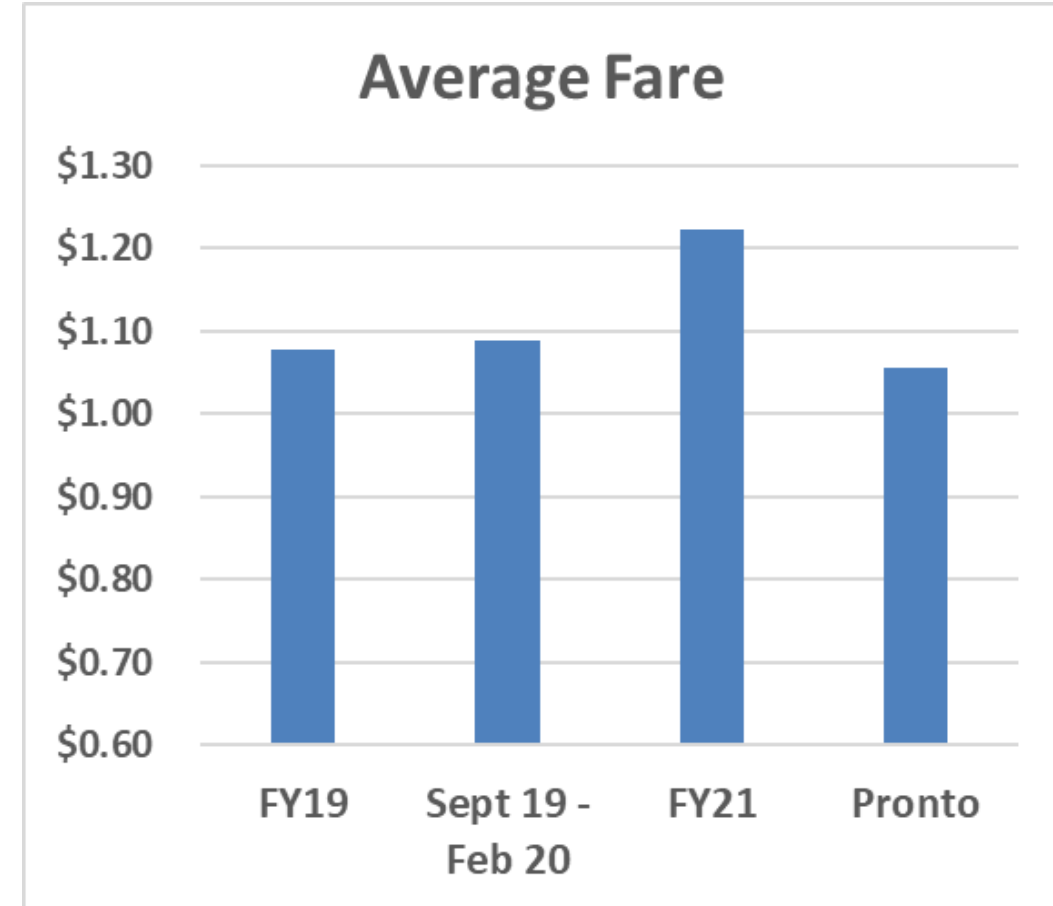
- Average Fare

- Historical trend

- FY19: \$1.08
    - Sept 2019 fare change: \$1.09
      - Reduced Youth Pass to \$23
      - Increased SDM pass to \$23 and day pass to \$6
    - FY21 (pandemic impact): \$1.22
    - Pronto Impact: \$1.05
      - Assumption was “best fare” would reduce the average fare by 5%
      - Oct to Feb results show a 12% drop in average fare
      - Multiple tapping campaigns under way

- Other potential impacts

- Youth Opportunity Pass pilot
    - Transitional Foster Youth pilot program



# Fiscal Year 2023 Operating Budget

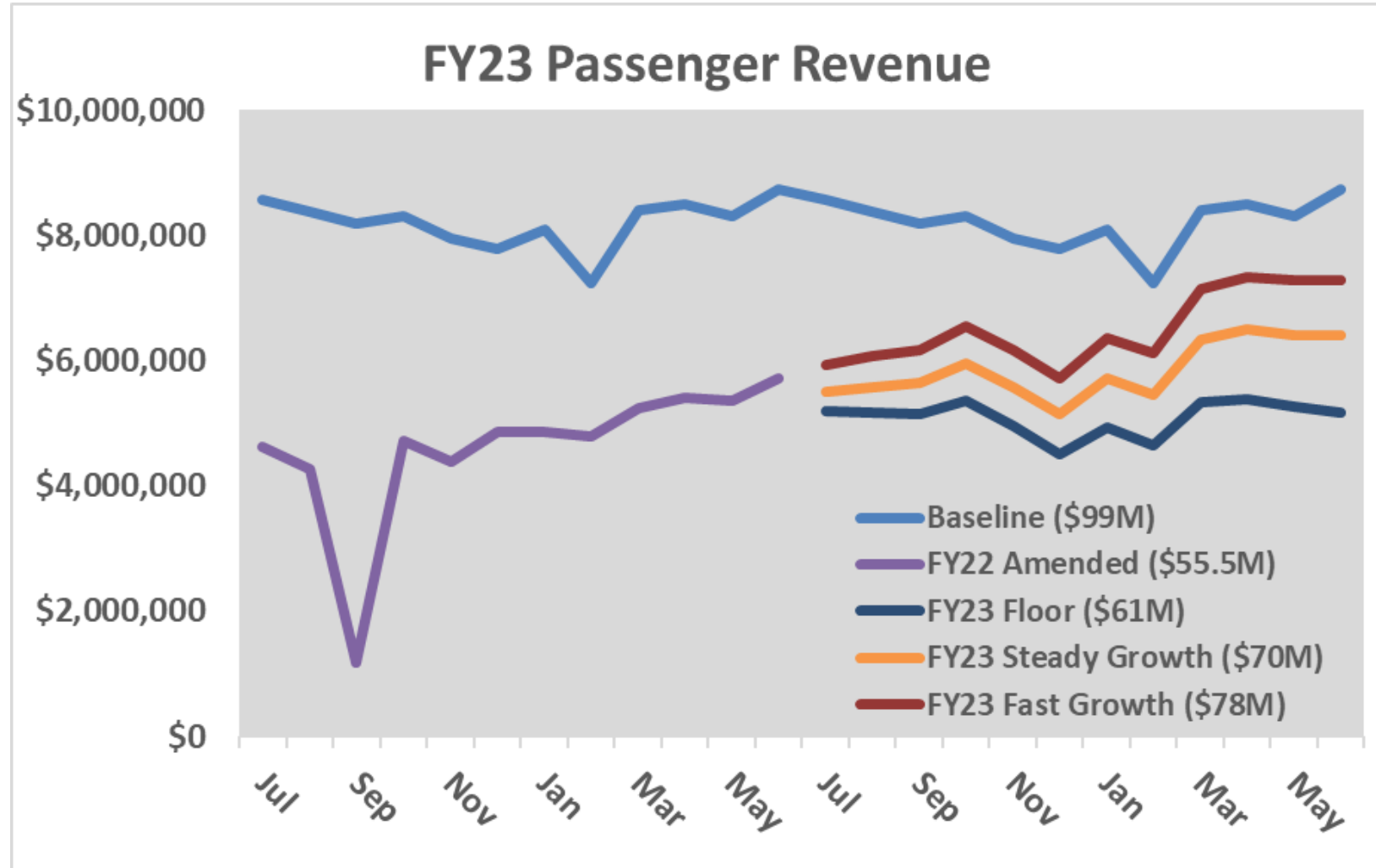
## Revenue Assumptions - Passenger Fare Revenue

- Fare revenue forecasts

- Range of estimates:

- **Floor:** Passenger levels a static 64% of baseline
- **Steady Growth:** Growth similar to FY 2022 actual, gets to 80% of baseline
- **Fast Growth:** Growth to get to 90% of baseline

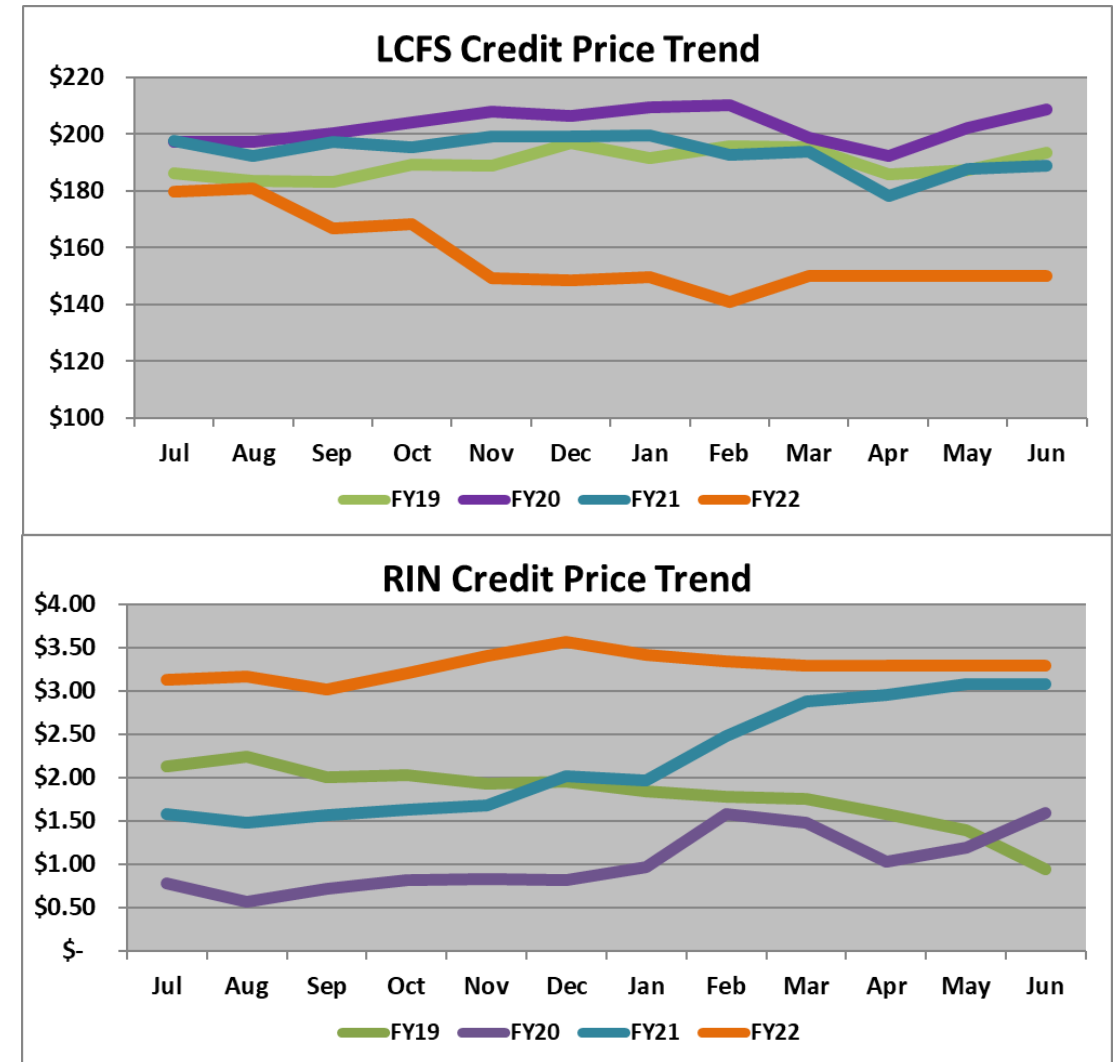
- Current forecast of \$70.4M, \$14.9M increase
  - 27% growth year over year
  - Monitor March ridership and revenue results before finalizing the forecast



# Fiscal Year 2023 Operating Budget

## Revenue Assumptions - Other Operating Revenue

- Other operating revenues
  - Variety of miscellaneous revenue sources
  - Current forecast \$1.0M lower than the FY 2022 Amended
    - Sycuan Naming Rights deal expires 12/31/2022
    - Energy credit prices continue to be volatile
      - State LCFS credit price at 4 year lows and continuing to drop
      - Federal RIN credit price at 4 year highs but retreating
      - Continue to monitor before finalizing budget assumptions



# Fiscal Year 2023 Operating Budget Revenue Summary (\$000s)

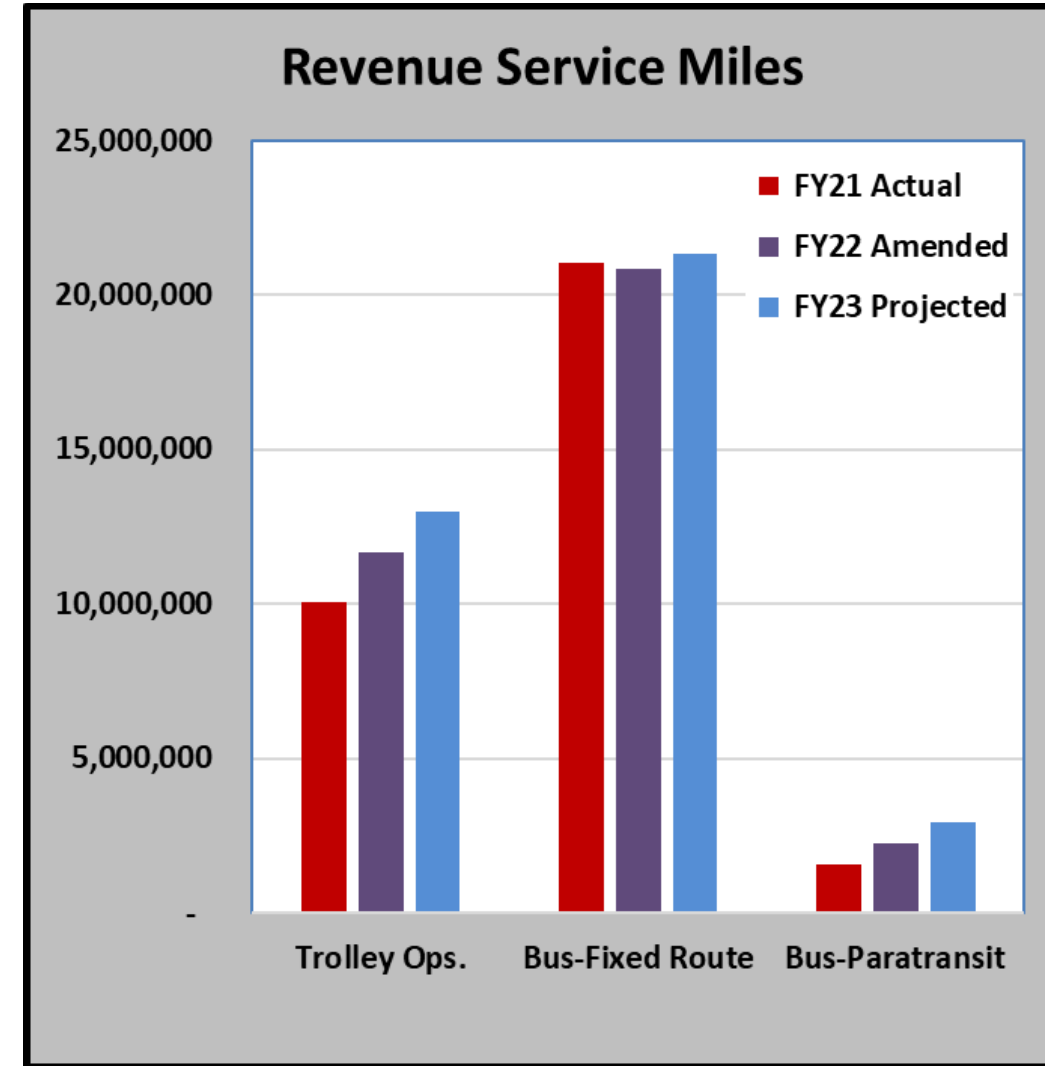
	FY 2022 Amended	FY 2023 Draft	Variance	Var. %
Passenger Revenue	\$ 55,475	\$ 70,400	\$ 14,925	26.9%
Other Operating Revenue	23,499	22,479	(1,020)	-4.3%
<b>Total Operating Revenue</b>	<b>\$ 78,974</b>	<b>\$ 92,879</b>	<b>\$ 13,905</b>	<b>17.6%</b>
Federal	\$ 64,588	\$ 66,995	\$ 2,407	3.7%
TDA	68,805	82,722	13,918	20.2%
TransNet Formula	35,124	35,332	208	0.6%
TransNet Operating	18,819	22,391	3,572	19.0%
STA	11,300	11,300	-	0.0%
Other	9,576	9,571	(5)	-0.1%
<b>Total Subsidy</b>	<b>\$ 208,212</b>	<b>\$ 228,312</b>	<b>\$ 20,099</b>	<b>9.7%</b>
Reserves	\$ 857	\$ 15	\$ (843)	-
<b>Total Revenue</b>	<b>\$ 288,043</b>	<b>\$ 321,205</b>	<b>\$ 33,162</b>	<b>11.5%</b>

- FY 2023 Reserves relate to SD&AE and For-Hire Vehicle (Taxi) Admin self funded entities

# Fiscal Year 2023 Operating Budget

## Service Levels

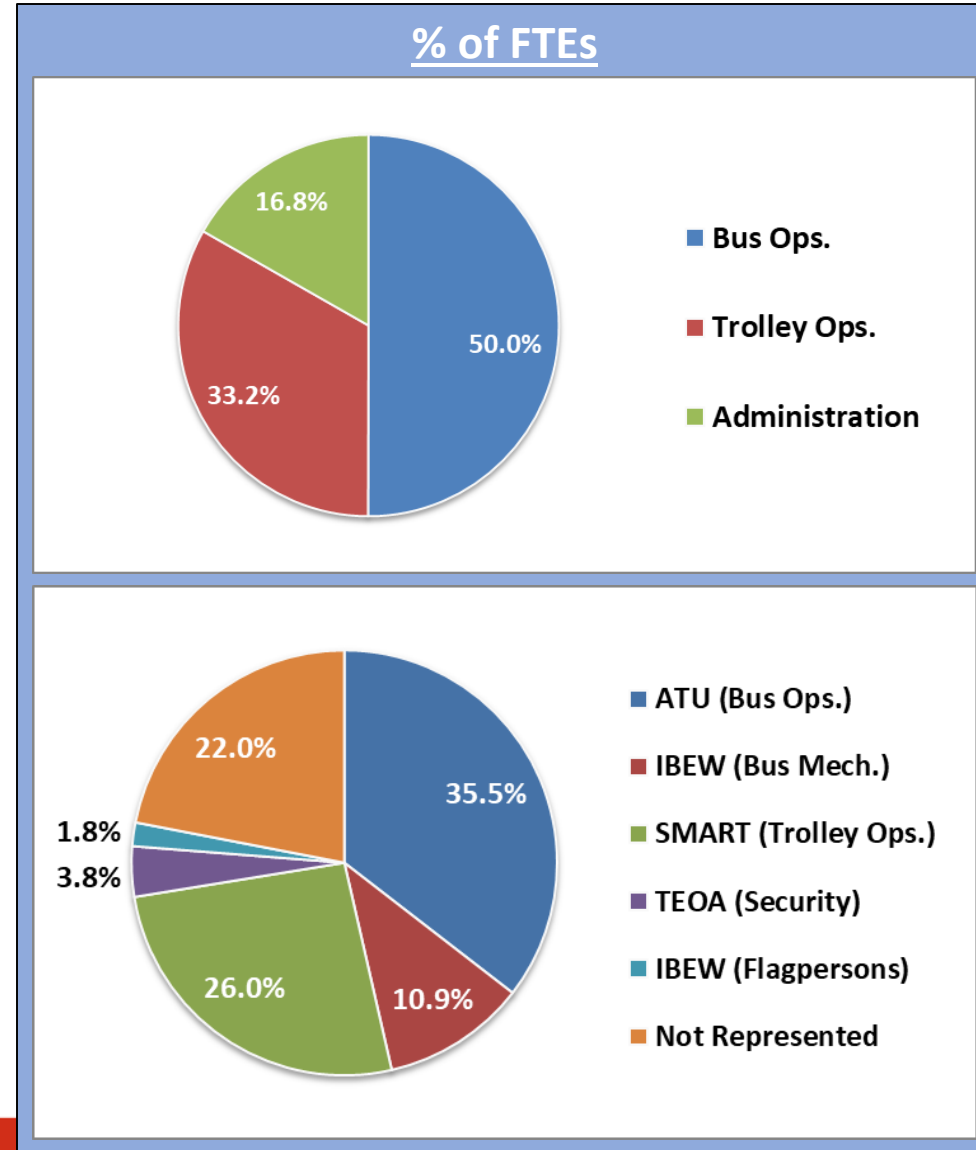
- Additional service across all modes
  - Rail:
    - Mid-Coast extension first full year
    - 11.5% higher than FY 2022 forecast
  - Bus-Fixed Route:
    - January staffing service reductions restored in September 2022
    - 2.3% higher than FY 2022 forecast
  - Bus-Paratransit:
    - Planning for increases in demand
    - 30% higher than FY 2022 forecast
      - Less than approved FY 2022 budget levels
      - 55% of peak levels in FY 2019



# Fiscal Year 2023 Operating Budget

## Expense Assumptions - Personnel

- MTS Personnel Budget - Wages
  - 1,673 total MTS Full Time Equivalents (FTEs)
    - Proposing 4 additional positions
      - Security: 2 Code Compliance Inspectors, Professional Standards Investigator
      - Marketing: Graphic Designer
    - Represented Groups (77% of FTEs)
  - Wage increases
    - Collective Bargaining Agreements finalized for TEOA (Security), IBEW (Flagpersons), IBEW (Bus Mechanics), and ATU (Bus Operators)
    - Negotiations underway for SMART (Trolley Employees)
    - Ranges from 3.0% - 4.0% wage increases based on current negotiations
    - Assuming 4.0% merit increases for Management employees
    - Performance Improvement Program bonus pool of 1.0% for Management
  - Total Wages - \$95.8M, increase of \$4.0M (4.4%)



# Fiscal Year 2023 Operating Budget Expense Assumptions - Personnel

- MTS Personnel Budget - Fringe Benefits
  - Pension
    - San Diego Transit self funded plan actuary contribution increases by \$316K (1.8%)
    - San Diego Transit defined contribution plan costs increasing by \$674K (5.8%)
    - CalPERS plans net costs increasing by \$601K (7.3%)
  - Healthcare
    - CY 2022 insurance premium rates known, assuming 5% increase for CY 2023
    - Impact of disbanding of the IBEW and ATU Healthcare Trusts continues into FY 2023
  - Other
    - Workers Comp., Taxes, Cost Recovery, etc.
    - Cost recovery change due to Mid-Coast go-live

	FY 2022	FY 2023		Var.
(\$000s)	Amended	Draft	Var.	%
Pension	\$ 28,350	\$ 30,354	\$ 2,004	7.1%
Healthcare	11,673	13,649	1,976	16.9%
Paid Absences	13,605	14,629	1,024	7.5%
Other	5,072	8,216	3,143	62.0%
<b>Total</b>	<b>\$ 58,700</b>	<b>\$ 66,847</b>	<b>\$ 8,148</b>	<b>13.9%</b>

# Fiscal Year 2023 Operating Budget

## Expense Assumptions - Purchased Transportation

- Purchased Transportation Budget
  - Planned increases to service levels
  - Transdev Contract - Fixed Route
    - Operate the South Bay and East County Divisions
    - Fixed costs increasing by 4.2%
    - Variable rate increases by 7.4%
  - First Transit Contract - ADA Paratransit and Minibus Fixed Route
    - Operate the Copley Park Division
    - Fixed costs increasing by 4.4%
    - ADA Paratransit service per hour rate increases by 3.1%
    - Minibus fixed route service per mile rate increases by 5.6%

	FY 2022	FY 2023		Var.
(\$000s)	Amended	Draft	Var.	%
TransDev	\$ 68,934	\$ 77,024	\$ 8,090	11.7%
First-Minibus	5,843	6,208	366	6.3%
First-Paratransit	10,850	13,724	2,873	26.5%
<b>Total</b>	<b>\$ 85,626</b>	<b>\$ 96,955</b>	<b>\$ 11,329</b>	<b>13.2%</b>



# Fiscal Year 2023 Operating Budget

## Expense Assumptions - Outside Services

- Outside Services Budget
  - Security
    - New contract 1/1/21, first full year
  - Repair & Maintenance
    - Light Rail Vehicle overhauls
    - Orange Line tie replacement
  - Engines and Transmissions
    - Normal experience to continue
  - Other Outside Service
    - Facility upgrades for bus
    - Full year of PRONTO Operations and Maintenance costs

	FY 2022	FY 2023		Var.
(\$000s)	Amended	Draft	Var.	%
Security	\$ 9,500	\$ 11,681	\$ 2,181	23.0%
Repairs & Maint.	8,902	11,160	2,258	25.4%
Engines / Trans.	1,025	1,062	37	3.7%
Other Services	15,721	18,901	3,180	20.2%
<b>Total</b>	<b>\$ 35,147</b>	<b>\$ 42,804</b>	<b>\$ 7,656</b>	<b>21.8%</b>

# Fiscal Year 2023 Operating Budget

## Expense Assumptions - Energy

- Energy Budget

- Planned increases to service levels

- Electricity Costs

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

- Compressed Natural Gas

- Fixed route bus fleet
      - Natural gas commodity - Market index rates through third party provider, -22% decrease projected
      - Transportation - SDG&E rates, 10% increase
      - Facility Costs - Trillium maintenance contract, -36% decrease on new contract

- Gas/Propane

- Paratransit/Minibus buses
    - Non-revenue vehicles

	FY 2022	FY 2023		Var.
(\$000s)	Amended	Draft	Var.	%
Electricity	\$ 24,223	\$ 24,957	\$ 735	3.0%
CNG	13,734	14,094	360	2.6%
Gas/Propane	2,600	2,844	245	9.4%
Other	1,398	1,487	89	6.3%
<b>Total</b>	<b>\$ 41,955</b>	<b>\$ 43,382</b>	<b>\$ 1,428</b>	<b>3.4%</b>

# Fiscal Year 2023 Operating Budget

## Expense Assumptions - Other

- Other

- Materials & Supplies

- Increases primarily in revenue vehicle parts and equipment maintenance supplies
    - Revenue vehicle parts were inflated in FY22 due to one-time driver protective barrier installations
    - Recurring materials/supplies costs increasing 4.2%

- Risk Management

- Insurance premiums increasing 22.4%
      - Excess Liability premiums increasing 25.2%
      - Property insurance premiums increasing 20.2%

- General & Administrative

- Travel expenses increasing as pandemic restrictions are lifted

- Leases

	FY 2022	FY 2023		Var.
(\$000s)	Amended	Draft	Var.	%
Materials & Supl.	\$ 14,792	\$ 14,933	\$ 141	1.0%
Risk	7,526	8,563	1,037	13.8%
G&A	5,214	5,357	142	2.7%
Leases	1,565	1,593	28	1.8%
<b>Total</b>	<b>\$ 29,097</b>	<b>\$ 30,445</b>	<b>\$ 1,348</b>	<b>4.6%</b>

# Fiscal Year 2023 Operating Budget Expenses Summary (\$000s)

	FY 2022	FY 2023		Var.
	Amended	Draft	Variance	%
Personnel Expenses	\$ 150,423	\$ 162,622	\$ 12,198	8.1%
Purchased Transportation	85,626	96,955	11,329	13.2%
Outside Services	35,147	42,804	7,656	21.8%
Materials and Supplies	14,792	14,933	141	1.0%
Energy	41,955	43,382	1,428	3.4%
Risk Management	7,526	8,563	1,037	13.8%
Other	7,114	7,134	20	0.3%
<b>Total Expenses</b>	<b>\$ 342,584</b>	<b>\$ 376,393</b>	<b>\$ 33,809</b>	<b>9.9%</b>

# Fiscal Year 2023 Operating Budget

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

	FY 2022 Amended	FY 2023 Draft	Variance	Var. %
Operating Revenues	\$ 78,974	\$ 92,879	\$ 13,905	17.6%
Subsidy Revenues	208,212	228,312	20,099	9.7%
<b>Total Revenues</b>	<b>\$ 287,186</b>	<b>\$ 321,190</b>	<b>\$ 34,004</b>	<b>11.8%</b>
<b>Total Expenses</b>	<b>342,584</b>	<b>376,393</b>	<b>33,809</b>	<b>9.9%</b>
<b>Net Operating Deficit</b>	<b>\$ (55,398)</b>	<b>\$ (55,203)</b>	<b>\$ 195</b>	<b>0.4%</b>
Reserve Revenues	857	15	(843)	
<b>Revenues Less Expenses</b>	<b>\$ (54,541)</b>	<b>\$ (55,188)</b>		
<b>Federal Stimulus Funding</b>	<b>\$ 54,541</b>	<b>\$ 55,188</b>		

# Fiscal Year 2023 Operating Budget Stimulus Funding

- \$360M in total Stimulus Funding
  - Projecting balance of \$216M going into FY 2023
- Current plan remains to keep service levels stable
  - Still significant passenger revenue gaps from pre-pandemic baselines
  - Large operating deficits still projected
  - Balance the operating deficits with CARES/ARP for as long as possible
    - At current recurring revenue levels, could subsidize the operating budget deficit into FY 2026

Stimulus Funding Balance (\$M)	
CARES Apportionment	\$ 220.0
ARP Apportionment	140.0
FY20 Actual	(17.9)
FY21 Actual	(72.1)
FY22 Amended	(54.5)
FY23 Projected	(55.2)
<b>Remainder</b>	<b>\$ 160.3</b>

# Fiscal Year 2023 Operating Budget

## Budget Development Next Steps

- Finalize Operating Budget
  - A number of open items remain
    - Complete review of all assumptions
    - Continue to refine the revenue and expense budgets
    - More time to review passenger forecasts
      - BDC guidance on forecasted passenger revenues
    - Continue to watch energy prices before finalizing those budgets
  - Finalize all assumptions and create full budget book
    - 5 year outlook next meeting
  - Present final draft to Budget Development Committee on April 20th
  - Hold Public Hearing at the Board meeting on May 12th

# Fiscal Year 2023 Operating Budget Staff Recommendation

That the Budget Development Committee receive this report regarding FY 2023 operating budget development and provide guidance on budgetary issues:

- Steady growth Passenger Revenue assumption (\$70M target)



**Lucia Mansour**

---

**From:** Noah Harris <noah@climateactioncampaign.org>  
**Sent:** Tuesday, March 22, 2022 3:02 PM  
**To:** Lucia Mansour  
**Subject:** Climate Action Campaign, Public Comment: Item 4 of the 3/24 MTS Budget Development Committee Meeting

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Clerk,

Please accept for the record and provide to the MTS Budget Development Committee the below written comment on Item 4 of the [3/24/2022 Agenda](#). Thank you!

~~~~~

Good morning, Chair and Committee Members. This is Noah Harris, Policy Advocate with Climate Action Campaign, writing to provide CAC's recommendations for MTS's Fiscal Year 2023 Budget.

We are in a climate emergency. Transportation accounts for more emissions than any other sector in the region, by far. Providing San Diegans with more opportunities to choose MTS instead of relying on fossil fuel cars is necessary to slash transportation emissions, key to achieving regional climate goals.

Transit oriented development (TOD) is a proven climate strategy. By actively supporting ample affordable housing near its existing and future transit stops, MTS has an opportunity to lead on climate action for the region, and can set an example for transit agencies throughout the state. Please see below for our primary recommendations:

1. First, we urge MTS to **develop a comprehensive parking policy for future TOD projects**, to provide guidance to infill developers. The most effective way to increase ridership is to increase housing at transit stops, not to maintain empty parking lots. MTS should develop a parking policy that prioritizes maximizing the number of homes over car storage, while also providing more sustainable routes to transit stops for park and ride users.
2. Second, we urge MTS to **hire a housing staffer with expertise in transit oriented development**. As the agency moves forward with a host of TOD projects in the coming years, retaining an internal housing expert will only help further maximize mode shift and infill opportunities.

Thank you for the opportunity to offer recommendations for the agency's FY 2023 budget. We look forward to continued engagement with the Board to ensure MTS is tackling San Diego's climate, housing, and equity goals.

--

**Noah Harris** (he/him)  
 Transportation Policy Advocate  
 Climate Action Campaign  
[3900 Cleveland Ave, Suite 208](#)  
[San Diego, CA 92103](#)

(310) 562-8046

[www.climateactioncampaign.org](http://www.climateactioncampaign.org)

Twitter: [@sdclimateaction](https://twitter.com/sdclimateaction)

Instagram: [@sdclimateaction](https://www.instagram.com/sdclimateaction)

Facebook.com/ClimateActionCampaign

Like what we do? [Support Climate Action Campaign today.](#)

*Our Mission is Simple: Stop the Climate Crisis*





## Agenda Item No. 5

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

March 24, 2022

#### SUBJECT:

FISCAL YEAR (FY) 2023 CAPITAL IMPROVEMENT PROGRAM (CIP) (MIKE THOMPSON)

#### RECOMMENDATION:

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

1. Approve the FY 2023 CIP with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2023 CIP (shown in Attachment A); and
3. Recommend that the SANDAG Board of Directors approve amendment number 11 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2023 CIP recommendations.

#### Budget Impact

The total estimated funding for FY 2023 is \$171.4 million (Attachment A). After the utilization of \$59.0 million in preventative maintenance, \$4.6 million for Americans with Disabilities Act (ADA) Operation (funding the FY 2022 operating budget), and funding for SANDAG planning studies totaling \$0.2 million, \$107.6 million is available for capital projects.

#### DISCUSSION:

The creation of the annual CIP and operating budgets involve a multifaceted decision-making process that impacts 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 (TAM) Policy, MTS maintains both a TAM plan



and a 20-year CIP forecast in order to facilitate these decision-making processes. On a yearly basis, the CIP is constructed under this framework, subject to the funding that is available in the current year.

#### Development of the MTS FY 2023 CIP

The CIP process began in September 2021 with the “call for projects”. The recommended CIP assumes funding of \$59.0 million for preventative maintenance, \$4.6 million for ADA Operations, and \$0.2 million in SANDAG planning studies. The remaining submitted projects compete for the balance of available funding. For FY 2023, there is \$107.6 million in available federal, state, and local funding sources, which are detailed below.

#### Federal Funding

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, reauthorizing surface transportation programs through Federal FY (FFY) 2026. The legislation 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.

The reauthorization provides for the following funding streams MTS commonly receives:

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

The FY 2023 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section (as indicated in Attachment A) this year are based on the actual apportionments published for the region.

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

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area

Formula Program also allows for a maximum of 10 percent maximum of the allocation to support operations of ADA complementary paratransit service.

For FFY 2022, the estimated allocation for the MTS Section 5307 program is \$45.9 million, which will be matched with local funds of \$11.5 million. This program would provide an estimated \$57.4 million to fund MTS's FY 2023 CIP.

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

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least eight years. For FFY 2022, the Section 5337 funds MTS allocation estimate is \$28.3 million and will be matched with local funds of \$7.1 million. The program will provide an estimated \$35.4 million to fund MTS's FY 2023 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For FFY 2022, the Section 5339 funds MTS allocation estimate is \$4.3 million and will be matched with local funds of \$1.1 million. The program will provide an estimated \$5.4 million to fund MTS's FY 2023 CIP.

In September of 2019, SANDAG's board has approved a total of \$72 million in federal Regional Surface Transportation Program (RSTP) funding from FY 2020 to FY 2025 for the replacement of MTS's SD100 LRV fleet to support additional/more frequent Trolley service. In MTS's FY 2023 CIP \$12.0 million is budgeted, and the remaining balance will be budgeted in the future fiscal years.

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

#### Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the FY 2023 CIP implementation process in order to maximize the availability and flexibility of funding.

#### STA

MTS receives STA funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. This funding was augmented by the Road Repair and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY 2023, the estimated STA funding is \$31.0 million, of which \$19.7 million is planned in CIP with the remaining \$11.3 million planned for the operating budget.

MTS also receives a separate STA allocation for SGR program funding from SB1, which is funded from a portion of a new transportation improvement fee on vehicle registration. Receipts for FY 2022 will provide \$5.0 million to MTS's FY 2023 CIP.

#### California Cap-and-Trade Revenue

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

The Low Carbon Transit Operations Program (LCTOP) has \$147 million in total funding that will be distributed by the same formula as STA funding. MTS's allocation for FY 2021 is \$8.1 million. Based on the current zero-emission bus (ZEB) rollout plan, the entire amount will be budgeted in MTS's FY 2024 CIP.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). In FY 2019, MTS was awarded a total of \$40.1 million for Blue Line Rail Corridor Transit Enhancements projects, which also included funding for the America Plaza Pedestrian Enhancement. In FY 2023 CIP, \$2.6 million is budgeted. For FY 2020, MTS was awarded a total of \$7.2 million for the El Cajon Transit Center Third Track project. In FY 2023 CIP, \$3.0 million is budgeted.

#### Other Revenue

Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program has expired and then reauthorized multiple times over the years, but most recently expired on December 31, 2019. It continues to be discussed within the legislature but has not yet been reauthorized. MTS has included \$3.9 million in revenues for calendar years 2020 in the FY 2023 CIP.

MTS received \$750,000 of Federal Community Project funding with the passing of the Consolidated Appropriations Act, 2022. This directed funding will support the Imperial Avenue Division Zero Emission Bus Overhead Charging project.

\$12.1 million of other one-time funding has also been included in the FY 2023 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and grants from the Affordable Housing and Sustainable Communities program.

#### Project Selection

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for FY 2023. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division, agency, or city. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators, 100 projects in total for \$948 million. Each MTS agency submitted its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. The list of projects is also subject to an analysis based on social equity principles (Attachment E). This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis.

#### FY 2023 CIP Funded Projects

Of the \$107.6 million available after preventative maintenance and SANDAG planning studies, \$66.3 million (or 62 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles. \$13.9 million (or 13 percent) has been dedicated to Facility & Construction projects. \$11.8 million (or 11 percent) has been dedicated to Rail Infrastructure projects, \$4.0 million (or 4 percent) has been dedicated to Other Equipment & Installations, and another \$11.5 million (or 11 percent) dedicated to Major Initiatives projects.

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

| Capital Project Categories       | Funding<br>(\$000s) | % of Total |
|----------------------------------|---------------------|------------|
| Bus Revenue Vehicles             | \$ 35,828           | 33%        |
| Rail Revenue Vehicles            | 30,500              | 28%        |
| Facility & Construction Projects | 13,921              | 13%        |
| Rail Infrastructure              | 11,805              | 11%        |
| Other Equipment & Installation   | 4,042               | 4%         |
| Major Initiatives                | 11,536              | 11%        |
| <b>Grand Total</b>               | <b>\$ 107,632</b>   |            |

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

- SD100 Light Rail Vehicle (LRV) Replacement – Funding of \$30.5 million will be added to the \$137.4 million previously funded for the replacement of the SD100 fleet. There will be 47 LRVs that will need to be replaced by 2025, with a total estimated cost of over \$216 million.
- 40' Bus Procurement – Funding of \$35.0 million for the replacement of 38 40' CNG buses and 20 mini busses in accordance with the MTS Transit Fleet Plan.
- El Cajon Third Track - Funding of \$6.7 million will be added to the \$5.1 million previously funded for the construction phase of the project.

- Green Line Double Tracks - Funding of \$4.0 million will be added to the \$9.9 million previously funded for the construction phase of the project.

#### Five-Year Capital Program Projections

Attachment D summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to hold flat through FY 2027. 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 \$994 million. Projected deficits from FY 2023 to FY 2027 total \$531 million. The ratio of total funding to total capital needs over the five-year term is projected at 46.6 percent, less than half of funding total system needs.

---

Sharon Cooney  
Chief Executive Officer

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

Attachments: A. FY 2023 Funding Sources  
B. FY 2023 Capital Improvement Projects List  
C. FY 2023 Funded Project Descriptions  
D. Funding Compared to Capital Needs for FY 2023 – 2027  
E. FY 2023 Capital Improvement Program Title VI/Environmental Justice Analysis



**San Diego Metropolitan Transit System**  
**Capital Improvement Program - Funding Sources (\$000s)**  
**Fiscal Year 2023**

| <b>Funding Description</b>                             | <b>Total</b>       |
|--------------------------------------------------------|--------------------|
| Federal FFY22 - 5307 Funding Estimate                  | \$ 45,930          |
| Federal FFY22 - 5337 Funding Estimate                  | 28,318             |
| Federal FFY22 - 5339 Funding Estimate                  | 4,318              |
| Federal Regional Surface Transportation Program (RSTP) | 12,000             |
| California Transportation Development Act (TDA)        | 33,836             |
| California State Transit Assistance (STA)              | 19,669             |
| California State of Good Repair (SGR)                  | 4,952              |
| California Cap and Trade (TIRCP)                       | 5,585              |
| Other Funds                                            | 16,830             |
| <b>Total Available Funding</b>                         | <b>\$ 171,438</b>  |
| Preventive Maintenance - Federal 5307                  | \$ (30,682)        |
| Preventive Maintenance - Federal 5337                  | (28,318)           |
| ADA Operation - Federal 5307                           | (4,593)            |
| SANDAG Planning Study - FFY20 Local Match              | (213)              |
| <b>Total Preventative Maintenance/SANDAG Planning</b>  | <b>\$ (63,806)</b> |
| <b>Available Funding for Capital Program</b>           | <b>\$ 107,632</b>  |

**San Diego Metropolitan Transit System**  
**Capital Improvement Program – Project List by Category (\$000s)**  
**Fiscal Year 2023 – 2027**

## 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. The fleet replacement plan also incorporates the Zero Emission Bus Transition plan approved by the MTS Board of Directors in September 2020.

| Project Name                           | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026          | FY 2027          | 5 Year<br>Total   |
|----------------------------------------|-------------------|---------------------|------------------|------------------|------------------|------------------|-------------------|
| Bus Ops - Bus Procurement              | \$ 35,028         | \$ -                | \$ 33,940        | \$ 33,267        | \$ 45,630        | \$ 50,886        | \$ 198,751        |
| Bus Ops - Rapid Bus Procurement        | -                 | 22,818              | 16,082           | -                | 24,373           | -                | 63,272            |
| Bus Ops - Iris Rapid - BEB Procurement | 800               | -                   | -                | -                | -                | -                | 800               |
| <b>Subtotal</b>                        | <b>\$ 35,828</b>  | <b>\$ 22,818</b>    | <b>\$ 50,022</b> | <b>\$ 33,267</b> | <b>\$ 70,003</b> | <b>\$ 50,886</b> | <b>\$ 262,823</b> |

### Rail Revenue Vehicles

Annual vehicle replacement for fleet of light rail vehicles.

| Project Name                                    | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026          | FY 2027          | 5 Year<br>Total  |
|-------------------------------------------------|-------------------|---------------------|------------------|------------------|------------------|------------------|------------------|
| Rail Ops - SD100 Light Rail Vehicle Replacement | \$ 30,500         | \$ -                | \$ 32,000        | \$ 11,060        | \$ -             | \$ -             | \$ 73,560        |
| Rail Ops - SD7 Light Rail Vehicle Replacement   | -                 | -                   | -                | -                | 10,566           | 10,566           | 21,132           |
| <b>Subtotal</b>                                 | <b>\$ 30,500</b>  | <b>\$ -</b>         | <b>\$ 32,000</b> | <b>\$ 11,060</b> | <b>\$ 10,566</b> | <b>\$ 10,566</b> | <b>\$ 94,692</b> |

## 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 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026          | FY 2027          | 5 Year<br>Total  |
|-----------------------------------------------------|-------------------|---------------------|------------------|------------------|------------------|------------------|------------------|
| Bus Ops - CPD Modular Building Replacement Planning | \$ -              | \$ 122              | \$ -             | \$ -             | \$ -             | \$ -             | \$ 122           |
| Bus Ops - CPD Facility Upgrades                     | -                 | -                   | 1,265            | 1,520            | 3,190            | 1,005            | 6,980            |
| Bus Ops - ECD Facility Upgrades                     | -                 | -                   | 720              | 1,090            | 8,570            | 6,180            | 16,560           |
| Bus Ops - IAD Facility Upgrades                     | -                 | -                   | 8,095            | 4,525            | 350              | 1,425            | 14,395           |
| Bus Ops - KMD CNG Dispenser Replacement             | -                 | 473                 | -                | -                | -                | -                | 473              |
| Bus Ops - KMD CNG Compressor Replacement            | 1,699             | -                   | -                | -                | -                | -                | 1,699            |
| Bus Ops - KMD Facility Upgrades                     | -                 | -                   | 1,730            | 8,815            | 6,090            | 850              | 17,485           |
| Bus Ops - KMD Shop Hoists                           | 1,925             | -                   | -                | -                | -                | -                | 1,925            |
| Bus Ops - SBMF Facility Upgrades                    | -                 | -                   | 1,370            | 2,940            | 7,330            | 4,400            | 16,040           |
| Bus Ops - SBMF Building Demolition                  | 758               | -                   | -                | -                | -                | -                | 758              |
| Bus Ops - SBMF 3620 HVAC & Roof Repairs             | -                 | 125                 | -                | -                | -                | -                | 125              |
| Bus Ops - SBMF CNG Dryer Replacement                | -                 | 413                 | -                | -                | -                | -                | 413              |
| Bus Ops - SBMF Mobile Column Lift Replacement       | -                 | 150                 | -                | -                | -                | -                | 150              |
| <b>Subtotal</b>                                     | <b>\$ 4,382</b>   | <b>\$ 1,283</b>     | <b>\$ 13,180</b> | <b>\$ 18,890</b> | <b>\$ 25,530</b> | <b>\$ 13,860</b> | <b>\$ 77,125</b> |

## Rail Operations

| Project Name                                             | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024         | FY 2025         | FY 2026       | FY 2027       | 5 Year<br>Total  |
|----------------------------------------------------------|-------------------|---------------------|-----------------|-----------------|---------------|---------------|------------------|
| Admin - Pyramid Building Repairs                         | \$ 600            | \$ -                | \$ -            | \$ -            | \$ -          | \$ -          | \$ 600           |
| Rail Ops - "C" Yard Expansion                            | -                 | -                   | 1,000           | 5,000           | -             | -             | 6,000            |
| Rail Ops - Building A Roll Up Doors                      | -                 | -                   | -               | -               | -             | 350           | 350              |
| Rail Ops - Palm Tree Removal                             | 750               | -                   | -               | -               | -             | -             | 750              |
| Rail Ops - Fencing Replacement                           | 350               | -                   | 200             | 200             | 200           | 200           | 1,150            |
| Rail Ops - S85 Retaining Wall                            | 900               | -                   | -               | -               | -             | -             | 900              |
| Rail Ops - SDTI Buildings Roof Replacements and Upgrades | -                 | -                   | 350             | -               | -             | 350           | 700              |
| <b>Subtotal</b>                                          | <b>\$ 2,600</b>   | <b>\$ -</b>         | <b>\$ 1,550</b> | <b>\$ 5,200</b> | <b>\$ 200</b> | <b>\$ 900</b> | <b>\$ 10,450</b> |

## Passenger Facilities

| Project Name                                  | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024         | FY 2025         | FY 2026         | FY 2027     | 5 Year<br>Total  |
|-----------------------------------------------|-------------------|---------------------|-----------------|-----------------|-----------------|-------------|------------------|
| Admin - ADA Bus Stop Improvements - FY23      | \$ 600            | \$ -                | \$ -            | \$ -            | \$ -            | \$ -        | \$ 600           |
| Admin - America Plaza Pedestrian Enhancements | 3,294             | -                   | -               | -               | -               | -           | 3,294            |
| Admin - East Village AHSC Rapid Stations      | 550               | -                   | -               | -               | -               | -           | 550              |
| Admin - Grantville Station Improvements       | 1,995             | -                   | -               | -               | -               | -           | 1,995            |
| Rail Ops - Transit Center Improvements        | -                 | -                   | 2,000           | 6,000           | 7,000           | -           | 15,000           |
| Rail Ops - Rio Vista Platform Design Phase II | 500               | -                   | 1,500           | -               | -               | -           | 2,000            |
| Rail Ops - Station Elevators                  | -                 | 2,750               | 350             | -               | -               | -           | 3,100            |
| Rail Ops - Station Shelter Replacement        | -                 | 1,200               | -               | -               | -               | -           | 1,200            |
| <b>Subtotal</b>                               | <b>\$ 6,939</b>   | <b>\$ 3,950</b>     | <b>\$ 3,850</b> | <b>\$ 6,000</b> | <b>\$ 7,000</b> | <b>\$ -</b> | <b>\$ 27,739</b> |

## 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 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026         | FY 2027          | 5 Year<br>Total  |
|------------------------------------------------------------|-------------------|---------------------|------------------|------------------|-----------------|------------------|------------------|
| Rail Ops - Drainage Improvements                           | \$ -              | \$ 100              | \$ 1,600         | \$ 2,900         | \$ -            | \$ -             | \$ 4,600         |
| Rail Ops - Grade Crossing Replacement                      | 1,685             | 1,390               | 8,244            | 3,155            | 4,210           | 702              | 19,386           |
| Rail Ops - Green Line Double Tracks                        | 4,000             | -                   | -                | -                | -               | -                | 4,000            |
| Rail Ops - Massachusetts to San Altos Drainage Improvement | -                 | 500                 | 5,000            | 500              | -               | -                | 6,000            |
| Rail Ops - Special Trackwork Replacement                   | 500               | -                   | 6,500            | 2,200            | -               | -                | 9,200            |
| Rail Ops - Station Trackway Replacement                    | 1,240             | -                   | 3,000            | 1,750            | -               | -                | 5,990            |
| Rail Ops - Street Trackage Pavement Replacement            | -                 | 1,200               | 2,285            | 2,323            | 2,560           | 2,511            | 10,879           |
| Rail Ops - Euclid Grade Separation                         | -                 | -                   | 150              | 550              | 800             | 15,000           | 16,500           |
| Rail Ops - Rail Replacement                                | -                 | -                   | 250              | 1,100            | -               | -                | 1,350            |
| <b>Subtotal</b>                                            | <b>\$ 7,425</b>   | <b>\$ 3,190</b>     | <b>\$ 27,029</b> | <b>\$ 14,478</b> | <b>\$ 7,570</b> | <b>\$ 18,213</b> | <b>\$ 77,905</b> |

## Maintenance of Wayside (MOW)

| Project Name                                                    | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026          | FY 2027         | 5 Year<br>Total  |
|-----------------------------------------------------------------|-------------------|---------------------|------------------|------------------|------------------|-----------------|------------------|
| Rail Ops - 12th Imperial & India St WSD to H&K Detection System | \$ 200            | \$ -                | \$ 1,900         | \$ -             | \$ -             | \$ -            | \$ 2,100         |
| Rail Ops - ABS Between Francis St and Euclid Ave                | -                 | 400                 | 5,000            | -                | -                | -               | 5,400            |
| Rail Ops - ABS Signaling Between Francis and 32nd St            | -                 | 1,400               | -                | -                | -                | -               | 1,400            |
| Rail Ops - ARINC Integration                                    | 1,300             | -                   | -                | -                | -                | -               | 1,300            |
| Rail Ops - Downtown Parallel Feeder Cable                       | 350               | -                   | 3,000            | 2,000            | -                | -               | 5,350            |
| Rail Ops - Grade Crossing Warning System                        | -                 | 300                 | 2,000            | 1,200            | 1,200            | 1,200           | 5,900            |
| Rail Ops - Orange Line Grade Crossing Approach & Signal         | -                 | 1,400               | -                | -                | -                | -               | 1,400            |
| Rail Ops - Overhead Catenary System                             | -                 | 500                 | 4,667            | 4,667            | 4,667            | 4,667           | 19,168           |
| Rail Ops - Signal Upgrade for El Cajon 3rd Track - INT E26      | 2,050             | -                   | -                | -                | -                | -               | 2,050            |
| Rail Ops - Substation Replacement                               | 480               | -                   | 8,525            | 16,770           | 14,300           | 350             | 40,425           |
| Rail Ops - Wayside Signal Replacement                           | -                 | 100                 | 1,180            | 1,190            | 2,190            | 1,165           | 5,825            |
| Rail Ops - Double Crossover Switches - Francis ST Horton        | -                 | -                   | 600              | 4,000            | -                | -               | 4,600            |
| Rail Ops - E8 & E10 Interlocking Upgrades                       | -                 | -                   | 200              | 2,500            | -                | -               | 2,700            |
| <b>Subtotal</b>                                                 | <b>\$ 4,380</b>   | <b>\$ 4,100</b>     | <b>\$ 27,072</b> | <b>\$ 32,327</b> | <b>\$ 22,357</b> | <b>\$ 7,382</b> | <b>\$ 97,618</b> |

## 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 need 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 2023<br>Funded | FY 2023<br>Unfunded | FY 2024         | FY 2025         | FY 2026         | FY 2027         | 5 Year<br>Total  |
|------------------------------------------------------------|-------------------|---------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Bus Ops - Automatic Passenger Counters                     | \$ -              | \$ -                | \$ 1,200        | \$ -            | \$ -            | \$ -            | \$ 1,200         |
| Bus Ops - Bus VMS Signs                                    | -                 | -                   | -               | -               | -               | 110             | 110              |
| Bus Ops - Bus Yard Wireless Network Replacement            | -                 | 240                 | 250             | 250             | 250             | 250             | 1,240            |
| Bus Ops - Imperial Ave Division Generator Replacement      | 430               | -                   | -               | -               | -               | -               | 430              |
| Bus Ops - RTMS Updates                                     | -                 | -                   | 1,500           | 250             | -               | 750             | 2,500            |
| Bus Ops - Transit Service Trucks                           | -                 | -                   | 345             | -               | 665             | -               | 1,010            |
| Bus Ops - Trapeze IVR upgrade                              | -                 | -                   | -               | -               | -               | 120             | 120              |
| Rail Ops - Wheel Truing Machine Replacement                | -                 | -                   | 3,000           | -               | -               | -               | 3,000            |
| Rail Ops - Building C Fans                                 | 250               | -                   | -               | -               | -               | -               | 250              |
| Rail Ops - CCTV Installation and Upgrade                   | 175               | -                   | 200             | 225             | 250             | 495             | 1,345            |
| Rail Ops - Communication Cabinets UPS & Batteries          | -                 | -                   | -               | -               | -               | 300             | 300              |
| Rail Ops - CTC Technology Refresh (AIM)                    | -                 | -                   | -               | -               | -               | 300             | 300              |
| Rail Ops - Davra System Enhancements                       | 668               | -                   | -               | 600             | -               | 600             | 1,868            |
| Rail Ops - HVAC Improvements                               | 100               | -                   | 140             | 180             | 110             | -               | 530              |
| Rail Ops - On-Track Equipment Replacement                  | -                 | 150                 | 250             | -               | -               | -               | 400              |
| Rail Ops - Replace Forklift                                | -                 | -                   | -               | -               | -               | -               | -                |
| Rail Ops - Station Cleaning Equipment                      | 110               | -                   | 75              | 50              | 50              | 75              | 360              |
| Rail Ops - System Wide UPS & Battery Upgrade               | -                 | -                   | 200             | -               | -               | -               | 200              |
| Rail Ops - Trolley Platform VMS Sign Upgrades              | -                 | -                   | 810             | 810             | 810             | 810             | 3,240            |
| Rail Ops - Trolley Right of Way LIDAR Imagery Refresh      | -                 | -                   | 120             | -               | 120             | -               | 240              |
| Rail Ops - Trolley Station Network Communication Equipment | -                 | -                   | -               | 2,000           | 1,000           | -               | 3,000            |
| Rail Ops - Trolley Station PA System Upgrades              | -                 | -                   | 200             | -               | -               | -               | 200              |
| <b>Subtotal</b>                                            | <b>\$ 1,733</b>   | <b>\$ 390</b>       | <b>\$ 8,290</b> | <b>\$ 4,365</b> | <b>\$ 3,255</b> | <b>\$ 3,810</b> | <b>\$ 21,843</b> |

## Administration

| Project Name                                          | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024         | FY 2025         | FY 2026         | FY 2027         | 5 Year<br>Total  |
|-------------------------------------------------------|-------------------|---------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Admin - Board Room Audio/Video Refresh                | \$ -              | \$ -                | \$ -            | \$ 300          | \$ -            | \$ -            | \$ 300           |
| Admin - Copier Replacement                            | 126               | -                   | -               | -               | -               | -               | 126              |
| Admin - Data Storage Refresh                          | 100               | -                   | 100             | 125             | 781             | 100             | 1,206            |
| Admin - Document Management System                    | -                 | 252                 | -               | -               | -               | 300             | 552              |
| Admin - Miscellaneous Capital                         | 462               | -                   | -               | -               | 1,000           | -               | 1,462            |
| Admin - Network Equipment Refresh                     | 400               | -                   | 400             | 400             | 600             | 400             | 2,200            |
| Admin - SAP S4/HANA Migration to the Cloud            | -                 | -                   | -               | 5,000           | -               | -               | 5,000            |
| Admin - SAP Upgrade Warehouse Bar Code Implementation | -                 | 700                 | -               | -               | -               | -               | 700              |
| Admin - Security Portable Office Space                | -                 | -                   | 400             | -               | -               | -               | 400              |
| Admin - Server Refresh                                | 1,221             | -                   | 260             | 310             | 300             | 485             | 2,576            |
| Admin - Website & Intranet Upgrade                    | -                 | -                   | -               | -               | -               | 300             | 300              |
| <b>Subtotal</b>                                       | <b>\$ 2,309</b>   | <b>\$ 952</b>       | <b>\$ 1,160</b> | <b>\$ 6,135</b> | <b>\$ 2,681</b> | <b>\$ 1,585</b> | <b>\$ 14,822</b> |

## 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 2023<br>Funded | FY 2023<br>Unfunded | FY 2024         | FY 2025         | FY 2026         | FY 2027         | 5 Year<br>Total  |
|-----------------------------------------------------|-------------------|---------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Bus Ops - IAD ZEB Overhead Charging - Design        | \$ 1,055          | \$ -                | \$ -            | \$ -            | \$ -            | \$ -            | \$ 1,055         |
| Bus Ops - KMD ZEB Overhead Charging - Design        | 500               | -                   | -               | -               | -               | -               | 500              |
| Bus Ops - SBMF ZEB Overhead Charging - Construction | -                 | 3,000               | -               | -               | -               | -               | 3,000            |
| Bus Ops - Smart Charging Infrastructure             | -                 | -                   | 2,000           | 2,000           | 2,000           | -               | 6,000            |
| Bus Ops - ZEB Hydrogen Storage                      | -                 | -                   | -               | -               | 1,120           | 5,095           | 6,215            |
| <b>Subtotal</b>                                     | <b>\$ 1,555</b>   | <b>\$ 3,000</b>     | <b>\$ 2,000</b> | <b>\$ 2,000</b> | <b>\$ 3,120</b> | <b>\$ 5,095</b> | <b>\$ 16,770</b> |

### 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 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026          | FY 2027          | 5 Year<br>Total   |
|-----------------------------------------------------|-------------------|---------------------|------------------|------------------|------------------|------------------|-------------------|
| Bus Ops - New Transit Facility                      | \$ -              | \$ 5,000            | \$ 5,000         | \$ 50,000        | \$ 60,000        | \$ 50,000        | \$ 170,000        |
| Admin - San Ysidro Transit Center Planning & Design | 331               | -                   | 2,469            | 15,000           | 15,000           | -                | 32,800            |
| Rail Ops - El Cajon Third Track                     | 6,650             | -                   | -                | -                | -                | -                | 6,650             |
| Admin - Social Equity Listening Tour                | 3,000             | -                   | 2,000            | 2,000            | 2,000            | 2,000            | 11,000            |
| Rail Ops - Imperial Ave Transit Center Expansion    | -                 | -                   | 2,000            | 6,000            | 7,000            | -                | 15,000            |
| Bus Ops - Southwestern Rapid                        | -                 | -                   | 1,000            | 11,000           | -                | -                | 12,000            |
| Rail Ops - Airport Trolley                          | -                 | -                   | -                | 10,000           | 10,000           | 25,000           | 45,000            |
| <b>Subtotal</b>                                     | <b>\$ 9,981</b>   | <b>\$ 5,000</b>     | <b>\$ 12,469</b> | <b>\$ 94,000</b> | <b>\$ 94,000</b> | <b>\$ 77,000</b> | <b>\$ 292,450</b> |

## Five-year summary

| State of Good Repair Categories          | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024           | FY 2025           | FY 2026           | FY 2027           | 5 Year Total      |
|------------------------------------------|-------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Bus Revenue Vehicles                     | \$ 35,828         | \$ 22,818           | \$ 50,022         | \$ 33,267         | \$ 70,003         | \$ 50,886         | \$ 262,823        |
| Rail Revenue Vehicles                    | 30,500            | -                   | 32,000            | 11,060            | 10,566            | 10,566            | 94,692            |
| Facility & Construction Projects - Bus   | 4,382             | 1,283               | 13,180            | 18,890            | 25,530            | 13,860            | 77,125            |
| Facility & Construction Projects - Rail  | 2,600             | -                   | 1,550             | 5,200             | 200               | 900               | 10,450            |
| Facility & Construction Projects - Pass. | 6,939             | 3,950               | 3,850             | 6,000             | 7,000             | -                 | 27,739            |
| Rail Infrastructure - Track              | 7,425             | 3,190               | 27,029            | 14,478            | 7,570             | 18,213            | 77,905            |
| Rail Infrastructure - MOW                | 4,380             | 4,100               | 27,072            | 32,327            | 22,357            | 7,382             | 97,618            |
| Other Equipment & Installation - Ops     | 1,733             | 390                 | 8,290             | 4,365             | 3,255             | 3,810             | 21,843            |
| Other Equipment & Installation - Admin   | 2,309             | 952                 | 1,160             | 6,135             | 2,681             | 1,585             | 14,822            |
| <b>Subtotal</b>                          | <b>\$ 96,096</b>  | <b>\$ 36,683</b>    | <b>\$ 164,153</b> | <b>\$ 131,722</b> | <b>\$ 149,162</b> | <b>\$ 107,202</b> | <b>\$ 685,017</b> |

| Major Initiatives                           | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026          | FY 2027          | 5 Year Total      |
|---------------------------------------------|-------------------|---------------------|------------------|------------------|------------------|------------------|-------------------|
| ZEB Infrastructure                          | \$ 1,555          | \$ 3,000            | \$ 2,000         | \$ 2,000         | \$ 3,120         | \$ 5,095         | \$ 16,770         |
| New Transit Facility                        | -                 | 5,000               | 5,000            | 50,000           | 60,000           | 50,000           | 170,000           |
| San Ysidro Transit Center Planning & Design | 331               | -                   | 2,469            | 15,000           | 15,000           | -                | 32,800            |
| El Cajon Third Track                        | 6,650             | -                   | -                | -                | -                | -                | 6,650             |
| Social Equity Listening Tour                | 3,000             | -                   | 2,000            | 2,000            | 2,000            | 2,000            | 11,000            |
| Imperial Ave Transit Center Expansion       | -                 | -                   | 2,000            | 6,000            | 7,000            | -                | 15,000            |
| Southwestern Rapid                          | -                 | -                   | 1,000            | 11,000           | -                | -                | 12,000            |
| Airport Trolley                             | -                 | -                   | -                | 10,000           | 10,000           | 25,000           | 45,000            |
| <b>Subtotal</b>                             | <b>\$ 11,536</b>  | <b>\$ 8,000</b>     | <b>\$ 14,469</b> | <b>\$ 96,000</b> | <b>\$ 97,120</b> | <b>\$ 82,095</b> | <b>\$ 309,220</b> |
| <b>Grand Total</b>                          | <b>\$107,632</b>  | <b>\$ 44,683</b>    | <b>\$178,622</b> | <b>\$227,722</b> | <b>\$246,282</b> | <b>\$189,297</b> | <b>\$994,237</b>  |

## Glossary of Acronyms:

| Acronym | Description                                    | Acronym | Description                                     |
|---------|------------------------------------------------|---------|-------------------------------------------------|
| ABS     | Automatic Block Signaling                      | LRV     | Light Rail Vehicle or trolley                   |
| AHSC    | Affordable Housing and Sustainable Communities | OH      | Overhead                                        |
| ARINC   | Aeronautical Radio INC                         | OL      | Orange Line                                     |
| BEB     | Battery Electric Bus                           | 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)               |
| ECD     | East County Division (El Cajon)                | SD7     | Light Rail Vehicles (3000 Series)               |
| HVAC    | Heating, Ventilation, and Air Conditioning     | SD8     | Light Rail Vehicles (4000 Series)               |
| IAD     | Imperial Avenue Division (Downtown)            | SDIV    | San Diego & Imperial Valley (old rail line)     |
| IMT     | Imperial Ave Transit Center                    | SDTI    | San Diego Trolley                               |
| IVR     | Interactive Voice Response                     | UPS     | Uninterruptible Power Supply                    |
| KMD     | Kearny Mesa Division                           | VMS     | Variable Message Sign                           |
| LIDAR   | Light Detection and Ranging                    | ZEB     | Zero Emission Bus                               |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM****CAPITAL BUDGET - INDIVIDUAL FUNDED PROJECT DESCRIPTION FOR FISCAL YEAR 2023 (in 000's)****ATTACHMENT C**

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

| Form ID | Title                                                                                                                                | FY23<br>Budget | Federal | State/Local | Other |
|---------|--------------------------------------------------------------------------------------------------------------------------------------|----------------|---------|-------------|-------|
| 1572    | <u>Rail Ops - SD100 Light Rail Vehicle Replacement</u><br>Replacement SD100 Light Rail Vehicle Fleet                                 | 30,500         | 22,654  | 7,846       | -     |
| 1563    | <u>Bus Ops - Bus Procurement - FY23</u><br>Procurement of 40' and Mini buses                                                         | 35,028         | 4,318   | 30,710      | -     |
| 1534    | <u>Rail Ops - El Cajon Third Track</u><br>Construction of El Cajon Transit Center Third Track                                        | 6,650          | -       | 6,650       | -     |
| 1533    | <u>Rail Ops - Green Line Double Tracks</u><br>Green Line Imperial Ave Transit Center Double Tracking                                 | 4,000          | -       | 68          | 3,932 |
| 1499    | <u>Admin - America Plaza Pedestrian Enhancements</u><br>America Plaza Pedestrian Enhancements                                        | 3,294          | -       | 3,294       | -     |
| 1517    | <u>Admin - Social Equity Listening Tour</u><br>Social Equity Listening Tour                                                          | 3,000          | -       | 3,000       | -     |
| 1541    | <u>Rail Ops - Signal Upgrade for El Cajon 3rd Track - INT E26</u><br>Signal Upgrade for El Cajon 3rd Track                           | 2,050          | -       | 2,050       | -     |
| 1535    | <u>Admin - Grantville Station Improvements</u><br>Grantville Station Improvements                                                    | 1,995          | -       | 1,995       | -     |
| 1511    | <u>Bus Ops - KMD Shop Hoists</u><br>Replacement of shop hoist at Kearny Mesa Division                                                | 1,925          | -       | 1,925       | -     |
| 1502    | <u>Bus Ops - KMD CNG Compressor Replacement</u><br>CNG Compressor Replacement at Kearny Mesa Division                                | 1,699          | -       | 1,699       | -     |
| 1479    | <u>Rail Ops - Grade Crossing Replacement - FY23</u><br>Replacement of grade crossing                                                 | 1,685          | -       | 1,685       | -     |
| 1488    | <u>Rail Ops - ARINC Integration</u><br>ARINC Integration                                                                             | 1,300          | -       | 1,300       | -     |
| 1480    | <u>Rail Ops - Station Trackway Replacement</u><br>Station Trackway Replacement                                                       | 1,240          | -       | 1,240       | -     |
| 1510    | <u>Admin - Server Refresh - FY23</u><br>Server Refresh                                                                               | 1,221          | -       | 1,221       | -     |
| 1506    | <u>Bus Ops - Imperial Ave Division ZEB Overhead Charging</u><br>ZEB Overhead Charging at Imperial Ave Division                       | 1,055          | 750     | 305         | -     |
| 1476    | <u>Rail Ops - S85 Retaining Wall</u><br>S85 Retaining Wall                                                                           | 900            | -       | 900         | -     |
| 1529    | <u>Bus Ops - Southbay Bus Maintenance Facility - Building Demolition</u><br>Building Demolition at Southbay Bus Maintenance Facility | 758            | -       | 758         | -     |
| 2001    | <u>Rail Ops - Palm Tree Removal</u><br>Removal of palm trees                                                                         | 750            | -       | 750         | -     |
| 1512    | <u>Admin - Davra System Enhancements</u><br>Davra System Enhancements                                                                | 668            | -       | 668         | -     |
| 1495    | <u>Admin - ADA Bus Stop Improvements - FY23</u><br>ADA Bus Stop Improvements                                                         | 600            | -       | 600         | -     |
| 1500    | <u>Admin - Pyramid Building Repairs</u>                                                                                              | 600            | -       | 600         | -     |



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM****CAPITAL BUDGET - INDIVIDUAL FUNDED PROJECT DESCRIPTION FOR FISCAL YEAR 2023 (in 000's)****ATTACHMENT C**

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

| Form ID       | Title                                                                                                                              | FY23<br>Budget    | Federal          | State/Local      | Other           |
|---------------|------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------|------------------|-----------------|
| 1532          | Pyramid Building Repairs<br><u>Admin - East Village AHSC Rapid Stations</u><br>East Village Rapid Stations Improvements            | 550               | -                | 550              | -               |
| 1557          | <u>Admin - Miscellaneous Capital - FY23</u><br>Miscellaneous Capital                                                               | 462               | -                | 462              | -               |
| 1504          | <u>Bus Ops - Kearny Mesa Division ZEB Overhead Charging</u><br>ZEB Overhead Charging at Kearny Mesa Division                       | 500               | -                | 500              | -               |
| 1571          | <u>Rail Ops - Rio Vista Platform Design Phase II</u><br>Rio Vista Platform Design Phase II                                         | 500               | -                | 500              | -               |
| 1481          | <u>Rail Ops - Special Trackwork Replacement</u><br>Special Trackwork Replacement                                                   | 500               | -                | 500              | -               |
| 1486          | <u>Rail Ops - Substation Replacement</u><br>Replacement of substations                                                             | 480               | -                | 480              | -               |
| 1505          | <u>Bus Ops - Imperial Ave Division Generator Replacement</u><br>Generator Replacement at Imperial Ave Division                     | 430               | -                | 430              | -               |
| 1508          | <u>Admin - Network Equipment Refresh - FY23</u><br>Network Equipment Refresh                                                       | 400               | -                | 400              | -               |
| 1543          | <u>Rail Ops - Fencing Replacement - FY23</u><br>Fencing Replacement                                                                | 350               | -                | 350              | -               |
| 1489          | <u>Rail Ops - Downtown Parallel Feeder Cable</u><br>Downtown Parallel Feeder Cable                                                 | 350               | -                | 350              | -               |
| 1558          | <u>Admin - San Ysidro Transit Center Planning &amp; Design</u><br>San Ysidro Transit Center Planning & Design                      | 331               | -                | -                | 331             |
| 1539          | <u>Rail Ops - Building C Fans</u><br>Building C Fans                                                                               | 250               | -                | 250              | -               |
| 1540          | <u>Rail Ops - 12th Imperial &amp; India St WSD to H&amp;K Detection System</u><br>Detection System at 12th Imperial & India Street | 200               | -                | 200              | -               |
| 1536          | <u>Admin - CCTV Installation and Upgrade - FY23</u><br>CCTV Installation and Upgrade                                               | 175               | -                | 175              | -               |
| 1570          | <u>Bus Ops - Iris Rapid - BEB Procurement</u><br>Battery Electric Bus procurement for Iris Rapid                                   | 800               | -                | 800              | -               |
| 1474          | <u>Admin - Copier Replacement - FY23</u><br>Copier Replacement                                                                     | 126               | -                | 126              | -               |
| 1544          | <u>Rail Ops - Station Cleaning Equipment - FY23</u><br>Station Cleaning Equipment                                                  | 110               | -                | 110              | -               |
| 1514          | <u>Admin - Data Storage Refresh - FY23</u><br>Data Storage Refresh                                                                 | 100               | -                | 100              | -               |
| 1542          | <u>Rail Ops - HVAC Improvements - FY23</u><br>HVAC replacement for Trolley Buildings                                               | 100               | -                | 100              | -               |
| <b>Totals</b> |                                                                                                                                    | <b>\$ 107,632</b> | <b>\$ 27,722</b> | <b>\$ 75,647</b> | <b>\$ 4,262</b> |

**San Diego Metropolitan Transit System**  
**Funding Compared to Capital Needs (\$000s)**  
**Fiscal Years 2023-2027**

|                                        | Proposed<br>FY23 | Projected<br>FY24 | Projected<br>FY25 | Projected<br>FY26 | Projected<br>FY27 | Total<br>FY23 to FY27 |
|----------------------------------------|------------------|-------------------|-------------------|-------------------|-------------------|-----------------------|
| <b>Total Revenues</b>                  |                  |                   |                   |                   |                   |                       |
| Recurring Dedicated CIP Revenues       | \$ 137,022       | \$ 147,096        | \$ 143,522        | \$ 146,572        | \$ 149,322        | \$ 723,536            |
| Other Non Recurring Revenues           | 34,415           | 29,000            | 5,000             | -                 | -                 | 68,415                |
| Total Capital Revenues                 | \$ 171,437       | \$ 176,096        | \$ 148,522        | \$ 146,572        | \$ 149,322        | \$ 791,951            |
| <b>Less: "Off the Top" Expenses</b>    |                  |                   |                   |                   |                   |                       |
| SANDAG Planning Studies                | \$ (213)         | \$ (217)          | \$ (217)          | \$ (217)          | \$ (217)          | \$ (1,082)            |
| ADA Operations                         | (4,593)          | (4,593)           | (4,593)           | (4,593)           | (4,593)           | (22,965)              |
| Preventative Maintenance               | (59,000)         | (60,000)          | (61,000)          | (62,000)          | (63,000)          | (305,000)             |
| Total "Off The Top" Expenses           | \$ (63,806)      | \$ (64,810)       | \$ (65,810)       | \$ (66,810)       | \$ (67,810)       | \$ (329,047)          |
| <b>Adjusted Available CIP Revenues</b> | \$ 107,631       | \$ 111,286        | \$ 82,712         | \$ 79,762         | \$ 81,512         | \$ 462,904            |
| <b>Total Project Needs</b>             | 152,315          | 178,622           | 227,722           | 246,282           | 189,297           | 994,237               |
| <b>Total Deficit</b>                   | \$ (44,683)      | \$ (67,335)       | \$ (145,010)      | \$ (166,519)      | \$ (107,785)      | \$ (531,333)          |
| <b>% of Funding / Needs</b>            | 70.7%            | 62.3%             | 36.3%             | 32.4%             | 43.1%             | 46.6%                 |
| <b>Accumulated Deficit</b>             | \$ (44,683)      | \$ (112,019)      | \$ (257,029)      | \$ (423,548)      | \$ (531,333)      |                       |



**Metropolitan  
Transit  
System**

## MEMORANDUM

DATE: March 9, 2022

TO: Eric Cheng, Transit Asset Management (TAM) Program Manager

FROM: Denis Desmond, Director of Planning & Scheduling

SUBJECT: FY 2023 CAPITAL IMPROVEMENT PROGRAM TITLE VI/EJ ANALYSIS

Revised FTA guidance on compliance with Title VI and Environmental Justice requirements was issued in 2012. Given the greater emphasis on analyzing projects and proposals for burdens, benefits, and disproportionate impacts for low-income and minority communities, the analysis detailed below was made of the 39 projects proposed for funding in MTS' FY 2023 Capital Improvement Program (CIP). Please keep this information for your files.

### **ANALYSIS METHODOLOGY**

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

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

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



implement a capital investment program despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

### **REGIONAL BENEFIT/BURDEN PROJECTS**

Of all of the projects proposed for funding, **8** were determined to have a regional impact that would not be specific to any one or few locations in our jurisdiction. These are primarily vehicle replacements or rehabilitation, vehicle equipment, system-wide amenities, and information technology projects. Since the vehicles are distributed throughout MTS' service area, and the technology projects are deployed system-wide, there was no further analysis of these projects for the purpose of this Title VI/EJ evaluation. These projects are listed in Table 1 below.

*Table 1. Regional Benefit/Burden Projects*

|   | <b>Division</b> | <b>Project Name</b>                  | <b>Location</b> | <b>FY 2023<br/>Funded</b> |
|---|-----------------|--------------------------------------|-----------------|---------------------------|
| 1 | Admin           | Server Refresh - FY23                |                 | \$1,221,000               |
| 2 | Admin           | Davra System Enhancements            |                 | \$667,940                 |
| 3 | Admin           | Network Equipment Refresh - FY23     |                 | \$400,000                 |
| 4 | Admin           | CCTV Installation and Upgrade - FY23 |                 | \$175,000                 |
| 5 | Admin           | Data Storage Refresh - FY23          |                 | \$100,000                 |
| 6 | SDTC            | Bus Procurement - FY23               |                 | \$35,028,143              |
| 7 | Rail            | SD100 Light Rail Vehicle Replacement |                 | \$30,500,000              |
| 8 | Rail            | Station Cleaning Equipment - FY23    |                 | \$110,000                 |

MTS also maintains a Miscellaneous Capital budget for emergency and unforeseen needs that may arise during the year (\$426K in FY23). In addition, MTS has a Capital fund of \$3 million; MTS intends to conduct a social equity listening tour to gather input on community priorities for how this fund should be spent. No specific projects or locations are yet identified for either expenditure, so for purposes of this FY 2023 CIP, no Title VI analysis has been undertaken. Once projects are identified, MTS will conduct any required equity analyses, including carrying out appropriate inclusive public engagement to ensure the voices of populations protected by Title VI and associated regulations are heard.

*Table 1A. Future Projects with No Specific Site Identified*

|   | <b>Division</b> | <b>Project Name</b>                  | <b>Location</b> | <b>FY 2023<br/>Funded</b> |
|---|-----------------|--------------------------------------|-----------------|---------------------------|
| 1 | Admin           | Admin - Miscellaneous Capital - FY23 |                 | \$462,040                 |
| 2 | Admin           | Social Equity Listening Tour         |                 | \$3,000,000               |

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

### **REPAIR/REPLACE PROJECTS AT EXISTING MTS FACILITIES**

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

*Table 2. Repair/Replace Projects at Existing MTS Facilities*

|    | Division | Project Name                                             | Location         | FY 2023 Funded |
|----|----------|----------------------------------------------------------|------------------|----------------|
| 1  | Admin    | Pyramid Building Repairs                                 | Pyramid Building | \$600,000      |
| 2  | Admin    | Copier Replacement - FY23                                | Mills Building   | \$126,019      |
| 3  | SDTC     | KMD Shop Hoists                                          | KMD              | \$1,925,000    |
| 4  | SDTC     | KMD CNG Compressor Replacement                           | KMD              | \$1,699,000    |
| 5  | SDTC     | Imperial Ave Division ZEB Overhead Charging              | IAD              | \$1,055,000    |
| 6  | SDTC     | South Bay Bus Maintenance Facility - Building Demolition | SBMF             | \$758,000      |
| 7  | SDTC     | Kearny Mesa Division ZEB Overhead Charging               | KMD              | \$500,000      |
| 8  | SDTC     | Imperial Ave Division Generator Replacement              | IAD              | \$430,000      |
| 9  | Rail     | Special Trackwork Replacement                            | SD Trolley       | \$500,000      |
| 10 | Rail     | Building C Fans                                          | SD Trolley       | \$250,000      |
| 11 | Rail     | HVAC Improvements - FY23                                 | SD Trolley       | \$100,000      |

**EXTERNAL REPAIR/REPLACE PROJECTS WITH NEGLIGIBLE IMPACTS**

Of the remaining projects, **8** are similarly repairs or replacements of existing infrastructure or right-of-way, but occur throughout the community beyond our operating division facilities. The completion of these projects will enhance reliability and extend the life of the capital assets, but the projects themselves will have little or no direct impact on the community or riders, other than minor, temporary construction work. These are primarily maintenance-of-way state-of-good repair projects and information technology upgrades. Therefore, they have also been identified as having no specific and substantive burden or benefit. These are listed in Table 3.

*Table 3. External Repair/Replace Projects with Negligible Impacts*

|   | Division | Project Name                                                      | Location                    | FY 2023 Funded |
|---|----------|-------------------------------------------------------------------|-----------------------------|----------------|
| 1 | Rail     | Signal Upgrade for El Cajon 3rd Track - INT E26                   | El Cajon Transit Center     | \$425,000      |
| 2 | Rail     | ARINC Integration                                                 | Blue Line, Green Line       | \$425,000      |
| 3 | Rail     | S85 Retaining Wall                                                | Blue Line                   | \$65,000       |
| 4 | Rail     | Rio Vista Platform Design Phase II                                | Rio Vista Station           | \$200,000      |
| 5 | Rail     | Substation Replacement                                            | Blue Line, Orange Line      | \$200,000      |
| 6 | Rail     | Fencing Replacement - FY23                                        | Blue Line, Orange Line      | \$1,100,000    |
| 7 | Rail     | Downtown Parallel Feeder Cable                                    | C Street                    | \$1,000,000    |
| 8 | Rail     | 12 <sup>th</sup> /Imperial & India St WSD to H&K Detection System | 12 <sup>th</sup> & Imperial | \$1,785,000    |

**EXTERNAL REPAIR/REPLACE PROJECTS WITH NET BENEFIT**

The remaining **10** projects in the proposed FY 2023 CIP could have a noticeable impact to riders and communities. All of these are determined to be a **net benefit** to the communities in which they are located, as they improve the accessibility, condition, security, and/or aesthetics of facilities commonly used by the public. They are listed below in Table 4, and Title VI mapping and analysis was conducted for these projects.

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

|    | Division | Project Name                                            | Location                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | FY 2023 Funded |
|----|----------|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| 1  | Admin    | America Plaza Pedestrian Enhancements                   | Kettner Blvd. (Downtown)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | \$3,294,000    |
| 2  | Admin    | Grantville Station Improvements                         | Grantville Station                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | \$1,995,000    |
| 3  | Admin    | ADA Bus Stop Improvements - FY23                        | <ul style="list-style-type: none"> <li>• 47th Trolley</li> <li>• Balboa/Olney</li> <li>• Nobel/Regents</li> <li>• Villa La Jolla/ Holiday</li> <li>• Logan/47th</li> <li>• PV/Meadowbrook</li> <li>• Market/27th</li> <li>• OV/36th</li> <li>• OV/39th</li> <li>• OV/32nd</li> <li>• Market/33rd</li> <li>• Skyline/O'Meara</li> <li>• 47th/Hartley</li> <li>• 25th/J</li> <li>• Euclid/La Paz</li> <li>• 43rd/Delta</li> <li>• Hotel Cir/ Bachman</li> <li>• Plaza/Euclid</li> <li>• Palm/Beyer Way</li> <li>• Hollister/Leon</li> <li>• Hollister/Palm</li> <li>• Woodman/Alsacia</li> <li>• Woodman/Skyline</li> <li>• Woodman/Skyline</li> </ul> | \$600,000      |
| 4  | Admin    | East Village AHSC Rapid Stations                        | 14 <sup>th</sup> St. & F St./G St.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | \$550,000      |
| 5  | Admin    | San Ysidro Transit Center Planning & Design             | San Ysidro Transit Center                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$330,800      |
| 6  | SDTC     | Iris Rapid - BEB Procurement                            | Iris Rapid                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | \$800,000      |
| 7  | Rail     | El Cajon Third Track                                    | El Cajon Transit Center                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$6,650,000    |
| 8  | Rail     | Green Line Double Tracks                                | 12 <sup>th</sup> /Imperial                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | \$4,000,000    |
| 9  | Rail     | Grade Crossing Replacement                              | <ul style="list-style-type: none"> <li>• 5th/C</li> <li>• 29th/Comm</li> <li>• N Marshall</li> <li>• Francis</li> <li>• Island</li> <li>• Civic Center</li> <li>• 27th St</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$1,685,000    |
| 10 | Rail     | Station Trackway Replacement, 62 <sup>nd</sup> /Encanto | 62 <sup>nd</sup> /Encanto                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$1,240,000    |

## RESULTS

An analysis of the projects with a perceived net benefit listed in Table 4 was conducted using Geographic Information Systems (GIS) and census block group data. All projects were mapped to determine how the percentages and populations of low-income and minority communities affected by the proposed CIP projects compared to percentages and populations of low-income and minority communities in the entire MTS jurisdiction.

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

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

Please let me know if you have any questions.

M-CHENG\_FY23CIPTITLEVI\_FUNDED\_DDESMOND\_Rev Mar 9

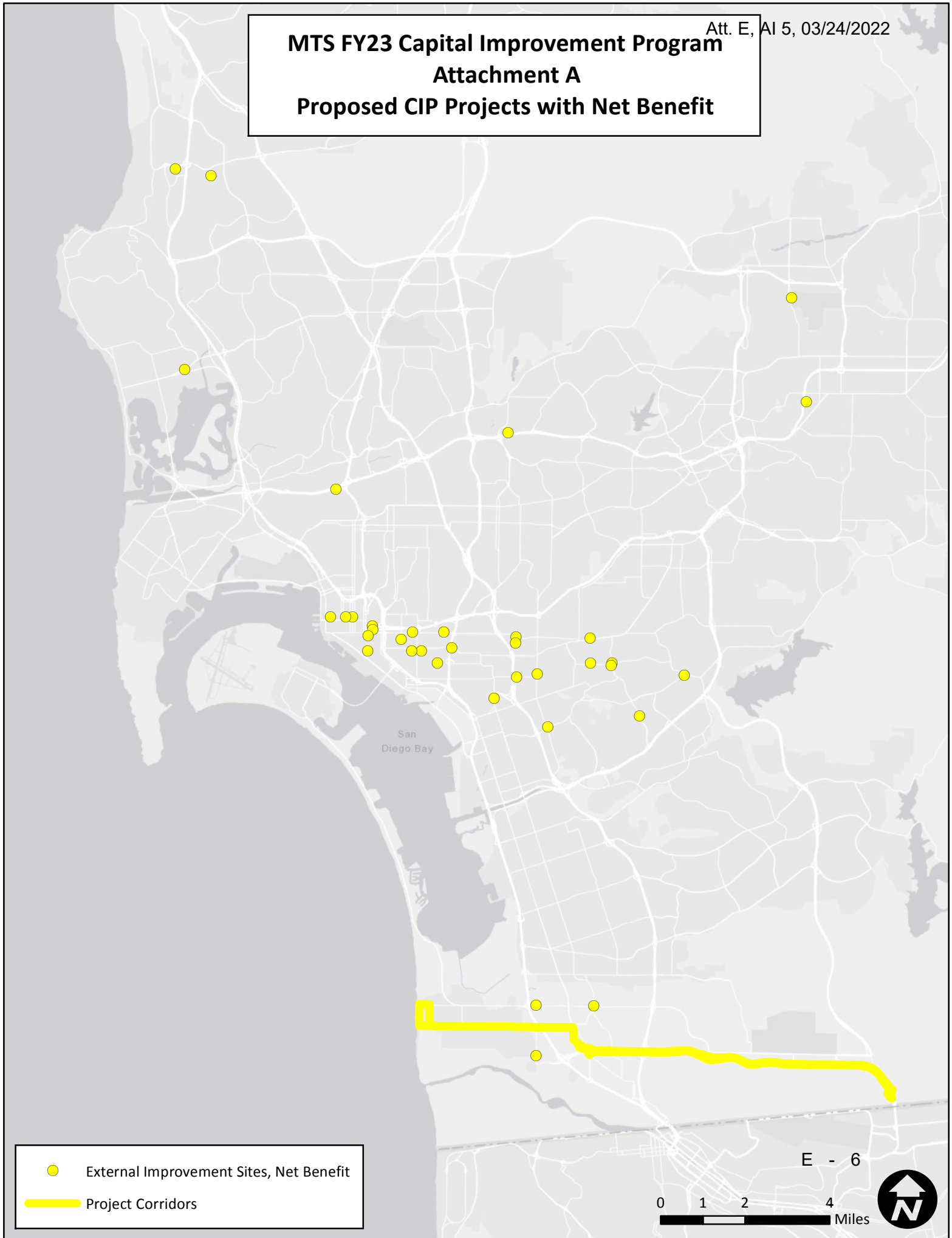
### Attachments: Analysis of Proposed CIP Projects (10 projects) with a Community Benefit

- Attachment A: Map of Projects
- Attachment B: Map of Projects Overlaid with Minority Census Block Groups
- Attachment C: Map of Projects Overlaid with Low-Income Census Block Groups
- Attachment D: Statistical Analysis for Projects

C: Sharon Cooney, Mike Thompson

MTS FY23 Capital Improvement Program  
Attachment A  
Proposed CIP Projects with Net Benefit

Att. E, AI 5, 03/24/2022

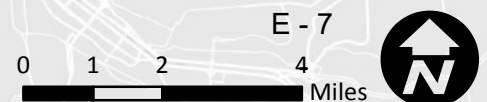
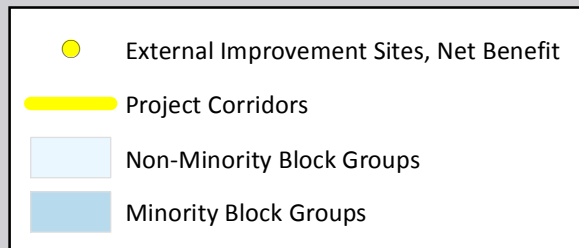


- External Improvement Sites, Net Benefit
- Project Corridors



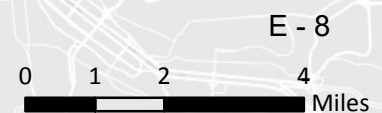
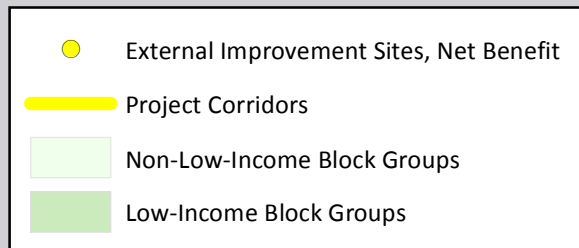
MTS FY23 Capital Improvement Program  
Attachment B  
Proposed CIP Projects with Net Benefit

Att. E, AI 5, 03/24/2022



**MTS FY23 Capital Improvement Program**  
**Attachment C**  
**Proposed CIP Projects with Net Benefit**

Att. E, AI 5, 03/24/2022



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

| Project ID | Project Description                                   | Total Census Block Groups | Block Group Population – Income Surveys | Low-Income Population | % Low-Income | # Block Groups More Low-Income Than SAA | % Block Groups Over Low-Income SAA | Block Group Population – Race & Ethnicity Surveys | Minority Population | % Minority   | # Block Groups More Minority Than SAA | % Block Groups Over Minority SAA |
|------------|-------------------------------------------------------|---------------------------|-----------------------------------------|-----------------------|--------------|-----------------------------------------|------------------------------------|---------------------------------------------------|---------------------|--------------|---------------------------------------|----------------------------------|
| -          | <b>MTS Service Area Average (SAA)</b>                 | <b>1,321</b>              | <b>2,298,741</b>                        | <b>657,817</b>        | <b>28.6%</b> | <b>358</b>                              | <b>27%</b>                         | <b>2,356,657</b>                                  | <b>1,350,366</b>    | <b>57.3%</b> | <b>465</b>                            | <b>35%</b>                       |
| 1479       | Grade Crossing Replacement - FY23                     | 11                        | 18,431                                  | 10,197                | 55.3%        | 9                                       | 82%                                | 20,522                                            | 15,330              | 74.7%        | 8                                     | 73%                              |
| 1480       | Station Trackway Replacement                          | 1                         | 2,724                                   | 1,537                 | 56.4%        | 1                                       | 100%                               | 2,776                                             | 2,669               | 96.1%        | 1                                     | 100%                             |
| 1495       | ADA Bus Stop Improvements - FY23                      | 22                        | 47,309                                  | 18,826                | 39.8%        | 10                                      | 45%                                | 47,352                                            | 38,880              | 82.1%        | 16                                    | 73%                              |
| 1499       | America Plaza Pedestrian Enhancements                 | 1                         | 2,560                                   | 441                   | 17.2%        | 0                                       | 0%                                 | 2,560                                             | 828                 | 32.3%        | 0                                     | 0%                               |
| 1513       | Iris Rapid - Charging Infrastructure                  | 1                         | 2,266                                   | 819                   | 36.1%        | 0                                       | 0%                                 | 2,266                                             | 2,107               | 93.0%        | 1                                     | 100%                             |
| 1532       | East Village AHSC Rapid Stations                      | 1                         | 3,419                                   | 1,295                 | 37.9%        | 0                                       | 0%                                 | 3,419                                             | 1,748               | 51.1%        | 0                                     | 0%                               |
| 1533       | Green Line Double Tracks                              | 1                         | 5,802                                   | 2,818                 | 48.6%        | 1                                       | 100%                               | 5,821                                             | 3,135               | 53.9%        | 0                                     | 0%                               |
| 1534       | El Cajon Third Track                                  | 1                         | 719                                     | 295                   | 41.0%        | 1                                       | 100%                               | 727                                               | 477                 | 65.6%        | 0                                     | 0%                               |
| 1535       | Grantville Station Improvements                       | 1                         | 1,169                                   | 281                   | 24.0%        | 0                                       | 0%                                 | 1,169                                             | 525                 | 44.9%        | 0                                     | 0%                               |
| 1558       | San Ysidro Transit Center Planning & Design           | 1                         | 3,810                                   | 838                   | 22.0%        | 0                                       | 0%                                 | 3,821                                             | 3,569               | 93.4%        | 1                                     | 100%                             |
| 1570       | Iris Rapid - BEB Procurement                          | 33                        | 72,307                                  | 25,780                | 35.7%        | 18                                      | 55%                                | 72,805                                            | 60,092              | 82.5%        | 24                                    | 73%                              |
| -          | <b>FY23 Program Total - Projects with Net Benefit</b> | <b>71</b>                 | <b>109,257</b>                          | <b>43,548</b>         | <b>39.9%</b> | <b>28</b>                               | <b>39%</b>                         | <b>109,779</b>                                    | <b>86,485</b>       | <b>78.8%</b> | <b>38</b>                             | <b>54%</b>                       |

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

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

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

# Metropolitan Transit System FY 2023 Capital Improvement Program (CIP)

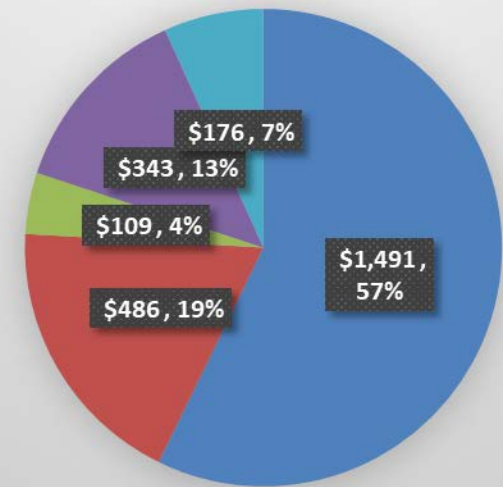
MTS Board of Directors  
Budget Development Committee  
March 24, 2022

# Development of the FY 2023 CIP: Guiding Principles

- 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

20 Year SGR need  
\$2.6B in total  
(Average of \$130M/yr)

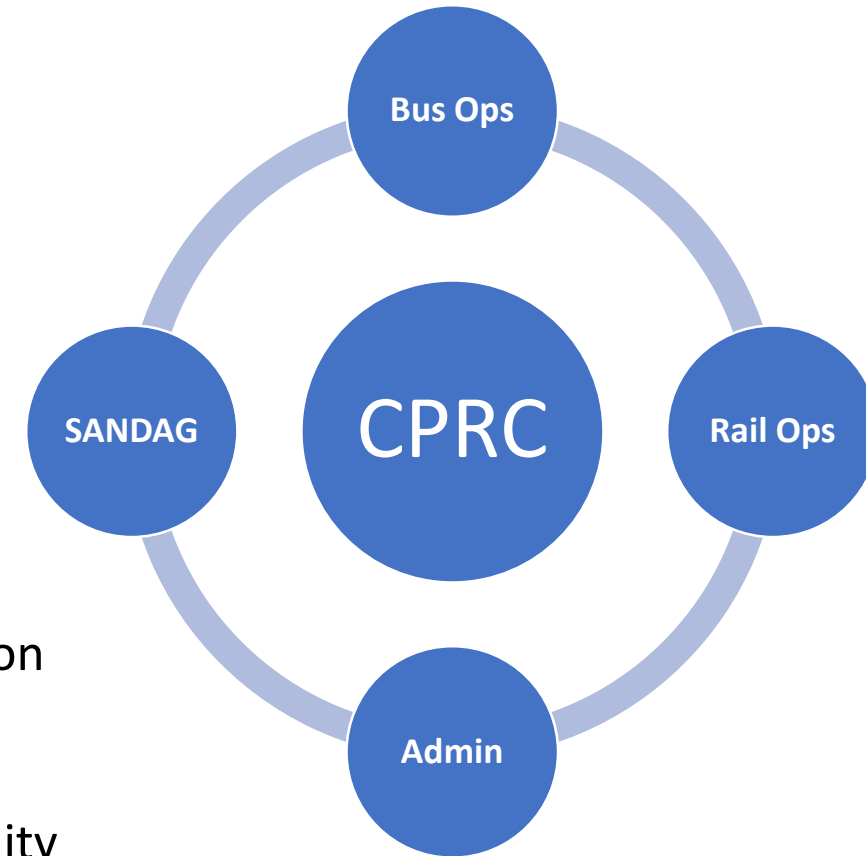
Need by Category (\$M)



- Bus Revenue Vehicles
- Rail Revenue Vehicles
- Facility & Construction Projects
- Rail Infrastructure
- Other Equipment & Installation

# Development of the FY 2023 CIP

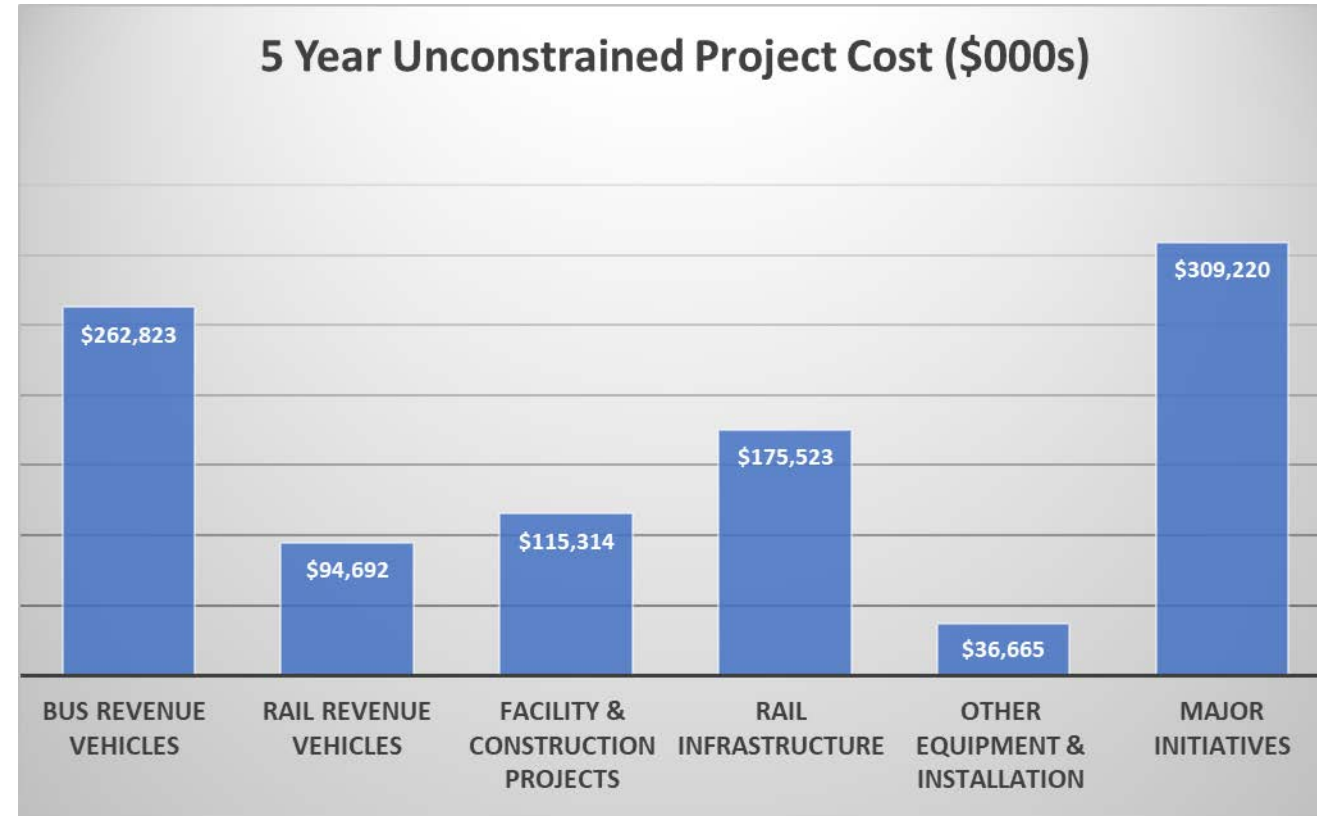
- Process began in October 2021 with request for projects
  - Each department submits:
    - Update to their departmental **20 year CIP forecast**
    - Project requests for the next 5 fiscal years
    - Departmental prioritization
  - Consolidated project list is prepared
- Capital Projects Review Committee (CPRC) meeting was held to discuss the priority project list
  - Each Committee member responsible for discussing their prioritized capital requests for the group it serves
  - Projects with safety and/or operational needs are priority 1
  - The Committee reviewed and the CEO approved the prioritization of the capital requests
    - All priority 1 projects were funded
  - The project list is also subject to an analysis based on social equity principles and there was no disproportionate impact on Low Income/Minority populations (Title VI)





# FY 2023-27 CIP - Unconstrained Project List (\$000s)

- 5 year unconstrained project list
  - Totals need of \$994M
    - Summary by category in the table ->
  - Ongoing state of good repair requirements
    - Makes up \$685M (72%) of overall need
    - \$358M alone for Revenue Vehicles
      - Including the transition plan to ZEBs
  - Major initiatives of \$309M include:
    - ZEB charging infrastructure at all five bus facilities
    - Division 6 - new bus maintenance facility
    - Imperial Ave Transit Center Expansion
    - New Southwestern Rapid



# Capital Funding Levels Proposed FY 2023 (\$000s)

| <b>Funding Description</b>                               | <b>Amount</b>     |
|----------------------------------------------------------|-------------------|
| Federal Funding (Sections 5307, 5337, 5339)              | \$ 78,565         |
| * Federal Regional Surface Transportation Program (RSTP) | 12,000            |
| Transportation Development Act (TDA)                     | 33,836            |
| California State Transit Assistance (STA)                | 19,669            |
| California STA State of Good Repair                      | 4,952             |
| * California Cap and Trade Discretionary (TIRCP)         | 5,585             |
| * Other                                                  | 16,500            |
| Total Preventive Maintenance                             | (63,593)          |
| SANDAG Planning Studies                                  | 118               |
| <b>Available Funding for Capital Program</b>             | <b>\$ 107,632</b> |
| * Non-recurring funding totals:                          | \$ 34,085         |

Other funding includes IRS CNG credits, transfers from closed projects, carryover from FY22, and other grant programs



# Capital Project Summary

## Proposed Fiscal Year 2023 (\$000s)

- \$152.3M in total requests
  - 65 total projects
- \$107.6M in available funding
  - Only able to fund 71% of requests
- Projects funded
  - 89% of funding towards State of Good Repair
  - 40 projects funded
    - Listed in Attachment B
    - Short project descriptions also included in Attachment C
  - 62% of funding for Revenue Vehicles

| Capital Project Categories       | Funding (\$000s)  |
|----------------------------------|-------------------|
| Bus Revenue Vehicles             | \$ 35,828         |
| Rail Revenue Vehicles            | 30,500            |
| Facility & Construction Projects | 13,921            |
| Rail Infrastructure              | 11,805            |
| Other Equipment & Installation   | 4,042             |
| Major Initiatives                | 11,536            |
| <b>Grand Total</b>               | <b>\$ 107,632</b> |

# FY 2023 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                  | \$ 609                |
| 40 ft. ZEB        | 8              | 12                  | \$ 1,029              |
| 60 ft. Artics     | 101            | 12                  | \$ 1,115              |
| 60 ft. Artics ZEB | 12             | 12                  | \$ 1,561              |
| Commuter Express  | 24             | 12                  | \$ 946                |
| Minibuses         | 40             | 7                   | \$ 218                |
| ADA Minibuses     | 111            | 5                   | \$ 146                |
| <b>Total</b>      | <b>764</b>     |                     |                       |



# FY 2023 CIP Project Highlights - Bus Revenue Vehicles

- Fleet Replacement Funding

- \$35.8M funded for FY23
  - 48 40 ft buses
- \$22.8M unfunded
  - Buses for TransNet funded Rapid services
  - SANDAG not funding their replacement
  - Pursuing competitive funding for these buses

- Funding by year (\$000s):

| Project Name                           | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024   | FY 2025   | FY 2026   | FY 2027   | 5 Year<br>Total |
|----------------------------------------|-------------------|---------------------|-----------|-----------|-----------|-----------|-----------------|
| Bus Ops - Bus Procurement              | \$ 35,028         | \$ -                | \$ 33,940 | \$ 33,267 | \$ 45,630 | \$ 50,886 | \$ 198,751      |
| Bus Ops - Rapid Bus Procurement        | -                 | 22,818              | 16,082    | -         | 24,373    | -         | 63,272          |
| Bus Ops - Iris Rapid - BEB Procurement | 800               | -                   | -         | -         | -         | -         | 800             |
| Subtotal                               | \$ 35,828         | \$ 22,818           | \$ 50,022 | \$ 33,267 | \$ 70,003 | \$ 50,886 | \$ 262,823      |

# FY 2023 CIP Project Highlights - Rail Revenue Vehicles

- Light Rail Vehicle (LRV) Fleet Replacement
  - 168 vehicles in fleet
  - 25-30 year useful life
  - Currently replacing the 52 SD100 LRVs

| Light Rail Vehicles by Series |           |       |            |             |
|-------------------------------|-----------|-------|------------|-------------|
| Series                        | #s        | Count | In Service | Replacement |
| 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   |





# FY 2023 CIP Project Highlights - Rail Revenue Vehicles

- Fleet Replacement Funding

- SD100 Replacement

- First order of 25 placed in 2019 / Option for 22 exercised in 2021
    - 47 vehicles being delivered over 2021-2025
    - \$216M in total

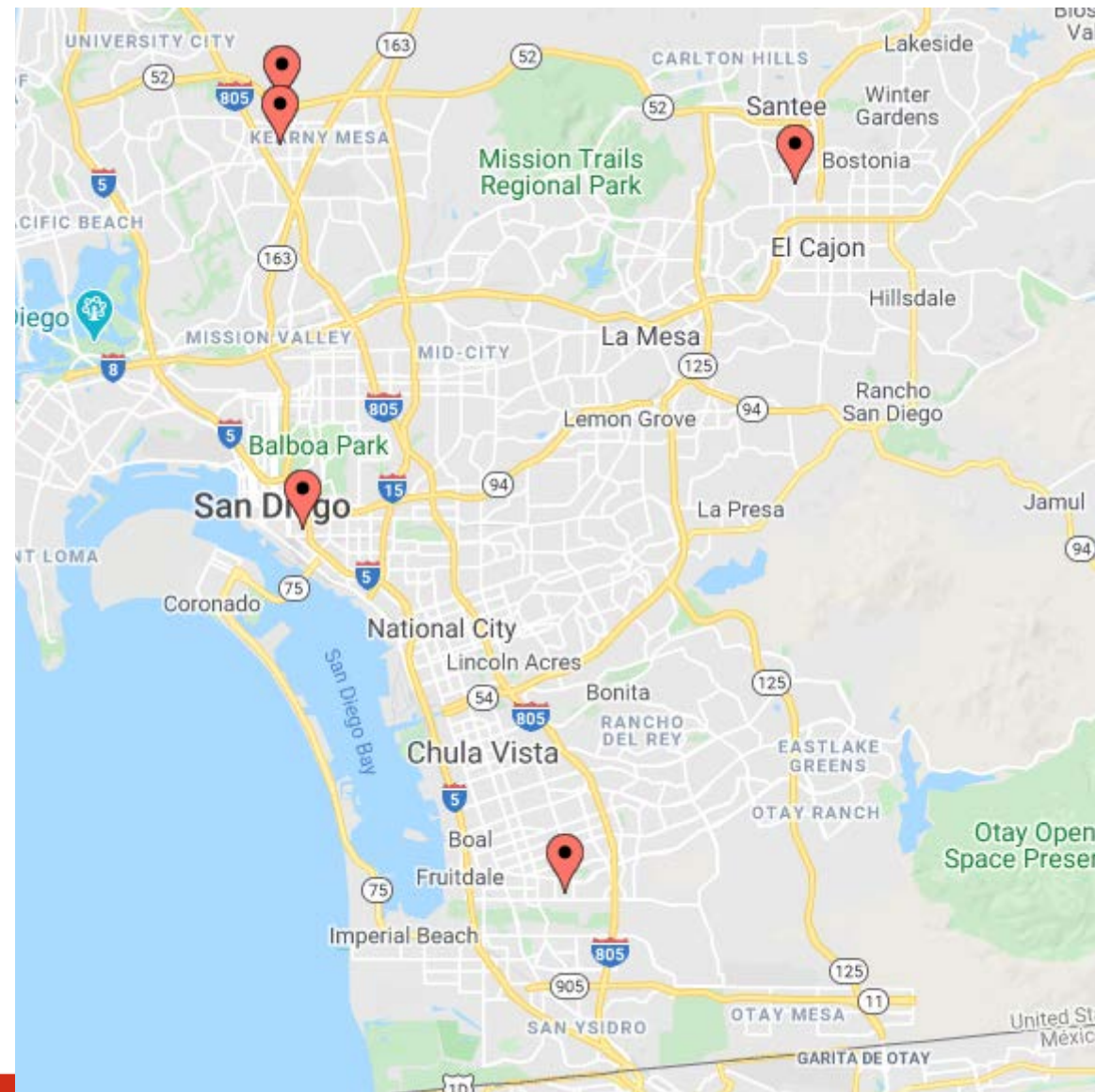
- Begin saving for SD7 replacements in FY 2026

- LRV funding by year (\$000s):

| Project Name                                    | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024   | FY 2025   | FY 2026   | FY 2027   | 5 Year<br>Total |
|-------------------------------------------------|-------------------|---------------------|-----------|-----------|-----------|-----------|-----------------|
| Rail Ops - SD100 Light Rail Vehicle Replacement | \$ 30,500         | \$ -                | \$ 32,000 | \$ 11,060 | \$ -      | \$ -      | \$ 73,560       |
| Rail Ops - SD7 Light Rail Vehicle Replacement   | -                 | -                   | -         | -         | 10,566    | 10,566    | 21,132          |
| Subtotal                                        | \$ 30,500         | \$ -                | \$ 32,000 | \$ 11,060 | \$ 10,566 | \$ 10,566 | \$ 94,692       |

# FY 2023 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
  - Passenger Facilities
    - 68 major passenger facilities
    - Each Transit Center/Station may include amenities such as shelters, benches, parking lots and elevators



# FY 2023 CIP - Facility & Construction Projects

- 18 projects submitted for FY 2023
  - 12 projects funded, 6 not funded
  - \$13.5M total
    - Example: Shop hoist replacements at KMD
  - Full project lists in attachment B
- Funding by year (\$000s):



| State of Good Repair Categories          | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024          | FY 2025          | FY 2026          | FY 2027          | 5 Year Total      |
|------------------------------------------|-------------------|---------------------|------------------|------------------|------------------|------------------|-------------------|
| Facility & Construction Projects - Bus   | \$ 4,382          | \$ 1,283            | \$ 13,180        | \$ 18,890        | \$ 25,530        | \$ 13,860        | \$ 77,125         |
| Facility & Construction Projects - Rail  | 2,600             | -                   | 1,550            | 5,200            | 200              | 900              | 10,450            |
| Facility & Construction Projects - Pass. | 6,939             | 3,950               | 3,850            | 6,000            | 7,000            | -                | 27,739            |
| <b>Subtotal</b>                          | <b>\$ 13,921</b>  | <b>\$ 5,233</b>     | <b>\$ 18,580</b> | <b>\$ 30,090</b> | <b>\$ 32,730</b> | <b>\$ 14,760</b> | <b>\$ 115,314</b> |



# FY 2023 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, frogs, etc.)
  - Maintenance of Wayside (MOW)
    - Bridges / Elevated track
    - Drainage
    - Electrification - Catenary and Substations
    - Signaling





# FY 2023 CIP - Rail Infrastructure Projects

- 19 projects submitted for FY 2023
  - 10 projects funded, 9 not funded
  - \$19.1M total
    - Example: substation replacement
  - Full project lists in attachment B
- Funding by year (\$000s):



| State of Good Repair Categories | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024   | FY 2025   | FY 2026   | FY 2027   | 5 Year Total |
|---------------------------------|-------------------|---------------------|-----------|-----------|-----------|-----------|--------------|
| Rail Infrastructure - Track     | \$ 7,425          | \$ 3,190            | \$ 27,029 | \$ 14,478 | \$ 7,570  | \$ 18,213 | \$ 77,905    |
| Rail Infrastructure - MOW       | 4,380             | 4,100               | 27,072    | 32,327    | 22,357    | 7,382     | 97,618       |
| Subtotal                        | \$ 11,805         | \$ 7,290            | \$ 54,101 | \$ 46,805 | \$ 29,927 | \$ 25,595 | \$ 175,523   |

# FY 2023 CIP - Other Equipment & Installation Projects

- 15 projects submitted for FY 2023
  - Ops equipment replacement
    - Service vehicles for Bus and Rail
    - Maintenance/cleaning equipment
      - Example: IAD Generator Replacement
  - Admin needs
    - IT systems
    - IT infrastructure/network
  - 11 funded, 4 not funded
  - Full project lists in attachment B
- Totals by year (\$000s):



| State of Good Repair Categories        | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024  | FY 2025   | FY 2026  | FY 2027  | 5 Year Total |
|----------------------------------------|-------------------|---------------------|----------|-----------|----------|----------|--------------|
| Other Equipment & Installation - Ops   | \$ 1,733          | \$ 390              | \$ 8,290 | \$ 4,365  | \$ 3,255 | \$ 3,810 | \$ 21,843    |
| Other Equipment & Installation - Admin | 2,309             | 952                 | 1,160    | 6,135     | 2,681    | 1,585    | 14,822       |
| Subtotal                               | \$ 4,042          | \$ 1,342            | \$ 9,450 | \$ 10,500 | \$ 5,936 | \$ 5,395 | \$ 36,665    |

# FY 2023 CIP - Five Year Forecast - SGR (\$000s)

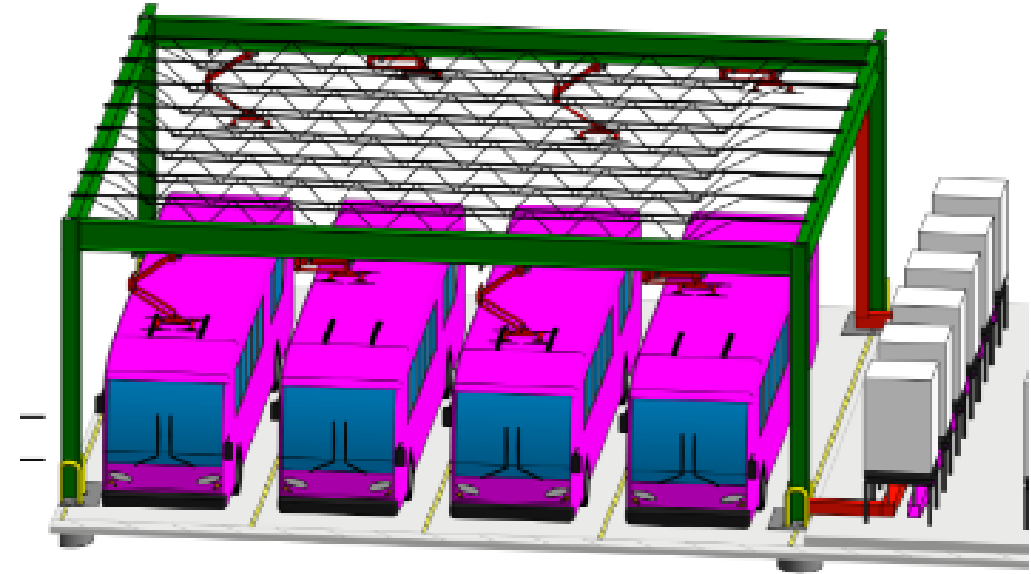
| State of Good Repair Categories          | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024           | FY 2025           | FY 2026           | FY 2027           | 5 Year Total      |
|------------------------------------------|-------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Bus Revenue Vehicles                     | \$ 35,828         | \$ 22,818           | \$ 50,022         | \$ 33,267         | \$ 70,003         | \$ 50,886         | \$ 262,823        |
| Rail Revenue Vehicles                    | 30,500            | -                   | 32,000            | 11,060            | 10,566            | 10,566            | 94,692            |
| Facility & Construction Projects - Bus   | 4,382             | 1,283               | 13,180            | 18,890            | 25,530            | 13,860            | 77,125            |
| Facility & Construction Projects - Rail  | 2,600             | -                   | 1,550             | 5,200             | 200               | 900               | 10,450            |
| Facility & Construction Projects - Pass. | 6,939             | 3,950               | 3,850             | 6,000             | 7,000             | -                 | 27,739            |
| Rail Infrastructure - Track              | 7,425             | 3,190               | 27,029            | 14,478            | 7,570             | 18,213            | 77,905            |
| Rail Infrastructure - MOW                | 4,380             | 4,100               | 27,072            | 32,327            | 22,357            | 7,382             | 97,618            |
| Other Equipment & Installation - Ops     | 1,733             | 390                 | 8,290             | 4,365             | 3,255             | 3,810             | 21,843            |
| Other Equipment & Installation - Admin   | 2,309             | 952                 | 1,160             | 6,135             | 2,681             | 1,585             | 14,822            |
| <b>Subtotal</b>                          | <b>\$ 96,096</b>  | <b>\$ 36,683</b>    | <b>\$ 164,153</b> | <b>\$ 131,722</b> | <b>\$ 149,162</b> | <b>\$ 107,202</b> | <b>\$ 685,017</b> |

- **FY2023 Funding of \$96.1M for State of Good Repair projects**
  - SGR alone averages over \$135M per year over this five year period
  - Exceeds forecasted recurring revenue streams over this period

# FY 2023 CIP - Major Initiatives

- ZEB Infrastructure

- Overhead charging infrastructure at each existing division
  - Charging equipment, backup generators, batteries
  - To accommodate existing operations requires incremental phases over the next 20 years
  - Over \$220M in total



- Totals by year (\$000s):

| Project Name                                        | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024         | FY 2025         | FY 2026         | FY 2027         | 5 Year<br>Total  |
|-----------------------------------------------------|-------------------|---------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Bus Ops - IAD ZEB Overhead Charging - Design        | \$ 1,055          | \$ -                | \$ -            | \$ -            | \$ -            | \$ -            | \$ 1,055         |
| Bus Ops - KMD ZEB Overhead Charging - Design        | 500               | -                   | -               | -               | -               | -               | 500              |
| Bus Ops - SBMF ZEB Overhead Charging - Construction | -                 | 3,000               | -               | -               | -               | -               | 3,000            |
| Bus Ops - Smart Charging Infrastructure             | -                 | -                   | 2,000           | 2,000           | 2,000           | -               | 6,000            |
| Bus Ops - ZEB Hydrogen Storage                      | -                 | -                   | -               | -               | 1,120           | 5,095           | 6,215            |
| <b>Subtotal</b>                                     | <b>\$ 1,555</b>   | <b>\$ 3,000</b>     | <b>\$ 2,000</b> | <b>\$ 2,000</b> | <b>\$ 3,120</b> | <b>\$ 5,095</b> | <b>\$ 16,770</b> |

# FY 2023 CIP - Major Initiatives

- 4 projects submitted for FY 2023

- 3 projects funded

- Social Equity Listening Tour project implementation
    - El Cajon Third Track (competitive grant)
    - San Ysidro Transit Center design (SANDAG led project)

- 1 project not funded

- Division 6 (New Transit Facility)
    - Will pursue competitive funding for this project

- Future service expansion projects planned for FY 2024-26

- Totals by year (\$000s):

| Project Name                                        | FY 2023<br>Funded | FY 2023<br>Unfunded | FY 2024   | FY 2025   | FY 2026   | FY 2027   | 5 Year<br>Total |
|-----------------------------------------------------|-------------------|---------------------|-----------|-----------|-----------|-----------|-----------------|
| Bus Ops - New Transit Facility                      | \$ -              | \$ 5,000            | \$ 5,000  | \$ 50,000 | \$ 60,000 | \$ 50,000 | \$ 170,000      |
| Admin - San Ysidro Transit Center Planning & Design | 331               | -                   | 2,469     | 15,000    | 15,000    | -         | 32,800          |
| Rail Ops - El Cajon Third Track                     | 6,650             | -                   | -         | -         | -         | -         | 6,650           |
| Admin - Social Equity Listening Tour                | 3,000             | -                   | 2,000     | 2,000     | 2,000     | 2,000     | 11,000          |
| Rail Ops - Imperial Ave Transit Center Expansion    | -                 | -                   | 2,000     | 6,000     | 7,000     | -         | 15,000          |
| Bus Ops - Southwestern Rapid                        | -                 | -                   | 1,000     | 11,000    | -         | -         | 12,000          |
| Rail Ops - Airport Trolley                          | -                 | -                   | -         | 10,000    | 10,000    | 25,000    | 45,000          |
| Subtotal                                            | \$ 9,981          | \$ 5,000            | \$ 12,469 | \$ 94,000 | \$ 94,000 | \$ 77,000 | \$ 292,450      |

# FY 2023 CIP - Five Year Summary (\$000s)

|                               | Proposed<br>FY23   | Projected<br>FY24  | Projected<br>FY25  | Projected<br>FY26  | Projected<br>FY27  | Total<br>FY23 to FY27 |
|-------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------|
| <b>State of Good Repair</b>   | \$ 132,779         | \$ 164,153         | \$ 131,722         | \$ 149,162         | \$ 107,202         | \$ 685,017            |
| <b>Major Initiatives</b>      | 19,536             | 14,469             | 96,000             | 97,120             | 82,095             | 309,220               |
| <b>Total Project Needs</b>    | <b>\$ 152,315</b>  | <b>\$ 178,622</b>  | <b>\$ 227,722</b>  | <b>\$ 246,282</b>  | <b>\$ 189,297</b>  | <b>\$ 994,237</b>     |
| <b>Available CIP Revenues</b> | \$ 107,631         | \$ 111,286         | \$ 82,712          | \$ 79,762          | \$ 81,512          | \$ 462,904            |
| <b>Total Deficit</b>          | <b>\$ (44,683)</b> | <b>\$ (67,335)</b> | <b>\$(145,010)</b> | <b>\$(166,519)</b> | <b>\$(107,785)</b> | <b>\$ (531,333)</b>   |
| <b>% of Funding / Needs</b>   | 70.7%              | 62.3%              | 36.3%              | 32.4%              | 43.1%              | 46.6%                 |
| <b>Accumulated Deficit</b>    | <b>\$ (44,683)</b> | <b>\$(112,019)</b> | <b>\$(257,029)</b> | <b>\$(423,548)</b> | <b>\$(531,333)</b> |                       |

# FY 2023 CIP - Takeaways

- Challenges ahead in meeting unconstrained list of projects
  - Significant shortfall in funding levels relative to needs
  - Agency Objectives
    - State of Good Repair as first priority – keeping system safe, reliable, etc.
    - ZEB Infrastructure at existing bus facilities
    - 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)
    - Airport Trolley
- Funding to achieve SGR / new objectives
  - Bipartisan Infrastructure Law
    - Not reflected in these figures
  - Aggressive grant and earmark campaigns

# FY 2023 CIP - Staff Recommendation

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

1. Approve the fiscal year 2023 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS fiscal year 2023 CIP (shown in Attachment A);
3. Recommend that the SANDAG Board of Directors approve amendment number 11 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2023 CIP recommendations.