



Budget Development Committee Agenda

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	▶	Use the raise hand feature every time you wish to make a public comment.
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	▶	This symbol shows you are muted , click this icon to unmute your microphone.
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Live Verbal Public Comments:

Use the 'Raise Hand' icon every time you wish to make a public comment on an item. Raise your hand once the agenda item you wish to comment on has been called. In person public comments will be taken first, virtual attendees will be taken in the order in which they raise their hand. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting. Two-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

Public Comments Made Via Zoom

1. Click the link found at the top of this instruction page
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3. The Clerk will announce your name when it is your turn to speak
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2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
5. Dial *6 to unmute yourself



Written Public Comments (before the meeting): Written public comments will be recorded in the public record and will be provided to MTS Board Members in advance of the meeting. Comments must be emailed or mailed to the Clerk of the Committee* by 4:00pm the day prior to the meeting.



Translation Services: Requests for translation services can be made by contacting the Clerk of the Committee* at least four working days in advance of the meeting.



In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.



Assistive Listening Devices (ALDs): ALDs are available from the Clerk of the Committee* prior to the meeting and are to be returned at the end of the meeting.



Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Committee* at least two working days prior to the meeting.



***Contact Information:** Contact the Clerk of the Committee via email at Lucia.Mansour@sdmts.com, phone at (619) 557-4521 or by mail at 1255 Imperial Ave. Suite 1000, San Diego CA 92101.



Agenda del Comité de Desarrollo Presupuestario

Haga clic en el enlace para acceder a la reunión:

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ID de la reunión
en Zoom

Formas de Participar



Computadora: Haga clic en el enlace más arriba. Recibirá instrucciones para operar el navegador de Zoom o la aplicación de Zoom. Una vez que haya iniciado sesión en la reunión, tendrá la opción de participar usando el sistema de audio de su computadora o teléfono.

Funciones del Seminario En Línea:

 Levantar la mano	▶	Use la herramienta de levantar la mano cada vez que desee hacer un comentario público.
	▶	Los participantes pueden habilitar el subtitulado haciendo clic en el ícono CC. También puede ver la transcripción completa y cambiar el tamaño de letra haciendo clic en “configuración de subtítulos”. Estas herramientas no están disponibles por teléfono.
	▶	Este símbolo indica que usted se encuentra en silencio , haga clic en este ícono para quitar el silenciador de su micrófono.
	▶	Este símbolo indica que su micrófono se encuentra encendido . Haga clic en este símbolo para silenciar su micrófono.
	▶	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos “pertinentes a la reunión”, ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el Comentario público verbal en vivo para obtener instrucciones sobre cómo hacer un comentario público.



Teléfono Inteligente o Tableta: Descargue la aplicación de Zoom y participe en la reunión haciendo clic en el enlace o usando el ID del seminario web (que se encuentra en el enlace).



Teléfono:

1. Si está participando en la reunión mediante audio de su teléfono y viendo la reunión en un dispositivo, marque el número indicado en la pestaña de llamada telefónica “unirse por audio” en la ventana emergente inicial e ingrese el ID de la reunión (que se encuentra en el enlace).
2. Si está participando solo por teléfono, marque: **+1-669-900-9128** o **+1-253-215-8782** e ingrese el ID de la reunión que se encuentra en el enlace, pulse #. Tendrá acceso al audio de la reunión, **pero NO podrá ver las presentaciones en PowerPoint.**



Comentarios Públicos Verbales en Vivo: Use la herramienta “levantar la mano” cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga dos minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. (Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.)

Comentarios Públicos a Través de Zoom

1. Haga clic en el enlace que se encuentra en la parte superior de esta página de instrucciones
2. Haga clic en el ícono de levantar la mano en el centro inferior de la plataforma
3. El secretario anunciará su nombre cuando sea su turno de hablar
4. Desactive el silenciador para que pueda hablar

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-900-9128**
2. Ingrese el ID de la reunión en Zoom que se encuentra en el enlace y pulse #
3. Marque *9 para levantar la mano por teléfono
4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador



Comentarios Públicos por Escrito (Antes de la Reunión): Los comentarios públicos por escrito se registrarán en el registro público y se entregarán a los miembros de la Junta de MTS antes de la reunión. Los comentarios deben enviarse por correo electrónico o postal al secretario del Comité* antes de las 4:00 p.m. el día anterior a la reunión.



Servicios de Traducción: Pueden solicitarse servicios de traducción comunicándose con el secretario del Comité* por lo menos cuatro días hábiles antes de la reunión.



Participación en Persona: Los comentarios públicos en persona se escucharán primero. Después de los comentarios públicos en persona, se escuchará a los asistentes virtuales en el orden en el que levanten la mano a través de la plataforma de Zoom. El tiempo para hablar se limitará a dos minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

1. Llene la boleta para personas que desean hablar que se encuentran en la entrada de la Sala de la Junta.
2. Entregue la boleta para personas que desean hablar al personal de MTS que se encuentra sentado en la entrada de la Sala de la Junta.
3. Cuando anuncien su nombre, por favor, acérquese al podio ubicado en el lado derecho de la tarima para hacer sus comentarios públicos.

Los miembros del público pueden hacer comentarios públicos generales al inicio de la agenda o comentarios específicos que hagan referencia a los puntos de la agenda durante el periodo de comentarios públicos. Los comentarios públicos generales únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión.



Dispositivos de Asistencia Auditiva (ALD, por sus siglas en inglés): Los ALD están disponibles con el secretario del Comité* antes de la reunión y estos deberán ser devueltos al final de la reunión.



Facilidades Razonables: Según lo requerido por la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), para presentar solicitudes de información de la agenda en un formato alternativo o solicitar facilidades razonables para facilitar su participación en la reunión, por favor, comuníquese con el secretario del Comité* por lo menos dos días hábiles antes de la reunión.



***Información de Contacto:** Comuníquese con el secretario del Comité por correo electrónico en Lucia.Mansour@sdmts.com, por teléfono al **(619) 557-4521** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



**Metropolitan
Transit
System**

Budget Development Committee

Agenda

March 7, 2024 at 10:30 a.m.

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor, San Diego CA 92101

Teleconference Participation (669) 444-9171; Webinar ID: 945 6218 8418, <https://us02web.zoom.us/j/94562188418>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	Roll Call	
2.	Public Comments	
3.	Approval of Minutes Approval of the November 30, 2023 Budget Development Committee Meeting Minutes.	Approve
DISCUSSION ITEMS		
4.	Fiscal Year (FY) 2024 Operating Budget Midyear Amendment (Gordon Meyer) Action would forward a recommendation to the Board of Directors to enact Resolution No. 24-01 amending the (FY) 2024 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.	Approve
5.	Fiscal Year (FY) 2025 Capital Improvement Program (CIP) (Mike Thompson) Action would forward a recommendation that the Board of Directors: 1) Approve the FY 2025 CIP with the estimated federal and non-federal 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 2025 CIP (shown in Attachment A); and 3) Recommend that the SANDAG Board of Directors approve amendment number 12 of the 2023 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2025 CIP recommendations.	Approve

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San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for nine cities.



OTHER ITEMS

6. **Next Meeting Date: Wednesday, March 27, 2024, at 9:00 a.m.**
7. **Other Staff/Committee Member Communications and Business**
8. **Adjournment**

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

11/30/2023

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. The full comment can be heard by reviewing the recording at the [MTS website](#).]

1. Roll Call

Chair Moreno called the Budget Development Committee meeting to order at 9:01 a.m. A roll call sheet listing Budget Development Committee member attendance is attached.

2. Public Comments

There were no Public Comments.

3. Approval of Minutes

Board Member Whitburn moved to approve the minutes of the November 2, 2023, Budget Development Committee meeting. Chair Moreno seconded the motion, and the vote was 4 to 0 in favor with Board Member McCann absent.

DISCUSSION ITEMS

4. San Diego Transit Pension Plan (Liz Masson, Hanson Bridgett LLP, and Anne Harper/Alice Alsberghe, Cheiron)

Larry Marinesi, MTS Chief Financial Officer, opened the discussion by introducing both firms and explaining what each firm will be bringing to the presentation regarding re-opening the San Diego Transit Corporation (SDTC) Pension Plan. He mentioned Liz Masson from Hanson Bridgett LLP, would be the first half of the presentation, which relates to the legal aspects of the pension plan; and the second half from Cheiron, presented by Anne Harper and Alice Alsberghe would be related to the cost impacts of reopening the pension plan.

Ms. Masson from Hanson Bridgett LLP provided a presentation on the legal aspects of re-opening the SDTC Pension Plan. She discussed the background on the current retirement plan for represented employees and reviewed legal issues with proposals for changes. Ms. Masson went over the three pension plans which include International Brotherhood of Electrical Workers (IBEW), Amalgamated Transit Union (ATU) and Non-Contract employees. These three plans are administered by a single retirement Board and the plan is referred to as the Defined Benefit (DB) Plan. Ms. Masson reminded the Committee that in 2011, for IBEW, and 2012, for ATU, the parties collectively bargained that the plan be closed to newly hired employees. Ms. Masson went over legal issues with proposals for changes, Public Employees' Pension Reform Act of 2013 (PEPRA) compliance issues, retroactive service credits and PEPRA rules to revise the current retirement plan structure and/or open a new plan for represented employees.

Mr. Marinesi mentioned, as per Ms. Masson's presentation, the re-opening of the plan is a complex issue. He mentioned that a DB plan is possible for new hires moving forward, but for a current member perspective, it is unlikely and will require a private letter ruling (PLR) from the Internal Revenue Service (IRS).

Ms. Harper from Cheiron provided a presentation on the actuarial perspective of the difference between a Defined Contribution (DC) Plan and a DB Plan, reviewing the benefits, contributions, and risks of both plans. Ms. Harper went over the DC and DB background mentioning that in the DC plan, SDTC contributes 6% of pay, with up to 2% match and in the DB plan, ATU and IBEW participants contribute 8% of pay. Ms. Harper went over the differences between the DB and DC plans, which included the benefits, payout basis, risk bearer, management fees, portability, contributions, mortality risk, investment risk, and investment management for each plan.

Ms. Alsberghe went over the actuarial cost analysis, which includes two DB plan options for potential new plans. Ms. Alsberghe went over the requirements for a potential new DB plan, including PEPRA requirements, Final Average Compensation (FAC Period) and pensionable compensation. She also went over examples of the DC and DB Plan Benefits.

Ms. Harper gave a DC and DB plan summary, going over the estimated retirement benefits at age 65 with the current DC plan comparing it with the DB PEPRA plan.

Ms. Cooney mentioned the analysis shows that a new DB plan would not be a significant financial burden if MTS was to move in this direction, and the real question is the costs for the employees and the assumptions that are going to be made. But ultimately it is something that must be negotiated through the bargaining unions.

COMMITTEE COMMENTS

Board Member Elo-Rivera thanked the committee for bringing the conversation and the analysis forward. He asked about the potential benefits that come from retention of employees, mentioning that part of the assumption is that employees who are enrolled in a pension program are more likely to stay. He stated there are cost benefits to having employees stay longer, such as recruitment and having to train new employees.

Jeff Stumbo, MTS Chief Human Resources Officer, mentioned that some employees would like a pension and that option would help them to stay with MTS. He noted there is a cost to it as well, and employees that stay longer generally cost more than replacing with newer employees. He also mentioned that when MTS studies employees that leave, they never state they are leaving because they are taking a job with a pension elsewhere. Employees who leave note reasons such as that they are unhappy with being a bus operator and the conditions of being a bus operator, for example.

Board Member Goble commented on the DC and DB Plan Benefit Summary. He mentioned that the DB PEPRA 1.5% @ 65 versus the DC look similar in terms of account balances. He mentioned that if he was a prospective employee, the DB plan would be more attractive because it is more certain than the DC plan due to the market risk being on the employer side in that case.

Chair Moreno commented that it seems that many businesses are facing difficulties with recruitment and retaining staff and mentioned that public transportation agencies like MTS are no different. She mentioned that our economy is facing labor shortages, which require for all of us to rethink assumptions of what is appropriate compensation and appropriate retirement security. Chair Moreno mentioned that she thinks it makes sense for MTS to explore offering a DB pension to the employees of the SDTC and that is why

she has been calling for this analysis to be done. Chair Moreno expressed her appreciation to staff for bringing in the experts and present the results of the analysis to the Committee. She mentioned that this is the start of a very important conversation. She noted that the next steps will be for management to bring the employee bargaining groups representatives of IBEW and ATU to the table to discuss the next possible steps moving forward. She mentioned that whatever specific proposal comes before the Board will have to be negotiated with our employees. Chair Moreno stated that she is shocked that there were no calls from either of the representative unions today. She stated that as long as she is in public office, she will continue to be an advocate for DB pensions.

Action Taken

Informational item only.

5. Fiscal Year (FY) 2024 Operating Budget Forecast (Gordon Meyer)

Gordon Meyer, Manager of Financial Planning and Analysis, provided a presentation on the FY 2024 Operating Budget Overview. He discussed the FY24 Operating Budget; FY24 Major Themes; Revenue Assumptions for Passenger Levels; Passenger Revenue; Other Revenue; Sales Tax Revenues; State Transit Assistance (STA); Senate Bill (SB) 125; and the overall Revenue Summary. Mr. Meyer discussed the FY24 Expense Assumptions for Personnel; Outside Services; Material & Supplies; Energy; Risk Management; Expenses Summary and Consolidated Revenues less Expenses.

The Committee had no comments on this item.

Action Taken

Informational item only.

OTHER ITEMS

6. Next Meeting Date

The next Budget Development Committee meeting is to be determined.

*Clerk's note: Subsequent to this meeting, the next Budget Development Committee meeting was scheduled for February 28, 2024, at 9:00 a.m.

7. Adjournment

Chair Moreno adjourned the meeting at 10:27 a.m.

Chairperson
San Diego Metropolitan Transit System

Committee Clerk
San Diego Metropolitan Transit System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUDGET DEVELOPMENT COMMITTEE MEETING

ROLL CALL

MEETING OF (DATE): 11/30/2023 CALL TO ORDER (TIME): 9:01 a.m.

ADJOURN: 10:27 p.m.

BOARD MEMBER		(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
MORENO (Chair)	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:01 a.m.	10:27 a.m.
ELO-RIVERA	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:01 a.m.	10:27 a.m.
GOBLE	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:01 a.m.	10:27 a.m.
MCCANN	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:07 a.m.	10:27 a.m.
WHITBURN	<input checked="" type="checkbox"/>	(no alternate) <input type="checkbox"/>	9:01 a.m.	10:27 a.m.

COMMITTEE CLERK: Lucia I Mansour Digitally signed by Lucia I Mansour
Date: 2023.12.05 08:55:19 -08'00'



**Metropolitan
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Agenda Item No. 4

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

March 07, 2024

SUBJECT:

Fiscal Year (FY) 2024 Operating Budget Midyear Amendment (Gordon Meyer)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Budget Development Committee (BDC) forward a recommendation to the MTS Board of Directors to enact Resolution No. 24-01 (Attachment B) amending the FY 2024 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry

Budget Impact

The action will amend the FY 2024 operating budget.

DISCUSSION:

The FY 2024 operating budget was approved on May 18, 2023. Based on new information and additional evaluation of expenses and revenues for the year, staff has developed the midyear amendment, which will amend the FY 2024 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

Combined MTS FY 2024 Midyear Adjustments

Revenues: In total, consolidated revenues are increasing by \$6,958,000 (1.7%).

Passenger Revenue: Passenger revenues were unfavorable to budget by \$2,228,000 (-5.8%) over the first six months of the fiscal year, primarily due to lower ridership versus the original budget. The original budget assumed ridership growth of 16.0% over the prior year actual ridership (after removing estimated impact of last year's strike). Ridership is currently trending 9.5% higher than last year through the first half of the FY. The revised ridership forecast for FY 2024 is now 76.5 million passengers, representing 9.9% growth over the prior year. Based on the current ridership and average fare trends, passenger revenue is projected to be \$74,558,000 in the FY 2024 amended budget, a decrease of \$4,367,000 (-5.5%) from the original budget.



Other Operating Revenue: Other operating revenue is projected to increase by \$6,448,000 (26.1%) versus the original FY 2024 budget. This is primarily due a projected increase of \$6.4 million in interest revenue due to high interest rates combined with higher than expected cash balances. Rental income is projected to increase by \$550,000, primarily due to the new lease revenue generated by the Grantville Trolley station development. Energy credit revenue is expected to increase by \$417,000 in the amended budget, primarily due to favorable federal Renewable Identification Numbers (RINs) energy credit prices. RINs prices have been trading at an average of \$3.15 per credit, versus the original budget of \$2.00 per credit. The impact of these high prices has more than offset the unfavorable impact of lackluster Low Carbon Fuel Standards (LCFS) prices, which have averaged \$70.54 per credit versus \$92.50 included in the original budget. The amended budget includes revised price targets of \$3.10 for RINs and \$70.00 for LCFS.

Subsidy Revenue: Subsidy revenue, in total, is projected to increase by \$1,395,000 (0.4%). MTS receives a variety of recurring federal revenues (Federal Transit Administration (FTA) Sections 5307, 5337, 5339, 5311, etc.) for preventive maintenance, paratransit operations, rural operations, and capital projects. Recurring federal revenues are expected to increase by \$70,000 (0.1%) from the original budget, primarily due to a one-time increase in the allocation of FTA Section 5307 funds for FY 2024. The original budget included \$375,000 in FTA Route Restoration Program funding, which was granted to MTS for conducting planning studies for the Baltimore Junction and Euclid Ave service areas. These funds are being removed from the FY 2024 amended budget with spending now anticipated in FY 2025 as a result of the delays in the vendor selection process. Overall, non-stimulus federal funds are decreasing by \$305,000 (-0.4%) in the FY 2024 amended budget.

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 is expected to 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. In total, MTS has been allocated \$360 million in federal stimulus funds that MTS has used to fund structural deficits in the operating budget thus far. MTS has drawn and received \$260.3 million of these stimulus funds so far. The original FY 2024 budget included \$85.0 million of federal stimulus, and there is no change to the projected drawdown of \$85.0 million in the amended budget. Of the \$85.0 million in stimulus funds, \$54.8 million is projected to be used to cover the structural deficit in FY 2024, while the remaining \$30.2 million will be contributed to the operating deficit reserve for addressing future structural deficits.

Transportation Development Act (TDA) revenue is remaining at the original budget of \$92,858,000. TDA is one-quarter of a percent of the 7.75% sales tax in the region and is apportioned by the San Diego Association of Governments (SANDAG). TDA funds both the operating and capital budget. Regional sales tax receipts are trending 1.6% lower than budget through January. However, part of this is due to the extension of tax filing deadlines last calendar year, which is expected to lead to higher cash receipts in the second half of the year as all remaining tax returns are processed. Overall, regional sales tax receipts are expected to come in very close to the original budget. Regardless of sales tax performance in FY 2024, the TDA claim for FY 2024 will not change and there will be zero impact to the FY 2024 budget. If TDA cash receipts end the year unfavorable to budget in FY 2024, the difference will be covered by the TDA reserve at the County.

TransNet revenue is expected to increase by \$212,000 (0.3%). TransNet is a one-half cent local sales tax revenue distributed to MTS both on a formula basis as well as through direct reimbursement for TransNet funded services such as Bus Rapid Transit (BRT) operations and the Mid-Coast extension. The overall formula share is expected to stay at the original budget of \$42.0 million. As with TDA, Transnet cash receipts have lagged the budgeted figures by -1.7% through January; however, forecasts are still indicating that the regional sales tax target will be achieved in FY 2024 as postponed tax returns are processed in the second half of the year. TransNet provided as direct reimbursement for BRT services and Mid-Coast is expected to increase by \$212,000 (0.3%), based on projected increases in net subsidy needed to fully fund these services.

State Transit Assistance (STA) is a state sales tax revenue derived from the sales tax on diesel fuel and apportioned by the state. STA is primarily used to fund the capital budget due to its volatile history; however, a portion is used to fund operations. The original FY24 budget included an overall projection of \$39.4 million, with \$28.1 million being allocated to the Capital Improvement Program (CIP) and the remaining \$11.3 million to operations. The Governor's January proposed budget includes \$36.5 million in total STA for MTS, a reduction of \$2.9 million (-25.7%) overall. The decrease in total STA funds is being applied to the operating budget to keep the capital budget fully funded. Therefore, STA in the operating budget is projected at \$8,400,000 in the FY 2024 amended budget, a decrease of \$2,900,000 (-25.7%).

State revenue is expected to increase by \$4,388,000 in the amended budget. State revenue includes the addition of Senate Bill 125 (SB 125) Transit and Intercity Rail Capital Program (TIRCP) funds, a new one-time funding source in FY 2024, as well as Medi-Cal revenues provided by the state. SB 125, approved by the Governor on July 10, 2023, guides the distribution of \$4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies, which can use the funds for either capital or operations. MTS is expected to receive \$237.3 million in SB 125 TIRCP funds over the next four years, including both capital and operations. The FY 2024 amended budget includes the addition of \$4,500,000 in SB 125 funds to fund security enhancements and Iris Rapid operations. State Medi-Cal revenue is decreasing by \$112,000 in the FY 2024 amended budget.

Other local funds are projected to remain at the original budget figure of \$4,491,000. Other local funds include *Fastrak* toll revenue provided by SANDAG, reimbursement from UCSD for operating the Route 201 and 202 shuttle service, and smaller revenue streams provided by the City of San Diego and the North County Transit District through ancillary agreements.

Reserves: For Hire Vehicle Administration (FHVA) and San Diego & Arizona Eastern (SD&AE) are self-funded entities who must balance their operating expenses with operating revenues or their contingency reserve revenue. FHVA is projected to add \$137,000 to its reserve balance in the FY 2024 amended budget, as revenues are expected to exceed expenses. SD&AE is projected to add \$80,000 to its reserve, as revenues are expected to exceed expenses.

In FY 2023, the Board of Directors approved the creation of the operating deficit reserve. This allowed MTS to draw federal stimulus funds based on maximum allowable expenses, versus only drawing the amount needed to cover the annual structural deficit. Excess stimulus funds are then contributed to the operating deficit reserve where they can be used in future fiscal years for addressing structural deficits. The original FY 2024 budget included a contribution of \$33.8 million to the operating deficit reserve based on projected excess revenues over expenses. The amended budget includes a contribution of \$30.2 million, a reduction of \$3.6

million (-10.7%). The decrease in the projected contribution is due to an increase in the structural deficit, with projected expenses increasing more than projected non-reserve revenues in the FY 2024 amended budget.

In total, consolidated revenues are projected to increase by \$6,958,000 (1.7%).

Expenses: Total consolidated operating expenses are projected to increase by \$6,958,000 (1.7%) from the original budget.

Personnel: Personnel-related expenses are increasing by \$5,125,000 (3.0%), primarily due to hiring 47 new security personnel within Administration, increasing wages within Bus and Rail operations, increasing health and welfare premiums coupled with decreasing employee deductions for SDTC union employees, increasing CalPERS pension costs within Rail operations, and increasing worker's compensation costs within Rail operations.

Outside Services: Total outside services are projected to increase by \$568,000 (0.4%). This is primarily due a projected increase of \$1.9 million in repair and maintenance costs for Rail operations. The primary driver within Rail operations is an increase of \$2.1 million in projected tie replacement costs. These costs were originally spread over multiple fiscal years, but the contractor is scheduled to complete the planned tie replacement by the end of the fiscal year. Within Bus operations, engine and transmission overhaul costs are projected to increase by \$171,000 (23.9%) based on unfavorable experience in the first half of the year. Increases in outside services expenses are being partially offset by a decrease of \$1.6 million in purchased transportation costs. Purchased transportation costs are decreasing due to reduced fixed route service levels versus the original budget. Bus operator hiring continues to be a challenge and the amended budget assumes slower restoration of some services, resulting in lower purchased transportation costs.

Materials and Supplies: Staff projects materials and supplies expenses to increase by \$2,422,000 (14.9%) versus the original budget. This is primarily due to unfavorable revenue vehicle parts costs within Rail operations, which are increasing by \$1.7 million in the amended budget. The budget for revenue vehicle parts within Bus operations is increasing by \$520,000, primarily due to inflation.

Energy: Energy expenses are projected to decrease by \$12,000 (-0.0%) in total. Within energy, CNG is projected to increase by \$106,000 (0.7%), primarily due to increasing forecasted consumption. This is being more than offset by favorable electricity and propane costs. Electricity rates are projected to be 1.4% favorable to the original budget, and propane consumption is decreasing in the amended budget due higher usage of third-party providers to provide paratransit trips which are operated with non-propane vehicles.

Risk Management: Risk management costs are decreasing by \$557,000 (-6.1%), primarily due to projected decreases in risk-related legal expenses and favorable claim recoveries.

General and Administrative. General and administrative costs are projected to decrease by \$629,000 (-9.2%). This is primarily due to decreasing credit card fees related to the fare system as well as decreasing advertising costs within the Marketing department.

Debt Service: Debt service costs are remaining at the original budget of \$54,000.

Vehicle/Facility Leases. Vehicle/facility leases are expected to increase by \$42,000 (2.5%), primarily due to higher non-revenue vehicle lease costs.

Net income: The increase in revenues and expenses results in a balanced budget.

Therefore, staff recommends that the MTS BDC forward a recommendation to the Board of Directors to enact Resolution No. 24-01 (Attachment B) amending the FY 2024 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Proposed Fiscal Year 2024 Amended Budget
B. Board Resolution No. 24-01
C. Calendar of Budgetary Process



Fiscal Year 2024
Amended Budget

Metropolitan Transit System



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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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AMENDED BUDGET FISCAL YEAR 2024**

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 2.01**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	78,925,285	74,557,786	(4,367,499)	-5.5%
OTHER OPERATING REVENUE	23,935,008	24,710,122	31,157,761	6,447,639	26.1%
TOTAL OPERATING REVENUES	91,480,698	103,635,407	105,715,547	2,080,140	2.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	341,143,987	337,243,173	338,638,609	1,395,436	0.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,336,099)	(33,881,687)	(30,399,173)	3,482,514	-10.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,336,099)	(33,881,687)	(30,399,173)	3,482,514	-10.3%
TOTAL NON OPERATING REVENUE	287,807,888	303,361,486	308,239,436	4,877,950	1.6%
TOTAL COMBINED REVENUES	379,288,586	406,996,893	413,954,984	6,958,090	1.7%
OPERATING EXPENSES					
LABOR EXPENSES	96,393,219	101,605,387	105,264,289	3,658,902	3.6%
FRINGE EXPENSES	68,374,361	71,217,488	72,683,649	1,466,161	2.1%
TOTAL PERSONNEL EXPENSES	164,767,580	172,822,875	177,947,938	5,125,063	3.0%
SECURITY EXPENSES	12,476,293	14,170,431	14,162,707	(7,724)	-0.1%
REPAIR/MAINTENANCE SERVICES	7,960,588	10,967,666	12,893,884	1,926,218	17.6%
ENGINE AND TRANSMISSION REBUILD	572,610	716,400	887,602	171,202	23.9%
OTHER OUTSIDE SERVICES	17,878,355	21,611,646	21,695,819	84,173	0.4%
PURCHASED TRANSPORTATION	83,685,813	104,821,016	103,215,028	(1,605,988)	-1.5%
TOTAL OUTSIDE SERVICES	122,573,659	152,287,159	152,855,040	567,881	0.4%
LUBRICANTS	440,435	473,735	529,020	55,285	11.7%
TIRES	1,253,990	1,305,500	1,309,700	4,200	0.3%
OTHER MATERIALS AND SUPPLIES	14,737,624	14,436,261	16,798,512	2,362,251	16.4%
TOTAL MATERIALS AND SUPPLIES	16,432,050	16,215,496	18,637,232	2,421,736	14.9%
GAS/DIESEL/PROPANE	2,558,901	2,872,960	2,790,683	(82,277)	-2.9%
CNG	18,974,494	15,060,000	15,166,101	106,101	0.7%
TRACTION POWER	24,428,328	24,117,862	24,108,733	(9,129)	0.0%
UTILITIES	6,622,067	6,017,669	5,990,696	(26,973)	-0.4%
TOTAL ENERGY	52,583,790	48,068,491	48,056,213	(12,278)	0.0%
RISK MANAGEMENT	7,807,775	9,058,779	8,502,081	(556,698)	-6.1%
GENERAL AND ADMINISTRATIVE	5,917,152	6,838,481	6,209,331	(629,150)	-9.2%
DEBT SERVICE	161,436	54,149	54,149	-	0.0%
VEHICLE / FACILITY LEASE	1,645,186	1,651,462	1,693,000	41,538	2.5%
TOTAL OPERATING EXPENSES	371,888,627	406,996,892	413,954,984	6,958,092	1.7%
NET OPERATING SUBSIDY	(280,407,929)	(303,361,485)	(308,239,437)	4,877,952	1.6%
OVERHEAD ALLOCATION	0	(0)	0	0	0.0%
ADJUSTED NET OPERATING SUBSIDY	(280,407,929)	(303,361,485)	(308,239,437)	4,877,952	1.6%
TOTAL REVENUES LESS TOTAL EXPENSES	7,399,959	1	(0)	2	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2024
SECTION 2.02**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	78,925,285	74,557,786	(4,367,499)	-5.5%
OTHER OPERATING REVENUE	964,773	915,000	900,500	(14,500)	-1.6%
TOTAL OPERATING REVENUES	68,510,463	79,840,285	75,458,286	(4,381,999)	-5.5%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	272,853,069	296,282,600	299,889,222	3,606,622	1.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	272,853,069	296,282,600	299,889,222	3,606,622	1.2%
TOTAL COMBINED REVENUES	341,363,532	376,122,885	375,347,508	(775,377)	-0.2%
OPERATING EXPENSES					
LABOR EXPENSES	78,065,044	82,065,916	83,717,763	1,651,847	2.0%
FRINGE EXPENSES	59,817,546	62,831,604	63,842,613	1,011,009	1.6%
TOTAL PERSONNEL EXPENSES	137,882,590	144,897,520	147,560,376	2,662,856	1.8%
SECURITY EXPENSES	1,038,507	1,153,399	1,182,345	28,946	2.5%
REPAIR/MAINTENANCE SERVICES	7,749,656	10,825,666	12,711,484	1,885,818	17.4%
ENGINE AND TRANSMISSION REBUILD	572,610	716,400	887,602	171,202	23.9%
OTHER OUTSIDE SERVICES	6,482,663	8,056,823	7,625,479	(431,344)	-5.4%
PURCHASED TRANSPORTATION	83,685,813	104,821,016	103,215,028	(1,605,988)	-1.5%
TOTAL OUTSIDE SERVICES	99,529,250	125,573,304	125,621,938	48,634	0.0%
LUBRICANTS	440,435	473,715	529,020	55,305	11.7%
TIRES	1,253,990	1,305,500	1,309,700	4,200	0.3%
OTHER MATERIALS AND SUPPLIES	14,599,467	14,396,411	16,462,262	2,065,851	14.3%
TOTAL MATERIALS AND SUPPLIES	16,293,893	16,175,626	18,300,982	2,125,356	13.1%
GAS/DIESEL/PROPANE	2,314,337	2,641,660	2,559,083	(82,577)	-3.1%
CNG	18,974,494	15,060,000	15,166,101	106,101	0.7%
TRACTION POWER	24,428,328	24,117,862	24,108,733	(9,129)	0.0%
UTILITIES	5,665,368	5,016,069	4,953,315	(62,754)	-1.3%
TOTAL ENERGY	51,382,527	46,835,591	46,787,232	(48,359)	-0.1%
RISK MANAGEMENT	6,862,100	7,884,624	7,553,606	(331,018)	-4.2%
GENERAL AND ADMINISTRATIVE	934,023	1,073,143	1,084,226	11,083	1.0%
DEBT SERVICE	161,436	54,149	54,149	-	0.0%
VEHICLE / FACILITY LEASE	1,402,974	1,381,462	1,367,000	(14,462)	-1.0%
TOTAL OPERATING EXPENSES	314,448,794	343,875,419	348,329,509	4,454,090	1.3%
NET OPERATING SUBSIDY	(245,938,330)	(264,035,134)	(272,871,223)	8,836,089	3.3%
OVERHEAD ALLOCATION	(29,899,737)	(32,247,464)	(27,018,000)	5,229,464	-16.2%
ADJUSTED NET OPERATING SUBSIDY	(275,838,068)	(296,282,598)	(299,889,222)	3,606,624	1.2%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,984,999)	2	(0)	2	-116.8%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2024
SECTION 2.03**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	21,978,425	22,894,522	29,266,261	6,371,739	27.8%
TOTAL OPERATING REVENUES	21,978,425	22,894,522	29,266,261	6,371,739	27.8%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,290,918	40,960,573	38,749,387	(2,211,186)	-5.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(33,791,231)	(30,182,046)	3,609,185	-10.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(33,791,231)	(30,182,046)	3,609,185	-10.7%
TOTAL NON OPERATING REVENUE	15,251,159	7,169,342	8,567,341	1,397,999	19.5%
TOTAL COMBINED REVENUES	37,229,584	30,063,864	37,833,602	7,769,738	25.8%
OPERATING EXPENSES					
LABOR EXPENSES	18,002,731	19,184,820	21,194,875	2,010,055	10.5%
FRINGE EXPENSES	8,382,820	8,190,159	8,638,223	448,064	5.5%
TOTAL PERSONNEL EXPENSES	26,385,551	27,374,979	29,833,098	2,458,119	9.0%
SECURITY EXPENSES	11,437,785	13,017,032	12,980,362	(36,670)	-0.3%
REPAIR/MAINTENANCE SERVICES	208,224	138,000	178,400	40,400	29.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,375,508	13,500,023	14,016,140	516,117	3.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	23,021,517	26,655,055	27,174,902	519,847	2.0%
LUBRICANTS	-	20	-	(20)	-100.0%
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	137,953	39,350	335,750	296,400	753.2%
TOTAL MATERIALS AND SUPPLIES	137,953	39,370	335,750	296,380	752.8%
GAS/DIESEL/PROPANE	238,681	224,300	224,600	300	0.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	956,699	1,001,600	1,037,381	35,781	3.6%
TOTAL ENERGY	1,195,381	1,225,900	1,261,981	36,081	2.9%
RISK MANAGEMENT	874,496	1,085,155	859,000	(226,155)	-20.8%
GENERAL AND ADMINISTRATIVE	4,916,755	5,694,674	5,054,941	(639,733)	-11.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	228,525	250,000	320,000	70,000	28.0%
TOTAL OPERATING EXPENSES	56,760,178	62,325,133	64,839,672	2,514,539	4.0%
NET OPERATING SUBSIDY	(34,781,752)	(39,430,611)	(35,573,411)	(3,857,200)	-9.8%
OVERHEAD ALLOCATION	29,915,551	32,261,268	27,006,070	(5,255,199)	-16.3%
ADJUSTED NET OPERATING SUBSIDY	(4,866,201)	(7,169,343)	(8,567,341)	1,397,999	19.5%
TOTAL REVENUES LESS TOTAL EXPENSES	10,384,957	(1)	-	(1)	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2024
SECTION 2.04**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	991,810	900,600	991,000	90,400	10.0%
TOTAL OPERATING REVENUES	991,810	900,600	991,000	90,400	10.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(296,340)	(90,456)	(217,127)	(126,671)	140.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(296,340)	(90,456)	(217,127)	(126,671)	140.0%
TOTAL NON OPERATING REVENUE	(296,340)	(90,456)	(217,127)	(126,671)	140.0%
TOTAL COMBINED REVENUES	695,470	810,144	773,873	(36,271)	-4.5%
OPERATING EXPENSES					
LABOR EXPENSES	325,444	354,651	351,651	(3,000)	-0.8%
FRINGE EXPENSES	173,995	195,725	202,813	7,088	3.6%
TOTAL PERSONNEL EXPENSES	499,438	550,376	554,464	4,088	0.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,184	54,800	54,200	(600)	-1.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	22,893	58,800	58,200	(600)	-1.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	204	500	500	-	0.0%
GAS/DIESEL/PROPANE	5,882	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	5,882	7,000	7,000	-	0.0%
RISK MANAGEMENT	71,178	89,000	89,475	475	0.5%
GENERAL AND ADMINISTRATIVE	66,374	70,664	70,164	(500)	-0.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	13,686	20,000	6,000	(14,000)	-70.0%
TOTAL OPERATING EXPENSES	679,656	796,340	785,803	(10,537)	-1.3%
NET OPERATING SUBSIDY	312,154	104,260	205,197	(100,937)	96.8%
OVERHEAD ALLOCATION	(15,814)	(13,804)	11,930		-186.4%
ADJUSTED NET OPERATING SUBSIDY	296,340	90,456	217,127	(126,671)	140.0%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	(0)	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.02**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	19,666,167	21,576,772	20,688,183	(888,590)	-4.1%
OTHER OPERATING REVENUE	54,650	-	152,500	152,500	-
TOTAL OPERATING REVENUES	19,720,817	21,576,772	20,840,683	(736,090)	-3.4%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	92,171,697	97,725,201	95,649,423	(2,075,778)	-2.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	92,171,697	97,725,201	95,649,423	(2,075,778)	-2.1%
TOTAL COMBINED REVENUES	111,892,514	119,301,973	116,490,106	(2,811,868)	-2.4%
OPERATING EXPENSES					
LABOR EXPENSES	43,435,936	46,079,303	46,635,420	556,117	1.2%
FRINGE EXPENSES	42,345,933	44,949,491	45,315,190	365,699	0.8%
TOTAL PERSONNEL EXPENSES	85,781,870	91,028,794	91,950,610	921,816	1.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	874,846	888,190	876,078	(12,112)	-1.4%
ENGINE AND TRANSMISSION REBUILD	41,023	224,400	224,400	-	0.0%
OTHER OUTSIDE SERVICES	1,205,013	1,909,527	1,527,784	(381,743)	-20.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	2,120,882	3,022,117	2,628,262	(393,855)	-13.0%
LUBRICANTS	149,006	148,715	145,000	(3,715)	-2.5%
TIRES	1,243,452	1,283,500	1,283,700	200	0.0%
OTHER MATERIALS AND SUPPLIES	5,211,937	5,533,850	6,001,668	467,818	8.5%
TOTAL MATERIALS AND SUPPLIES	6,604,395	6,966,065	7,430,368	464,303	6.7%
GAS/DIESEL/PROPANE	248,010	225,000	295,000	70,000	31.1%
CNG	10,002,035	7,523,000	7,601,246	78,246	1.0%
TRACTION POWER	102,499	110,000	110,000	-	0.0%
UTILITIES	899,905	892,000	852,350	(39,650)	-4.4%
TOTAL ENERGY	11,252,448	8,750,000	8,858,596	108,596	1.2%
RISK MANAGEMENT	2,828,561	3,324,003	3,117,321	(206,682)	-6.2%
GENERAL AND ADMINISTRATIVE	425,691	500,050	520,179	20,129	4.0%
DEBT SERVICE	161,436	54,149	54,149	-	0.0%
VEHICLE / FACILITY LEASE	441,992	405,462	405,000	(462)	-0.1%
TOTAL OPERATING EXPENSES	109,617,276	114,050,640	114,964,485	913,845	0.8%
NET OPERATING SUBSIDY	(89,896,459)	(92,473,868)	(94,123,802)	1,649,935	1.8%
OVERHEAD ALLOCATION	(5,260,238)	(5,251,333)	(1,525,621)	3,725,712	-70.9%
ADJUSTED NET OPERATING SUBSIDY	(95,156,697)	(97,725,201)	(95,649,424)	(2,075,777)	-2.1%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,985,000)	(0)	(1)	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.03**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	26,728,848	31,278,658	30,023,928	(1,254,730)	-4.0%
OTHER OPERATING REVENUE	910,123	915,000	748,000	(167,000)	-18.3%
TOTAL OPERATING REVENUES	27,638,971	32,193,658	30,771,928	(1,421,730)	-4.4%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	97,684,683	99,121,099	105,524,392	6,403,293	6.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	97,684,683	99,121,099	105,524,392	6,403,293	6.5%
TOTAL COMBINED REVENUES	125,323,654	131,314,757	136,296,319	4,981,563	3.8%
OPERATING EXPENSES					
LABOR EXPENSES	34,088,059	35,448,613	36,550,343	1,101,730	3.1%
FRINGE EXPENSES	16,938,818	17,280,543	17,895,353	614,810	3.6%
TOTAL PERSONNEL EXPENSES	51,026,877	52,729,156	54,445,696	1,716,540	3.3%
SECURITY EXPENSES	183,654	200,000	207,345	7,345	3.7%
REPAIR/MAINTENANCE SERVICES	6,854,723	9,927,476	11,826,406	1,898,930	19.1%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,850,754	2,250,288	2,944,038	693,750	30.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	8,889,131	12,377,764	14,977,789	2,600,025	21.0%
LUBRICANTS	291,429	325,000	384,020	59,020	18.2%
TIRES	10,538	22,000	26,000	4,000	18.2%
OTHER MATERIALS AND SUPPLIES	9,313,709	8,782,861	10,417,212	1,634,351	18.6%
TOTAL MATERIALS AND SUPPLIES	9,615,676	9,129,861	10,827,232	1,697,371	18.6%
GAS/DIESEL/PROPANE	485,263	481,222	505,600	24,378	5.1%
CNG	-	-	-	-	-
TRACTION POWER	24,287,135	23,607,862	23,681,733	73,871	0.3%
UTILITIES	3,840,970	3,185,200	3,188,200	3,000	0.1%
TOTAL ENERGY	28,613,368	27,274,284	27,375,533	101,249	0.4%
RISK MANAGEMENT	4,018,539	4,545,571	4,421,285	(124,286)	-2.7%
GENERAL AND ADMINISTRATIVE	490,237	540,849	541,649	800	0.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	597,130	605,000	599,000	(6,000)	-1.0%
TOTAL OPERATING EXPENSES	103,250,958	107,202,485	113,188,184	5,985,699	5.6%
NET OPERATING SUBSIDY	(75,611,987)	(75,008,827)	(82,416,256)	7,407,429	9.9%
OVERHEAD ALLOCATION	(22,072,694)	(24,112,272)	(23,108,136)	1,004,136	-4.2%
ADJUSTED NET OPERATING SUBSIDY	(97,684,681)	(99,121,099)	(105,524,392)	6,403,293	6.5%
TOTAL REVENUES LESS TOTAL EXPENSES	2	0	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.04**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	20,023,028	24,573,860	22,275,937	(2,297,923)	-9.4%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	20,023,028	24,573,860	22,275,937	(2,297,923)	-9.4%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,795,121	79,663,699	79,612,450	(51,249)	-0.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	68,795,121	79,663,699	79,612,450	(51,249)	-0.1%
TOTAL COMBINED REVENUES	88,818,150	104,237,559	101,888,387	(2,349,172)	-2.3%
OPERATING EXPENSES					
LABOR EXPENSES	426,581	425,000	426,000	1,000	0.2%
FRINGE EXPENSES	331,730	255,000	286,500	31,500	12.4%
TOTAL PERSONNEL EXPENSES	758,311	680,000	712,500	32,500	4.8%
SECURITY EXPENSES	854,854	953,399	975,000	21,601	2.3%
REPAIR/MAINTENANCE SERVICES	20,086	10,000	9,000	(1,000)	-10.0%
ENGINE AND TRANSMISSION REBUILD	531,587	492,000	663,202	171,202	34.8%
OTHER OUTSIDE SERVICES	2,403,298	2,569,717	2,157,318	(412,399)	-16.0%
PURCHASED TRANSPORTATION	71,306,920	87,298,396	85,693,710	(1,604,686)	-1.8%
TOTAL OUTSIDE SERVICES	75,116,745	91,323,512	89,498,230	(1,825,282)	-2.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	73,821	79,700	43,382	(36,318)	-45.6%
TOTAL MATERIALS AND SUPPLIES	73,821	79,700	43,382	(36,318)	-45.6%
GAS/DIESEL/PROPANE	723,213	746,716	737,766	(8,950)	-1.2%
CNG	8,972,459	7,537,000	7,564,855	27,855	0.4%
TRACTION POWER	38,694	400,000	317,000	(83,000)	-20.8%
UTILITIES	924,493	938,869	912,765	(26,104)	-2.8%
TOTAL ENERGY	10,658,860	9,622,585	9,532,386	(90,199)	-0.9%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	5,238	9,970	11,584	1,614	16.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	21,324	28,000	20,000	(8,000)	-28.6%
TOTAL OPERATING EXPENSES	86,634,299	101,743,767	99,818,082	(1,925,685)	-1.9%
NET OPERATING SUBSIDY	(66,611,270)	(77,169,907)	(77,542,145)	372,238	0.5%
OVERHEAD ALLOCATION	(2,183,851)	(2,493,791)	(2,070,305)	423,486	-17.0%
ADJUSTED NET OPERATING SUBSIDY	(68,795,121)	(79,663,698)	(79,612,450)	(51,248)	-0.1%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	1	0	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.05**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	1,127,646	1,495,995	1,569,739	73,744	4.9%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	1,127,646	1,495,995	1,569,739	73,744	4.9%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	13,543,065	18,925,691	18,256,047	(669,644)	-3.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	13,543,065	18,925,691	18,256,047	(669,644)	-3.5%
TOTAL COMBINED REVENUES	14,670,711	20,421,686	19,825,786	(595,901)	-2.9%
OPERATING EXPENSES					
LABOR EXPENSES	114,467	113,000	106,000	(7,000)	-6.2%
FRINGE EXPENSES	85,648	59,000	58,000	(1,000)	-1.7%
TOTAL PERSONNEL EXPENSES	200,115	172,000	164,000	(8,000)	-4.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	793,947	1,091,264	760,312	(330,952)	-30.3%
PURCHASED TRANSPORTATION	12,065,458	17,199,307	17,198,005	(1,302)	0.0%
TOTAL OUTSIDE SERVICES	12,859,405	18,290,571	17,958,317	(332,254)	-1.8%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	857,851	1,188,722	1,020,717	(168,005)	-14.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	857,851	1,188,722	1,020,717	(168,005)	-14.1%
RISK MANAGEMENT	15,000	15,050	15,000	(50)	-0.3%
GENERAL AND ADMINISTRATIVE	12,858	22,274	10,814	(11,460)	-51.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	342,528	343,000	343,000	-	0.0%
TOTAL OPERATING EXPENSES	14,287,757	20,031,617	19,511,848	(519,769)	-2.6%
NET OPERATING SUBSIDY	(13,160,111)	(18,535,622)	(17,942,109)	(593,513)	-3.2%
OVERHEAD ALLOCATION	(382,954)	(390,069)	(313,938)	76,131	-19.5%
ADJUSTED NET OPERATING SUBSIDY	(13,543,065)	(18,925,690)	(18,256,047)	(669,644)	-3.5%
TOTAL REVENUES LESS TOTAL EXPENSES	0	1	(0)	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.06**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	313,435	323,313	323,313	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	313,435	323,313	323,313	-	0.0%
TOTAL COMBINED REVENUES	313,435	323,313	323,313	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	313,435	323,313	323,313	-	0.0%
TOTAL OUTSIDE SERVICES	313,435	323,313	323,313	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	313,435	323,313	323,313	-	0.0%
NET OPERATING SUBSIDY	(313,435)	(323,313)	(323,313)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(313,435)	(323,313)	(323,313)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.07**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	345,069	523,597	523,597	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	345,069	523,597	523,597	-	0.0%
TOTAL COMBINED REVENUES	345,069	523,597	523,597	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	115,417	287,570	287,570	-	0.0%
TOTAL PERSONNEL EXPENSES	115,417	287,570	287,570	-	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	229,652	236,027	236,027	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	229,652	236,027	236,027	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	345,069	523,597	523,597	-	0.0%
NET OPERATING SUBSIDY	(345,069)	(523,597)	(523,597)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(345,069)	(523,597)	(523,597)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 3.02**

	ACTUAL FY23	ORIGINAL BUDGET FY24	AMENDED BUDGET FY24	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	78,925,285	74,557,786	(4,367,499)	-5.5%
OTHER INCOME	23,935,008	24,710,122	31,157,761	6,447,639	26.1%
TOTAL OPERATING REVENUE	91,480,698	103,635,407	105,715,547	2,080,140	2.0%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	67,062,133	70,771,128	70,466,497	(304,631)	-0.4%
FEDERAL REVENUE - CARES/ARP	90,300,000	85,000,000	85,000,000	0	0.0%
TRANSPORTATION DEVELOPMENT ACT (TDA)	97,868,252	92,858,098	92,858,098	0	0.0%
STATE TRANSIT ASSISTANCE (STA)	11,300,000	11,300,000	8,400,000	(2,900,000)	-25.7%
STATE REVENUE - OTHER	46,125	112,000	4,500,000	4,388,000	3917.9%
TRANSNET	67,938,341	72,710,953	72,923,021	212,069	0.3%
OTHER LOCAL SUBSIDIES	6,629,135	4,490,994	4,490,994	0	0.0%
TOTAL SUBSIDY REVENUE	341,143,986	337,243,172	338,638,609	1,395,438	0.4%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(53,336,099)	(33,881,687)	(30,399,173)	3,482,514	-10.3%
TOTAL OTHER REVENUE	(53,336,099)	(33,881,687)	(30,399,173)	3,482,514	-10.3%
TOTAL NON OPERATING REVENUE	287,807,887	303,361,485	308,239,437	4,877,952	1.6%
GRAND TOTAL REVENUES	379,288,585	406,996,892	413,954,984	6,958,092	1.7%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.01**

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	38,911,901	5,778,150	8,400,000	-	39,369,690	3,189,683	-	-	95,649,423
SDTI	45,612,224	35,580,142	-	-	24,332,025	-	-	-	105,524,392
MCS 801 - South Central	22,216,414	22,132,723	-	-	-	-	-	-	44,349,137
MCS 802 - South Bay BRT	-	1,017,591	-	-	4,415,340	-	-	-	5,432,931
MCS 803 - South Bay Iris Rapid	-	1,155,266	-	3,000,000	-	-	-	-	4,155,266
MCS 820 - East County	3,243,669	10,167,438	-	-	-	-	-	-	13,411,106
MCS 825 - Rural	911,000	141,066	-	-	-	-	-	-	1,052,066
MCS 830 - Commuter Express	-	559,708	-	-	-	1,000,000	-	-	1,559,708
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	1,674,395	3,992,394	-	-	-	-	-	-	5,666,788
MCS 840 - Regional Transit Center Maintenance	-	432,862	-	-	-	-	-	-	432,862
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	403,603	-	-	-	403,603
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,149,931	-	-	-	1,149,931
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	324,857	-	-	-	324,857
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,174,122	-	-	-	1,174,122
MCS 850 - ADA Access	6,133,628	10,063,441	-	-	1,267,332	191,311	-	-	17,655,711
MCS 856 - ADA Certification	-	600,336	-	-	-	-	-	-	600,336
MCS 875 - Coaster Connection	-	390,072	-	-	-	110,000	-	-	500,072
Coronado Ferry	-	323,313	-	-	-	-	-	-	323,313
Administrative Pass Thru	-	523,597	-	-	-	-	-	-	523,597
Subtotal Operations	118,703,230	92,858,098	8,400,000	3,000,000	72,436,901	4,490,994	-	-	299,889,222
FHV Administration	-	-	-	-	-	-	-	(137,478)	(137,478)
SD&AE	-	-	-	-	-	-	-	(79,649)	(79,649)
Subtotal Other Activities	-	-	-	-	-	-	-	(217,127)	(217,127)
Administrative	36,763,267	-	-	1,500,000	486,120	-	-	(30,182,046)	8,567,341
Grand Total	155,466,497	92,858,098	8,400,000	4,500,000	72,923,021	4,490,994	0	(30,399,173)	308,239,436

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.02**

	<u>FTA 5307 Preventative Maintenance</u>	<u>FTA 5307 CARES/ARP Act</u>	<u>Federal Other</u>	<u>FTA 5311/ 5311(f) Rural</u>	<u>TDA Article 4.0</u>	<u>TDA Article 4.5 ADA</u>
SDTC	21,500,000	17,411,901	-	-	5,239,815	-
SDTI	31,570,369	14,041,855	-	-	35,580,142	-
MCS 801 - South Central	10,000,000	12,216,414	-	-	22,132,723	-
MCS 802 - South Bay BRT	-	-	-	-	1,017,591	-
MCS 803 - South Bay Iris Rapid	-	-	-	-	1,155,266	-
MCS 820 - East County	-	3,243,669	-	-	10,167,438	-
MCS 825 - Rural	-	-	-	911,000	141,066	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	1,474,395	-	200,000	3,992,394	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	432,862	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	6,133,628	-	-	-	3,873,233	6,190,208
MCS 856 - ADA Certification	-	-	-	-	-	600,336
MCS 875 - Coaster Connection	-	-	-	-	390,072	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	523,597	-
Subtotal Operations	69,203,997	48,388,233	-	1,111,000	84,646,197	6,790,544
FHV Administration	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	36,611,767	151,500	-	-	-
Grand Total	69,203,997	85,000,000	151,500	1,111,000	84,646,197	6,790,544

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.02**

	<u>TDA Article 8.0</u>	<u>STA Formula</u>	<u>TIRCP</u>	<u>Medical</u>	<u>TransNet Operating</u>	<u>TransNet Access ADA</u>	<u>TransNet Other</u>
SDTC	538,335	8,400,000	-	-	26,485,464	-	12,884,226
SDTI	-	-	-	-	14,337,726	-	9,994,300
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	4,415,340
MCS 803 - South Bay Iris Rapid	-	-	3,000,000	-	-	-	-
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	559,708	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	403,603
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-	1,149,931
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	324,857
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-	1,174,122
MCS 850 - ADA Access	-	-	-	-	-	1,203,412	63,920
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-
Coronado Ferry	323,313	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	<u>1,421,356</u>	<u>8,400,000</u>	<u>3,000,000</u>	<u>-</u>	<u>40,823,190</u>	<u>1,203,412</u>	<u>30,410,299</u>
FHV Administration	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	1,500,000	-	-	-	486,120
Grand Total	<u><u>1,421,356</u></u>	<u><u>8,400,000</u></u>	<u><u>4,500,000</u></u>	<u><u>0</u></u>	<u><u>40,823,190</u></u>	<u><u>1,203,412</u></u>	<u><u>30,896,420</u></u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.02**

	<u>City of San Diego</u>	<u>SANDAG FasTrak</u>	<u>Other Local</u>	<u>Reserves/ Carryovers</u>	<u>Total</u>
SDTC	-	2,500,000	689,683	-	95,649,423
SDTI	-	-	-	-	105,524,392
MCS 801 - South Central	-	-	-	-	44,349,137
MCS 802 - South Bay BRT	-	-	-	-	5,432,931
MCS 803 - South Bay Iris Rapid	-	-	-	-	4,155,266
MCS 820 - East County	-	-	-	-	13,411,106
MCS 825 - Rural	-	-	-	-	1,052,066
MCS 830 - Commuter Express	-	1,000,000	-	-	1,559,708
MCS 835 - Central Routes 961-965	-	-	-	-	5,666,788
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	432,862
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	403,603
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,149,931
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	324,857
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,174,122
MCS 850 - ADA Access	191,311	-	-	-	17,655,711
MCS 856 - ADA Certification	-	-	-	-	600,336
MCS 875 - Coaster Connection	-	-	110,000	-	500,072
Coronado Ferry	-	-	-	-	323,313
Administrative Pass Thru	-	-	-	-	523,597
Subtotal Operations	191,311	3,500,000	799,683	-	299,889,222
FHV Administration	-	-	-	(137,478)	(137,478)
SD&AE	-	-	-	(79,649)	(79,649)
Subtotal Other Activities	-	-	-	(217,127)	(217,127)
Administrative	-	-	-	(30,182,046)	8,567,341
Grand Total	<u>191,311</u>	<u>3,500,000</u>	<u>799,683</u>	<u>(30,399,173)</u>	<u>308,239,436</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.03**

Att. A, AI 4, 03/07/2023

	Original Budget	Position	Net Positons	Amended	Frozen
	FY 2024	Shifts	Requiring	FY 2024	Positions
	FTE's	FTE's	Funding Adjs	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	8.0	0.0	2.0	10.0	0.0
COMPASS CARD	10.5	0.0	4.0	14.5	0.0
EXECUTIVE	4.0	0.0	1.0	5.0	0.0
FINANCE	23.5	0.0	0.0	23.5	0.0
HUMAN RESOURCES	17.0	0.0	2.0	19.0	0.0
INFORMATION TECHNOLOGY	34.0	0.0	1.0	35.0	0.0
LEGAL	2.0	0.0	1.0	3.0	0.0
MARKETING	11.0	0.0	0.0	11.0	0.0
PLANNING	9.5	0.0	0.0	9.5	0.0
PROCUREMENT	14.0	0.0	2.0	16.0	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	92.0	0.0	47.0	139.0	0.0
STORES (ADMIN)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration	280.5	0.0	60.0	340.5	0.0
<u>Bus Operations</u>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	3.5	0.0	0.0	3.5	0.0
MAINTENANCE	189.0	0.0	0.0	189.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	8.0	0.0	0.0	8.0	0.0
REVENUE (BUS)	6.0	0.0	0.0	6.0	0.0
SAFETY	2.0	0.0	0.0	2.0	0.0
TRAINING	8.0	0.0	3.0	11.0	0.0
TRANSPORTATION (BUS)	609.5	0.0	-0.5	609.0	0.0
Subtotal Bus Operations	839.5	0.0	2.5	842.0	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	0.0	0.0	81.0	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)	56.5	0.0	0.0	56.5	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	258.0	0.0	24.3	282.2	0.0
Subtotal Rail Operations	575.0	0.0	24.3	599.2	0.0
<u>Other MTS Operations</u>					
FHV ADMINISTRATION	6.0	0.0	0.0	6.0	0.0
Subtotal Other MTS Operations	6.0	0.0	0.0	6.0	0.0
Grand Total	1,701.0	0.0	86.8	1,787.7	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Salary Grade	Original Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Amended FY 2024 (FTE's)	Frozen Positions (FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
<u>CAPITAL PROJECTS</u>						
Administrative Assistant	03	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	13	1.0	0.0	0.0	1.0	0.0
Project Engineer	09	2.0	0.0	0.0	2.0	0.0
Project Manager	10	1.0	0.0	1.0	2.0	0.0
Senior Project Manager	11	2.0	0.0	1.0	3.0	0.0
Sr. Project Manager - Rail Sys	11	1.0	0.0	0.0	1.0	0.0
CAPITAL PROJECTS TOTAL		8.0	0.0	2.0	10.0	0.0
<u>COMPASS CARD</u>						
Call/Service Center Rep (FT)	02	1.0	0.0	3.0	4.0	0.0
Call/Service Center Rep (PT)	02	1.5	0.0	0.0	1.5	0.0
Director of Fare Technology &	12	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	08	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	03	4.0	0.0	1.0	5.0	0.0
Supervisor of Pronto Support	06	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		10.5	0.0	4.0	14.5	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Grants Administrator	07	1.0	0.0	0.0	1.0	0.0
Grants Analyst	07	0.0	0.0	1.0	1.0	0.0
Manager of Government Affairs	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		4.0	0.0	1.0	5.0	0.0
<u>FINANCE</u>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Accounting Manager	10	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	06	1.0	0.0	0.0	1.0	0.0
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
Manager of Financial Planning	09	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
FINANCE TOTAL		23.5	0.0	0.0	23.5	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Salary Grade	Original Budget	Position	Net Positons	Amended	Frozen
		FY 2024	Shifts	Requiring	FY 2024	Positions
		(FTE's)	(FTE's)	Funding Adj's	(FTE's)	(FTE's)
<u>HUMAN RESOURCES</u>						
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	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	3.0	0.0	0.0	3.0	0.0
Human Resources Specialist	06	1.0	0.0	0.0	1.0	0.0
Leadership Dev Specialist	09	1.0	0.0	0.0	1.0	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
Senior Human Resources Analyst	07	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	07	3.0	0.0	2.0	5.0	0.0
HUMAN RESOURCES TOTAL		17.0	0.0	2.0	19.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
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
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
ETL Developer	11	0.0	0.0	1.0	1.0	0.0
Executive Assistant (CIO)	06	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
Information Security Manager	11	1.0	0.0	0.0	1.0	0.0
IT Development Manager	12	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
IT Operations Manager	12	1.0	0.0	0.0	1.0	0.0
IT Support Specialist	07	4.0	0.0	0.0	4.0	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
Project Administrator	07	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	09	1.0	0.0	0.0	1.0	0.0
SAP Software Developer	11	1.0	-1.0	0.0	0.0	0.0
Senior SAP Architect	11	1.0	-1.0	0.0	0.0	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	2.0	0.0	3.0	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
INFORMATION TECHNOLOGY TOTAL		34.0	0.0	1.0	35.0	0.0
<u>LEGAL</u>						
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
Staff Attorney-Reg Compliance	09	0.0	0.0	1.0	1.0	0.0
LEGAL TOTAL		2.0	0.0	1.0	3.0	0.0
<u>MARKETING</u>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Community Engagement Specialis	06	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	2.0	0.0	0.0	2.0	0.0
Marketing Assistant	05	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	1.0	-1.0	0.0	0.0	0.0
Mgr of Marketing & Communicati	08	1.0	0.0	0.0	1.0	0.0
Multimedia Designer	07	1.0	0.0	0.0	1.0	0.0
Public Relations Specialist	07	1.0	0.0	0.0	1.0	0.0
Social Media Coordinator	04	0.0	1.0	0.0	1.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 POSITION INFORMATION (DETAILED POSITION FORMAT)
 FISCAL YEAR 2024 AMENDED BUDGET
 SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Original Budget	Position	Net Positons Requiring	Amended	Frozen
Salary	FY 2024	Shifts	Funding Adjs	FY 2024	Positions
Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
MARKETING TOTAL	11.0	0.0	0.0	11.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Salary Grade	Original Budget	Position	Net Positons	Amended	Frozen
		FY 2024	Shifts	Requiring	FY 2024	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>PLANNING</u>						
Assoc Transportation Planner	06	3.0	0.0	0.0	3.0	0.0
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 Data Analyst	08	1.0	0.0	0.0	1.0	0.0
Senior Scheduler	07	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	09	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		9.5	0.0	0.0	9.5	0.0
<u>PROCUREMENT</u>						
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	7.0	0.0	2.0	9.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		14.0	0.0	2.0	16.0	0.0
<u>RIGHT OF WAY</u>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Right of Way Permit Coord	08	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>RISK</u>						
Claims Specialist	06	1.0	0.0	0.0	1.0	0.0
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
Workers' Compensation Analyst	07	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
Asst Mgr of Field Operations	08	1.0	0.0	1.0	2.0	0.0
Clerk Typist/Data Entry TSS	BU	2.0	0.0	1.0	3.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Dispatcher	BU	0.0	0.0	5.0	5.0	0.0
Code Compliance Inspector	BU	61.0	0.0	34.0	95.0	0.0
Code Compliance Supervisor	06	14.0	0.0	6.0	20.0	0.0
Code Compliance Train Sup (MC)	06	1.0	0.0	0.0	1.0	0.0
Dep Dir of Transit Sec & Pass	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	2.0	0.0	0.0	2.0	0.0
Mgr of Ops-Transit Sec & Pass	09	1.0	0.0	0.0	1.0	0.0
Operational and Crime Data Ana	07	1.0	0.0	0.0	1.0	0.0
Professional Standards Manager	08	1.0	0.0	0.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Records Specialist	05	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		92.0	0.0	47.0	139.0	0.0
<u>STORES (ADMIN)</u>						
Inventory Planning and Forecas	08	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	10	1.0	0.0	0.0	1.0	0.0
STORES (ADMIN) TOTAL		2.0	0.0	0.0	2.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Original Budget	Position	Net Positons Requiring	Amended	Frozen
Salary Grade	FY 2024 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2024 (FTE's)	Positions (FTE's)
<u>STORES (BUS)</u>					
Storeroom Clerks - IAD	BU	5.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	2.0	0.0	2.0	0.0
STORES (BUS) TOTAL	13.0	0.0	0.0	13.0	0.0
<u>STORES (RAIL)</u>					
Storekeeper	BU	6.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	1.0	0.0
STORES (RAIL) TOTAL	7.0	0.0	0.0	7.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>					
Asst Supvr of Info & Trip Plan	06	1.0	0.0	1.0	0.0
Info & Trip Planning Supvr	07	1.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	15.0	0.0
TELEPHONE INFORMATION SERVICES TO	17.0	0.0	0.0	17.0	0.0
<u>TRANSIT STORES</u>					
Transit Store Supervisor	07	1.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	5.0	0.0
TRANSIT STORES TOTAL	8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration	280.5	0.0	60.0	340.5	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Salary Grade	Original Budget	Position	Net Positons	Amended	Frozen
		FY 2024	Shifts	Requiring	FY 2024	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
Bus Operations						
CONTRACT SERVICES						
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
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Intern	PT	0.5	0.0	0.0	0.5	0.0
Envi Health & Safety Spec	09	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		3.5	0.0	0.0	3.5	0.0
MAINTENANCE						
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 I - KMD	BU	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	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	26.0	0.0	0.0	26.0	0.0
Mechanic Apprentice I - IAD	BU	8.0	0.0	0.0	8.0	0.0
Mechanic Apprentice I - KMD	BU	11.0	0.0	0.0	11.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	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	48.0	0.0	0.0	48.0	0.0
Servicer A - KMD	BU	12.0	0.0	0.0	12.0	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
MAINTENANCE TOTAL		189.0	0.0	0.0	189.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Salary Grade	Original Budget	Position	Net Positons	Amended	Frozen
		FY 2024	Shifts	Requiring	FY 2024	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>MAINTENANCE-FACILITY</u>						
Bldng Maint Apprentice - IAD	BU	2.0	0.0	0.0	2.0	0.0
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
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
<u>PASSENGER SERVICES</u>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Director of Support Services	12	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	1.0	0.0	0.0	1.0	0.0
Passenger Support Supervisor	06	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	-1.0	0.0	0.0	0.0
Support Services Analyst	04	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	04	1.0	1.0	0.0	2.0	0.0
PASSENGER SERVICES TOTAL		8.0	0.0	0.0	8.0	0.0
<u>REVENUE (BUS)</u>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
REVENUE (BUS) TOTAL		6.0	0.0	0.0	6.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
Transit Safety Specialist	08	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>TRAINING</u>						
Bus Op Training Instructor	06	5.0	0.0	3.0	8.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
Training Administrator	05	1.0	0.0	0.0	1.0	0.0
Training Development Specialis	07	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		8.0	0.0	3.0	11.0	0.0
<u>TRANSPORTATION (BUS)</u>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	565.0	0.0	0.0	565.0	0.0
Bus Operators - P/T	BU	0.5	0.0	-0.5	0.0	0.0
Comm/Ops Supv-Dispatch IAD	08	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	08	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	10	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	08	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	06	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		609.5	0.0	-0.5	609.0	0.0
Subtotal Bus Operations		839.5	-0.5	3.0	842.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Original Budget	Position	Net Positons	Amended	Frozen	
Salary	FY 2024	Shifts	Requiring	FY 2024	Positions	
Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)	
			(FTE's)			
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.5	0.0	0.0	0.5	0.0
Mgr of Service Quality & Speci	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
System Safety Specialist	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (RAIL) TOTAL		4.5	0.0	0.0	4.5	0.0
<u>FACILITIES</u>						
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Director of Rail Facilities	13	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	6.0	0.0	0.0	6.0	0.0
Manager of Rail Facilities	07	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	72.0	0.0	0.0	72.0	0.0
FACILITIES TOTAL		81.0	0.0	0.0	81.0	0.0
<u>LIGHT RAIL VEHICLES</u>						
Assistant Training Sup - LRV	09	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
Director of LRV Maintenance	13	1.0	0.0	0.0	1.0	0.0
LRV Asst Lineman	BU	23.0	0.0	0.0	23.0	0.0
LRV Electromechanic	BU	47.0	0.0	0.0	47.0	0.0
LRV Lineman	BU	19.0	0.0	0.0	19.0	0.0
LRV Maint Supervisor	09	10.0	0.0	0.0	10.0	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
Manager of LRV Maintenance	10	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	09	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		107.0	0.0	0.0	107.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
Asst Training Supervisor - MOW	09	1.0	0.0	0.0	1.0	0.0
Manager of MOW	10	1.0	0.0	0.0	1.0	0.0
MOW Contracts & Budget Analyst	08	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	11.0	0.0	0.0	11.0	0.0
Wayside Electromechanic	BU	17.0	0.0	0.0	17.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Supervisor	09	5.0	0.0	0.0	5.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		46.0	0.0	0.0	46.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Salary Grade	Original Budget	Position	Net Positons	Amended	Frozen
		FY 2024	Shifts	Requiring	FY 2024	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>REVENUE (RAIL)</u>						
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Passenger Support Rep	PT	2.0	0.0	0.0	2.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Passenger Support Rep	PT	21.5	0.0	0.0	21.5	0.0
Revenue Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	4.0	0.0	0.0	4.0	0.0
Revenue Maintainer II	BU	5.0	0.0	0.0	5.0	0.0
Revenue Maintainer III	BU	9.0	0.0	0.0	9.0	0.0
Revenue Maintenance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Revenue Operations Assistant	03	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	2.0	0.0	0.0	2.0	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
REVENUE (RAIL) TOTAL		56.5	0.0	0.0	56.5	0.0
<u>TRACK</u>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	14.0	0.0	0.0	14.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
TRACK TOTAL		22.0	0.0	0.0	22.0	0.0
<u>TRANSPORTATION (RAIL)</u>						
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	35.0	0.0	7.5	42.5	0.0
Construction Safety Supervisor	06	0.0	0.0	4.0	4.0	0.0
Dir of Rail Transportation	13	1.0	0.0	0.0	1.0	0.0
Lead Transportation Sup	08	1.0	0.0	0.0	1.0	0.0
Manager of Rail Transportation	10	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	120.0	4.3	12.8	137.0	0.0
Train Operator - PT	BU	57.0	-4.3	0.0	52.7	0.0
Training Supervisor - Trans	08	3.0	0.0	0.0	3.0	0.0
Transportation Controller	08	16.0	0.0	0.0	16.0	0.0
Transportation Supervisor	08	16.0	0.0	0.0	16.0	0.0
TRANSPORTATION (RAIL) TOTAL		258.0	0.0	24.3	282.2	0.0
Subtotal Rail Operations		575.0	0.0	24.3	599.2	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2024 AMENDED BUDGET
SECTION 10.04**

Att. A, AI 4, 03/07/2023

	Original Budget	Position	Net Positons Requiring	Amended	Frozen
Salary Grade	FY 2024 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2024 (FTE's)	Positions (FTE's)
<u>Other MTS Operations</u>					
<u>FHV ADMINISTRATION</u>					
For-Hire Vehicle Administratio	10	1.0	0.0	0.0	1.0
Regulatory Analyst	06	1.0	0.0	0.0	1.0
Regulatory Assistant	06	1.0	0.0	0.0	1.0
Regulatory Inspector	05	3.0	0.0	0.0	3.0
FHV ADMINISTRATION TOTAL	6.0	0.0	0.0	6.0	0.0
Subtotal Other MTS Operations	6.0	0.0	0.0	6.0	0.0
Grand Total	1,701.0	0.0	86.8	1,787.7	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 24-21

Resolution Approving Amendments to FY 2024 Budget

WHEREAS, the San Diego Metropolitan Transit System (MTS) Board of Directors adopted Resolution No. 23-4 on May 18, 2023, approving the fiscal year (FY) 2024 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, and Coronado Ferry;

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

1. That the changes to the FY 2024 Operating Budget, per the proposed attached Budget Amendments are approved.

PASSED AND ADOPTED, by the Board of Directors this ____ day of ____ 2024 by the following vote:

Ayes:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FY 2025 BOARD MEETING CALENDAR**

Date	Meeting	Review Points
3/7/2023	Budget Development Committee	FY24 Operating Midyear Amendment, FY25 Capital Improvement Program (CIP)
3/14/2024	Board of Directors	FY24 Operating Midyear Amendment, FY25 CIP
3/27/2024	Budget Development Committee	Initial FY25 Operating Forecast (Revenues, Expenses, Policy Issues, Operational Issues)
4/25/2024	Board of Directors	Initial FY25 Operating Forecast (Revenues, Expenses, Policy Issues, Operational Issues)
5/8/2024	Budget Development Committee	FY25 Draft Operating Budget: Updates to Revenues and Expenses, Budget Closure, Five Year Forecast
5/16/2024	Public Hearing	FY25 Operating Budget Public Hearing and Board Adoption

Metropolitan Transit System FY 2024 Operating Budget Amendment

MTS Budget Development Committee
March 07, 2024

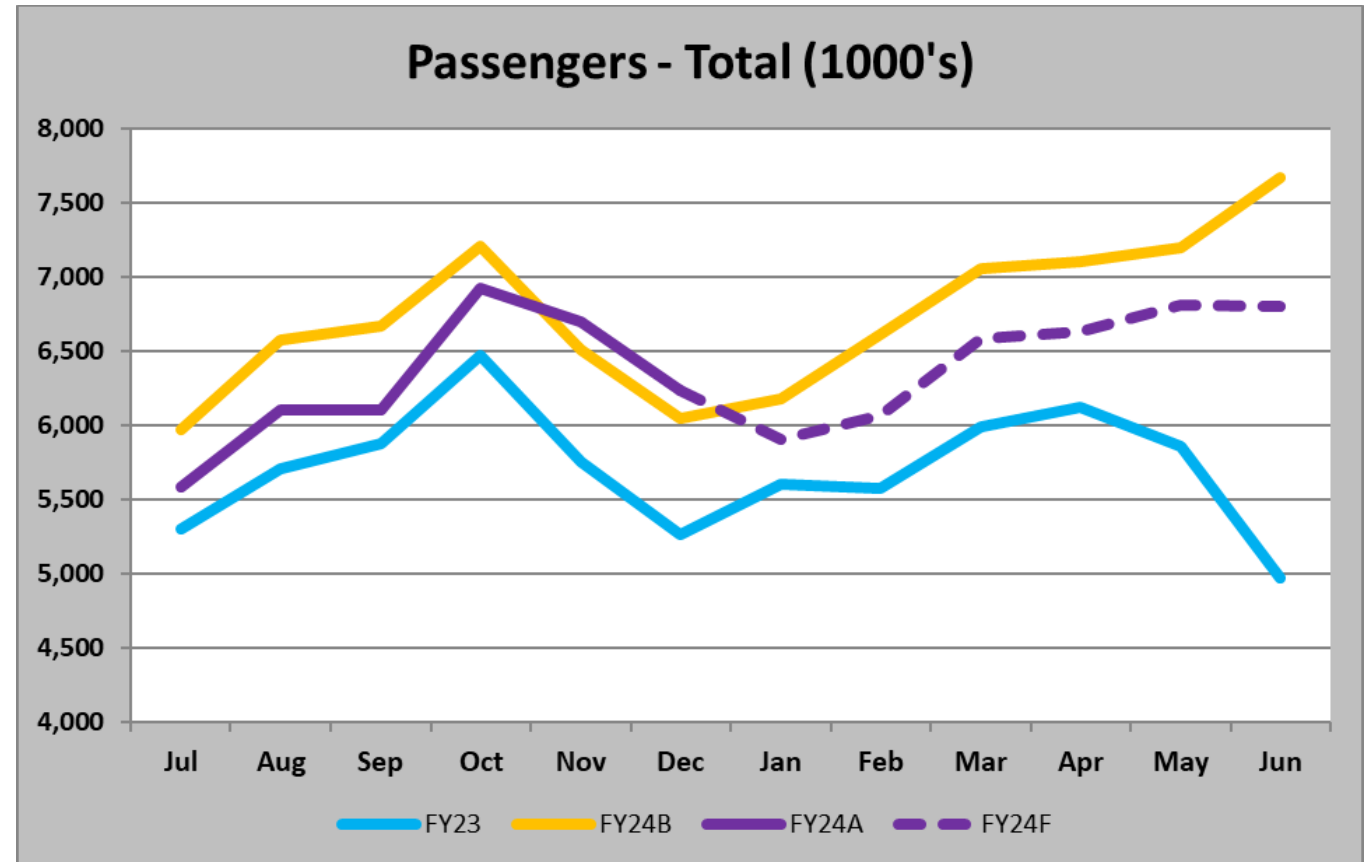
Fiscal Year 2024 Operating Budget Development

- FY24 Operating Budget
 - Adopted May 18th, 2023
 - Monthly financial status updates to Board
 - Year-to-date variances
 - Identify major trends
 - FY24 midyear amendment
 - Met with managers and reviewed all expense and revenue trends (Jan – Feb)
 - Compiled all position change requests (Jan – Feb)
 - Consolidated budget adjustments (February)
 - BDC presentation today and Board presentation/adoption March 14th
 - FY25 Operating Budget Development
 - Currently working on
 - Zero based budgeting process
 - Multiple BDC meetings with adoption planned for May 16th, 2024

Fiscal Year 2024 Operating Budget Revenue Assumptions - Passenger Levels

• Ridership update

- Budget of 80.7M passengers in FY24
- Budget target 16.0% over FY23 actual ridership
 - Strike in May/June last year
 - 9.5% ridership growth YoY through December
- Now projecting 76.5M passengers
 - -4.3M (-5.4%) reduction in ridership versus budget
 - 9.9% YoY growth

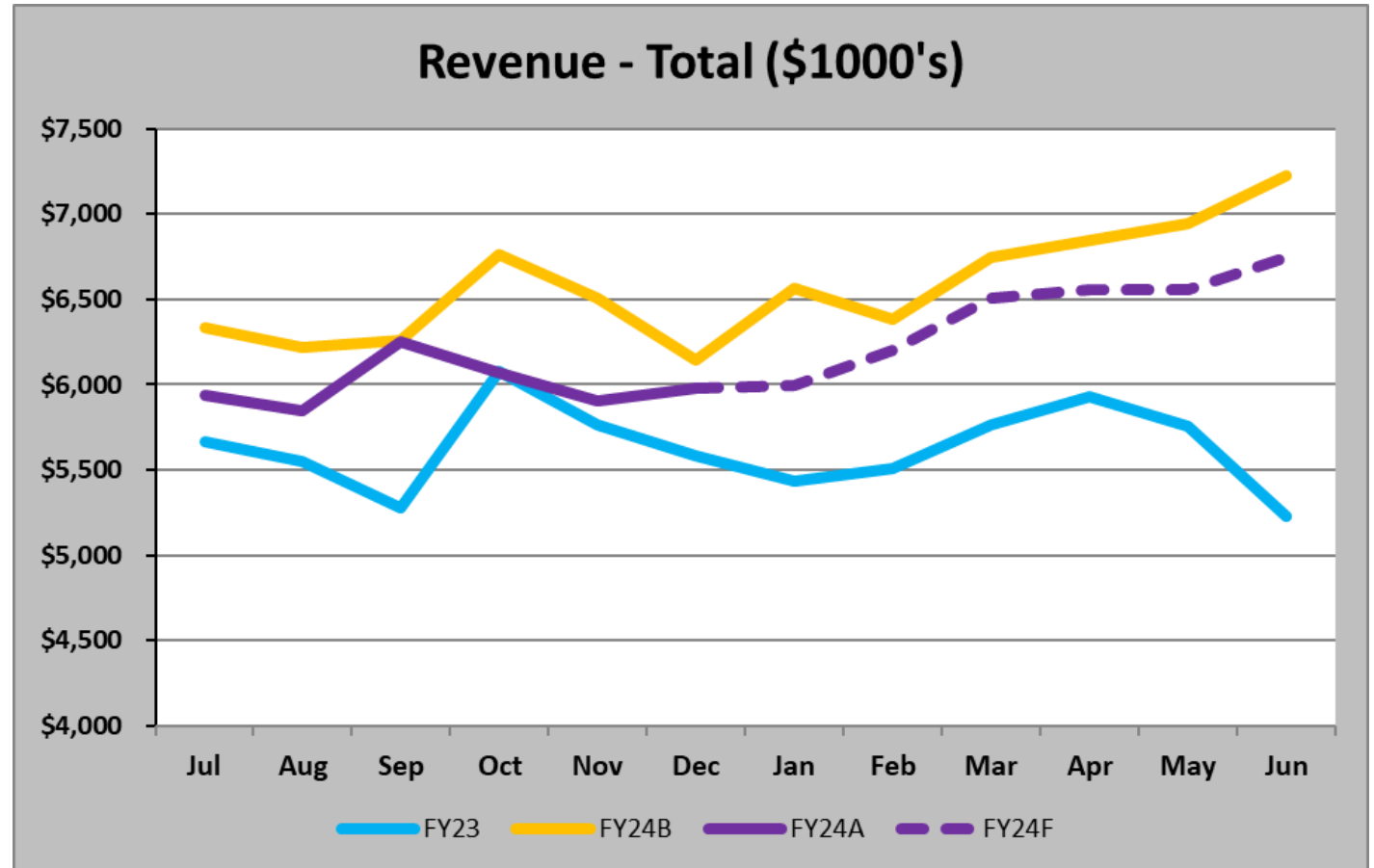


Fiscal Year 2024 Operating Budget

Revenue Assumptions - Passenger Revenue

- Passenger Revenue

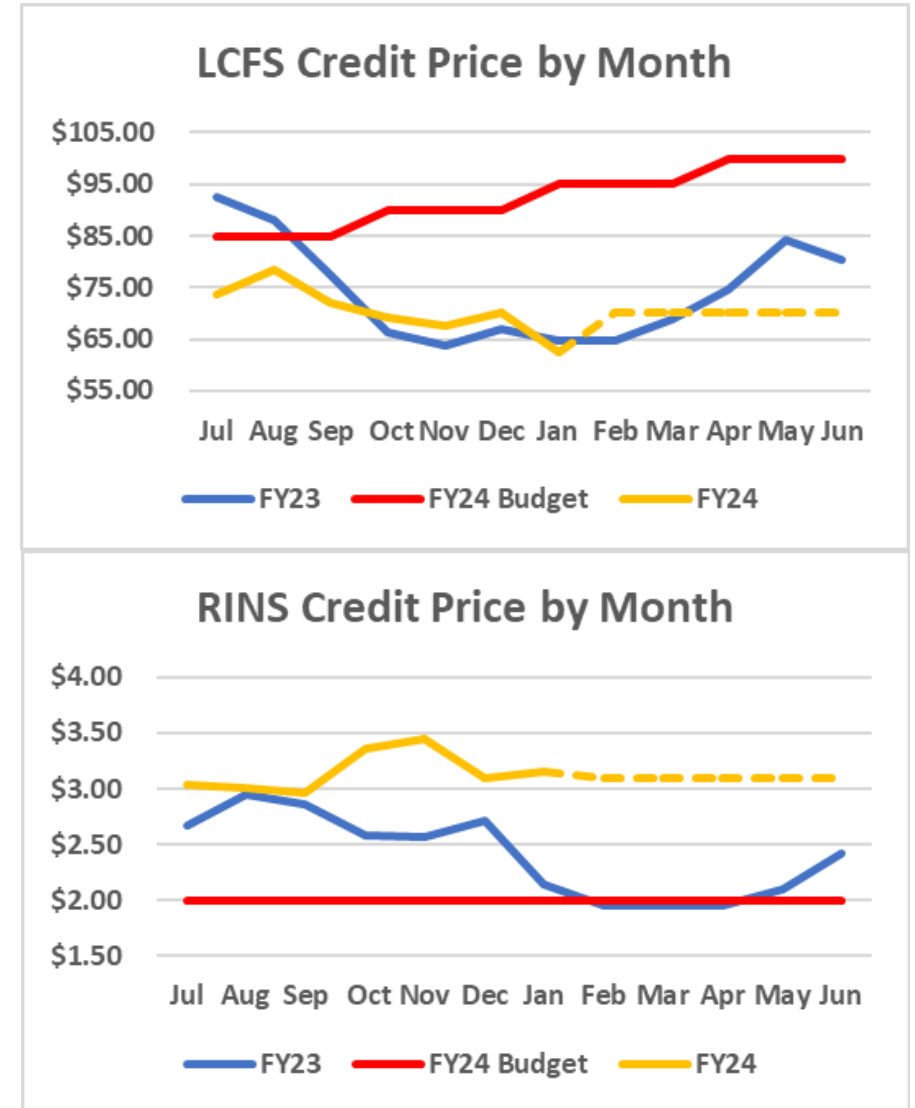
- Original budget of \$78.9M
 - 14.5% over FY23 actual revenue
- \$2.2M (-5.8%) unfavorable to budget through December
 - Average fare -2.3% lower than budget
 - 6.1% growth YoY through December
- Amended budget: \$74.6M
 - Reduction of \$4.4M (-5.5%) versus original budget
 - 8.1% YoY growth



Fiscal Year 2024 Operating Budget

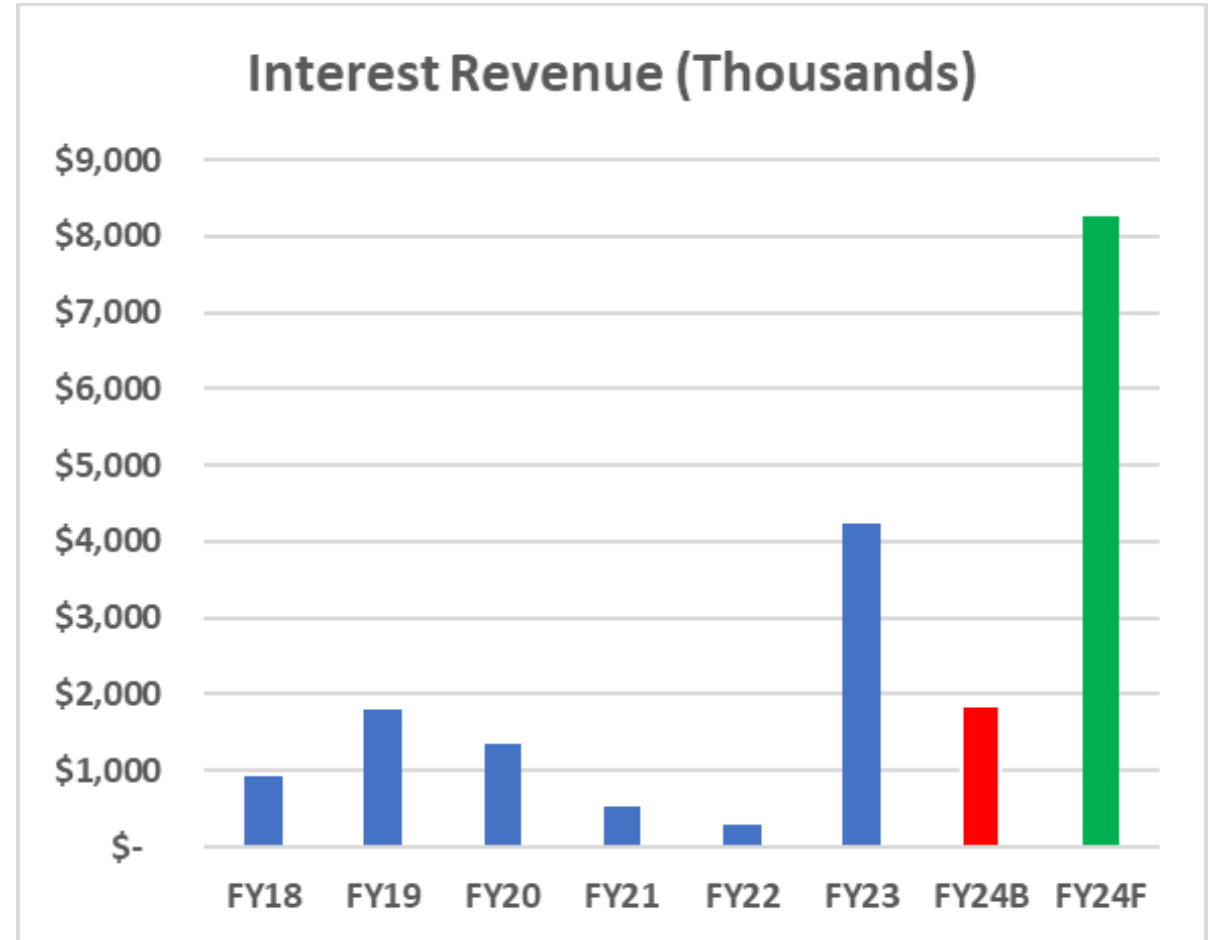
Revenue Assumptions - Other Revenue

- Energy Credits
 - LCFS and RINs programs
 - Generate credits based on consumption of RNG, electricity, and propane
 - Credits sold in market – generate \$8M annual revenue on average
 - LCFS credit price
 - Budget: \$92.50
 - YTD: \$70.54
 - Amended Budget: \$70.00
 - RINs price
 - Budget: \$2.00
 - YTD: \$3.15
 - Amended Budget: \$3.10
- Amended budget: \$417K (4.4%) increase



Fiscal Year 2024 Operating Budget Revenue Assumptions - Other Revenue

- Interest Revenue
 - Original budget of \$1.9M
 - Average cash balance: \$60-70M
 - FY23: \$144M
 - FY24: \$180M projected
 - Stimulus draws
 - Higher FTA formula funds
 - Fed interest rate at 22-year high (5.5%)
 - **Amended budget of \$8.3M, increase of \$6.4M**



Fiscal Year 2024 Operating Budget Revenue Assumptions - Other Revenue

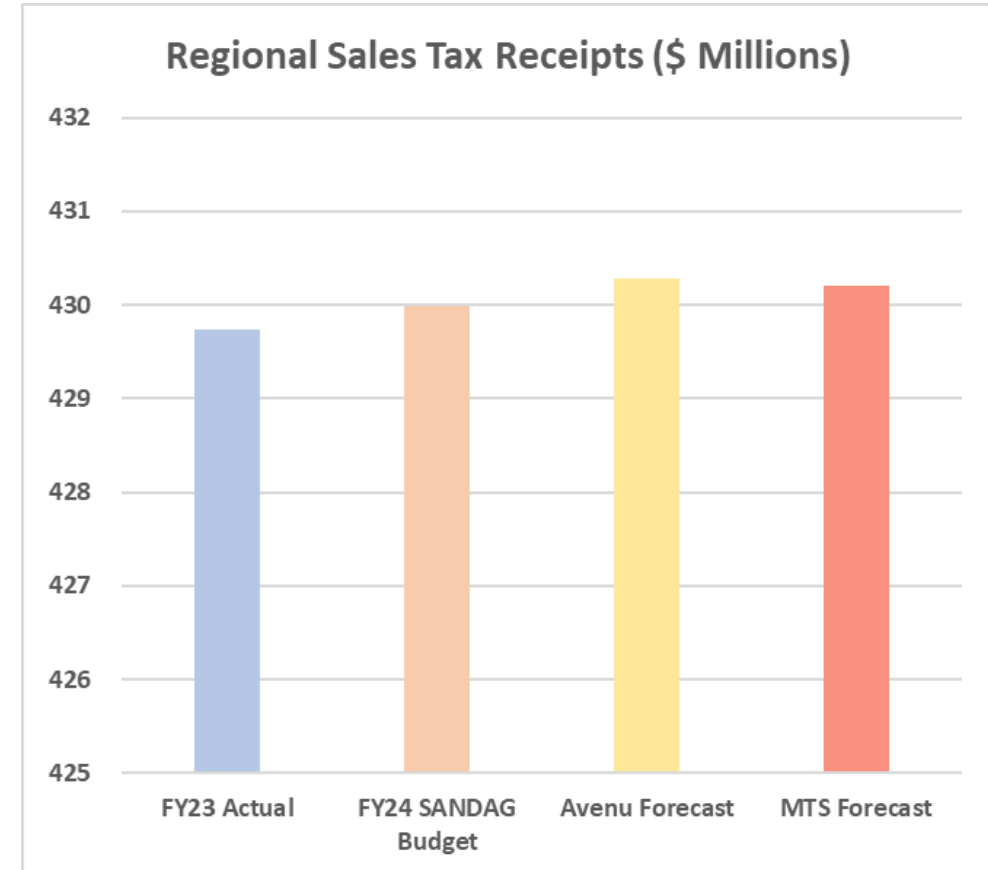
- Real Estate Related Revenues
 - Grantville station development
 - Increasing \$520K (19.4%)
 - Other
 - Decreasing \$500K
- Other Revenue increasing \$6.5M (26.1%) in amended budget

Category (\$ millions)	FY 2024 Adopted	FY 2024 Amended
Energy Credits	\$ 9.5	\$ 9.9
Advertising	5.3	4.9
Real Estate Related Revenues	2.7	3.2
Interest	1.9	8.3
Other	5.4	4.9
Total	\$ 24.7	\$ 31.2

Fiscal Year 2024 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- TransNet formula funding
 - Used SANDAG budget of \$430.0M for budget
 - Represented 1.0% growth over FY23 budget
 - MTS share of \$46.8M
 - Cash receipts down -1.6% YoY through January
 - Trend skewed due to postponed filing deadlines
 - Expecting to come in close to budget overall
 - **Amended budget staying at \$46.8M**
- TransNet Operating Reimbursement
 - TransNet funds net cost of BRT and Mid-Coast
 - **Increase of \$212K (0.7%) in amended budget**



Fiscal Year 2024 Operating Budget Revenue Assumptions - Sales Tax Revenues

- Transportation Development Act (TDA)
 - Claim process determines MTS revenue
 - MTS submits a claim based on the SANDAG budget
 - County receives the cash, reserve balances over/under amounts from budget to actual
 - FY24 MTS Budget is \$135.5M
 - \$92.9M in operating budget, remainder in capital
 - TDA receipts tracking closely to budget so far
 - **No changes in amended budget**

Fiscal Year 2024 Operating Budget

Revenue Assumptions - State Transit Assistance (STA)

- State Transit Assistance (STA)
 - State sales tax on diesel fuel
 - Distributed based on population and agency revenue formulas
 - Two distributions, regular STA and State of Good Repair
 - FY 2024 budget based off State Controllers Office January 2023 projection of MTS apportionment: \$39.4M
 - Funding included in both Capital and Operating Budgets
 - **Updated forecast: \$36.5 million, decrease of \$2.9 million**
 - Based on January 2024 Governor's budget proposal
 - The actual amount will be determined by the State budget May revise
 - Decreasing amount in operating budget by \$2.9M to keep capital budget whole
 - Backfill decrease in STA with stimulus funds

Fiscal Year 2024 Operating Budget Revenue Assumptions - Senate Bill (SB) 125

- Senate Bill (SB) 125 Funding
 - \$4 billion in state funding distributed to transit agencies through TIRCP program
 - Distribution based on population
 - Funds operations or capital, but must meet criteria for increasing service, reducing GHGs, serving disadvantaged communities, etc.
 - \$284 million for MTS over multiple fiscal years per original legislation
 - **Including \$4.5 million in FY24 amended budget**
 - \$3.0M for Iris Rapid operations
 - \$1.5M for Security Enhancements

Fiscal Year 2024 Operating Budget Revenue Summary (\$000s)

	FY 2024 Budget	FY 2024 Amended	Var.	Var. %
Passenger Revenue	\$ 78,925	\$ 74,558	\$ (4,367)	-5.5%
Other Operating Revenue	24,710	31,158	6,448	26.1%
Total Operating Revenue	\$ 103,635	\$ 105,716	\$ 2,080	2.0%
Federal	\$ 70,771	\$ 70,466	\$ (305)	-0.4%
Federal Stimulus Funds	\$ 85,000	\$ 85,000		
TDA	92,858	92,858	-	0.0%
TransNet Formula	42,027	42,027	-	0.0%
TransNet Operating	30,684	30,896	212	0.7%
STA	11,300	8,400	(2,900)	-25.7%
SB 125 TIRCP	-	4,500	4,500	0.0%
Other	4,603	4,491	(112)	-2.4%
Total Subsidy	\$ 337,243	\$ 338,639	\$ 1,395	0.4%
Reserves	\$ (33,882)	\$ (30,399)	\$ 3,483	-
Total Revenue	\$ 406,997	\$ 413,955	\$ 6,958	1.7%

- Reserves include Operating Deficit Reserve as well as reserves for SD&AE and FHV Administration

Fiscal Year 2024 Operating Budget Expense Assumptions - Personnel

- Wages

- Admin wages increasing \$2.0M (10.5%)
 - 47 new security positions (45 to be hired in FY24)
 - 4 new FTEs to support call center
 - Increase of 60.0 FTEs in total
 - 59 approved by Board already
 - 1 Staff Attorney position requested
- Bus Ops wages increasing \$556K (1.2%)
 - Primarily student operator (training) wages and maintenance wages
 - Adding 3 Bus Operator Training Inspectors
 - Net increase of 2.5 FTEs

Administration			
Position	Positions	FTEs	Board Approved?
Grants Analyst	1	1.0	Y
Asst Mgr of Field Operations	1	1.0	Y
Clerk Typist/Data Entry TSS	1	1.0	Y
Code Compliance Dispatcher	5	5.0	Y
Code Compliance Inspector	34	34.0	Y
Code Compliance Supervisor	6	6.0	Y
Call/Service Center Rep (FT)	3	3.0	Y
Service Center Specialist (FT)	1	1.0	Y
Procurement Specialist	2	2.0	Y
ETL Developer	1	1.0	Y
Talen Acquisition Specialist	2	2.0	Y
Project Manager	1	1.0	Y
Senior Project Manager	1	1.0	Y
Staff Attorney	1	1.0	N
		60.0	

Bus Operations			
Position	Positions	FTEs	Board Approved?
Bus Op Training Inspector	3	3.0	Y
Bus Operators - P/T	-1	(0.5)	N
		2.5	

Fiscal Year 2024 Operating Budget Expense Assumptions - Personnel

- Wages

- Trolley Operations wages increasing \$1.1M (3.1%)
 - Operator wages increasing \$458K (4.0%)
 - Flagging wages increasing \$239K (12.7%)
 - Facilities wages increasing \$336K (11.3%)
 - Net increase of 24.3 FTEs
 - 4.8 FTEs approved by Board already
 - Additional request of 19.5 FTEs for SB-125 funded activities

- Wages increasing \$3.7M (3.6%) in total

Trolley Operations			
Position	Positions	FTEs	Board Approved?
Train Operator (FT)	5	5.0	Y
Train Operator (PT)	-5	(4.3)	Y
Construction Safety Supervisor	4	4.0	Y
Construction Safety Flagperson	15	7.5	N
Train Operator (FT)	12	12.0	N
		24.3	

Wages (\$000s)	FY 2024 Adopted	FY 2024 Amended	Var.	Var. %
Administration	\$ 19,185	\$ 21,195	\$ 2,010	10.5%
Trolley Operations	35,449	36,550	\$ 1,102	3.1%
Bus Operations	46,079	46,635	\$ 556	1.2%
Contracted Services	538	532	\$ (6)	-1.1%
Other Activities	355	352	\$ (3)	-0.8%
Total	\$ 101,605	\$ 105,264	\$ 3,659	3.6%

Fiscal Year 2024 Operating Budget Expense Assumptions - Personnel

- Fringe

- Pension

- Increasing CalPERS payment for SDTI hourly employees

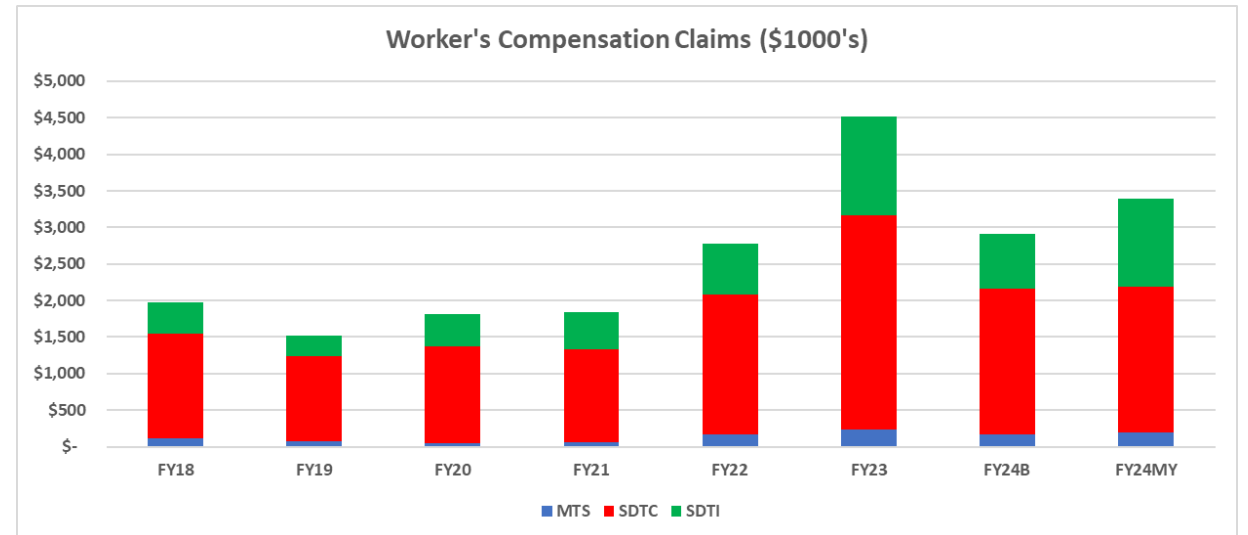
- Healthcare

- Trending unfavorable in SDTC premiums and deductions
 - Premiums increasing 12-13% versus 10% assumed (eff. January 2024)

- Worker's Compensation

- Claim payments within Trolley increasing \$450K (60.0%)

Category (\$000s)	FY 2024 Adopted	FY 2024 Amended	Var.	Var. %
Pension	\$ 30,675	\$ 31,007	\$ 332	1.1%
Healthcare	17,236	18,170	\$ 934	5.4%
Paid Absences	14,267	14,062	\$ (205)	-1.4%
Worker's Compensation	4,174	4,632	\$ 458	11.0%
Other	4,865	4,812	\$ (54)	-1.1%
Total	\$ 71,217	\$ 72,684	\$ 1,466	2.1%



Fiscal Year 2024 Operating Budget Expense Assumptions - Outside Services

- Purchased Transportation

- Fixed Route

- Bus service was reduced in FY23 due to driver shortages
 - FY24 budget assumed restoration of most cut services in January 2024
 - Reducing service levels by -1.8% overall
 - Transdev: -2.3% reduction
 - First Transit: 3.4% increase

- ADA Paratransit

- Volume and expenses closed to original targets
 - No significant change in amended budget

Category (\$000s)	FY 2024 Adopted	FY 2024 Amended	Var.	Var. %
TransDev	\$ 81,152	\$ 79,589	\$ (1,563)	-1.9%
First - Minibus	5,730	5,689	\$ (40)	-0.7%
First - Paratransit	17,199	17,198	\$ (1)	0.0%
First - SVCC	417	415	\$ (2)	-0.4%
Total	\$ 104,498	\$ 102,892	\$ (1,606)	-1.5%

Fiscal Year 2024 Operating Budget Expense Assumptions - Outside Services

- Outside Services

- Repair & Maintenance
 - Orange Line Tie Replacement
- Engines/Transmissions
 - Unfavorable experience in first half of year
- Other
 - Fare system costs **decreasing** \$498K
 - Land Management costs **increasing** \$842K
 - Contract Services **decreasing** \$743K – paving project pushed to FY25
 - Bus Ops **decreasing** \$382K – facility construction projects
 - Trolley **increasing** \$694K – track/facilities construction projects
 - Bridge repairs
 - Building B office rehab

Category (\$000s)	FY 2024 Adopted	FY 2024 Amended	Var.	Var. %
Security	\$ 14,170	\$ 14,163	\$ (8)	-0.1%
Repair & Maint.	10,968	12,894	\$ 1,926	17.6%
Engines/Trans.	716	888	\$ 171	23.9%
Other Services	21,612	21,696	\$ 84	0.4%
Total	\$ 47,466	\$ 49,640	\$ 2,174	4.6%

Fiscal Year 2024 Operating Budget Expense Assumptions - Other

- Other

- Materials & Supplies

- Increases primarily in revenue vehicle parts

- Risk Management

- Favorable claim related legal expenses and claim recoveries

- General & Administrative

- Lower credit card processing fees
 - Lower advertising costs within Marketing

- Other

- Leases and Debt Service

Category (\$000s)	FY 2024 Adopted	FY 2024 Amended	Var.	Var. %
Materials & Supplies	\$ 16,215	\$ 18,637	\$ 2,422	14.9%
Risk Management	9,059	8,502	\$ (557)	-6.1%
General & Administration	6,838	6,209	\$ (629)	-9.2%
Other	1,706	1,747	\$ 42	2.4%
Total	\$ 33,818	\$ 35,096	\$ 1,277	3.8%

Fiscal Year 2024 Operating Budget Expenses Summary (\$000s)

	FY 2024 Budget	FY 2024 Amended	Var.	Var. %
Personnel Expenses	\$ 172,823	\$ 177,948	\$ 5,125	3.0%
Purchased Transportation	104,821	103,215	(1,606)	-1.5%
Outside Services	47,466	49,640	2,174	4.6%
Materials and Supplies	16,215	18,637	2,422	14.9%
Energy	48,068	48,056	(12)	0.0%
Risk Management	9,059	8,502	(557)	-6.1%
Other	8,544	7,956	(588)	-6.9%
Total Expenses	\$ 406,997	\$ 413,955	\$ 6,958	1.7%

Fiscal Year 2024 Operating Budget

Consolidated Revenues less Expenses (\$000s)

	FY 2024 Budget	FY 2024 Amended	Var.	Var. %
Operating Revenues	\$ 103,635	\$ 105,716	\$ 2,080	2.0%
Recurring Subsidy	252,243	249,139	(3,105)	-1.2%
Total Recurring Revenues	\$ 355,879	\$ 354,854	\$ (1,024)	-0.3%
Total Expenses	406,997	413,955	\$ 6,958	1.7%
Structural Deficit	\$ (51,118)	\$ (59,101)	\$ (7,983)	-15.6%
Reserves	(33,882)	(30,399)	3,483	10.3%
Federal Stimulus	85,000	85,000	-	0.0%
SB-125 Funding	-	4,500	4,500	
Revenues Less Expenses	\$ -	\$ -	\$ -	

- \$360M in total Stimulus (CARES and ARP) funding
 - \$260.3M drawn to date, \$99.7M remaining (\$57.0M in reserve)
- Between Stimulus and SB125, structural deficit balanced through FY28

Fiscal Year 2024 Operating Budget Budget Development Calendar

<u>Date</u>	<u>Meeting</u>	<u>Review Points</u>
3/7/2023	Budget Development Committee	FY24 Operating Midyear Amendment, FY25 Capital Improvement Program (CIP)
3/14/2024	Board of Directors	FY24 Operating Midyear Amendment, FY25 CIP
3/27/2024	Budget Development Committee	Initial FY25 Operating Forecast (Revenues, Expenses, Policy Issues, Operational Issues)
4/25/2024	Board of Directors	Initial FY25 Operating Forecast (Revenues, Expenses, Policy Issues, Operational Issues)
5/8/2024	Budget Development Committee	FY25 Draft Operating Budget: Updates to Revenues and Expenses, Budget Closure, Five Year Forecast
5/16/2024	Public Hearing	FY25 Operating Budget Public Hearing and Board Adoption

Fiscal Year 2024 Operating Budget Staff Recommendation

That Budget Development Committee forward a recommendation that the MTS Board of Directors enact Resolution No. 24-01 (Attachment B) amending the FY 2024 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry



Agenda Item No. 5

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

March 07, 2024

SUBJECT:

Fiscal Year (FY) 2025 Capital Improvement Program (CIP) (Mike Thompson)

RECOMMENDATION:

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

- 1) Approve the FY 2025 CIP with the estimated federal and non-federal 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 2025 CIP (shown in Attachment A); and
- 3) Recommend that the SANDAG Board of Directors approve amendment number 12 of the 2023 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2025 CIP recommendations.

Budget Impact

The total estimated funding for FY 2025 is \$312.7 million (Attachment A). After the utilization of \$63.0 million in preventative maintenance, \$6.1 million for Americans with Disabilities Act (ADA) Operations (funding the FY 2024 operating budget), and funding for SANDAG planning studies totaling \$0.2 million, \$243.3 million is available for capital projects.

DISCUSSION:

The creation of the annual CIP and operating budgets involves 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 to



effectively, 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 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 2025 CIP

The CIP process began in September 2023 with the “call for projects”. The recommended CIP assumes funding of \$63.0 million for preventative maintenance, \$6.1 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 2025, there is \$243.3 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 SGR Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

The FY 2025 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires the 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 with 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 2024, the estimated allocation for the MTS Section 5307 program is \$61.3 million, which will be matched with local funds of \$15.3 million. This program would provide an estimated \$76.6 million to fund MTS's FY 2025 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 2024, the Section 5337 funds MTS allocation estimate is \$44.1 million and will be matched with local funds of \$11.0 million. The program will provide an estimated \$55.1 million to fund MTS's FY 2025 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. For FFY 2024, 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 2025 CIP.

In September 2019, SANDAG's Board of Directors 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 September 2023, SANDAG proposed to swap \$30 million in RSTP funding for TransNet funding, which \$15.0 million is budgeted in MTS's FY 2024 CIP, and the remaining \$15.0 million is budgeted in MTS's FY 2025 CIP.

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 2025 CIP implementation process 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 2025, the estimated STA funding is \$39.0 million, of which \$27.7 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 2024 will provide \$5.3 million to MTS's FY 2025 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 that will be funded by the GHGRF, most of which are competitive.

Senate Bill (SB) 125 amended the Budget Act of 2023 to appropriate \$4 billion of General Funds to the Transit and Intercity Rail Capital Program (TIRCP) over the next two fiscal years. SB125 also establishes a \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) over the next four fiscal years. MTS is estimated to receive approximately \$284 million over the next four fiscal years. In FY 2025 CIP, \$43.3 million is budgeted, comprised of \$26.0 million of TIRCP and \$17.3 million of ZETCP.

TIRCP also has competitive grant awards every other year. Over the last few years, MTS has received several of these competitive grant awards. In FY 2022, MTS was awarded a total of \$33.5 million for Orange Line Rail Signals, Orange Line Variable Message Sign, Imperial Ave Transit Center, and Kearny Mesa Division Battery Electric Bus Charging Infrastructure project. In FY 2025 CIP, \$35.5 million is budgeted.

The Low Carbon Transit Operations Program (LCTOP) has \$192 million in total funding that will be distributed by the same formula as STA funding. MTS's allocation for FY 2022-23 is \$8.1 million. Based on the current zero-emission bus (ZEB) rollout plan, the entire amount will be budgeted in MTS's FY 2025 CIP.

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, most recently being extended through the calendar year 2021. MTS has included \$3.9 million in revenues for the calendar year 2022 in the FY 2025 CIP.

\$18.5 million of other one-time funding has also been included in the FY 2025 CIP. This balance includes transfers from older closed capital projects and proceeds from land sales.

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 2025. 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 or agency. 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, 108 projects with total requests of \$1.3 billion. 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 2025 CIP Funded Projects

Of the \$243.3 million available after preventative maintenance and SANDAG planning studies, \$79.3 million (or 33 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles; \$21.3 million (or 9 percent) has been dedicated to Facility & Construction projects; \$69.5 million (or 28 percent) has been dedicated to Rail Infrastructure projects; \$20.1 million (or 8 percent) has been dedicated to Other Equipment & Installations; and another \$53.2 million (or 22 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 (\$000s)	% of Total
Bus Revenue Vehicles	\$ 58,312	24%
Rail Revenue Vehicles	21,000	9%
Facility & Construction Projects	21,288	9%
Rail Infrastructure	69,472	28%
Other Equipment & Installation	20,085	8%
Other Initiatives	53,172	22%
Grand Total	\$ 243,329	

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

- SD100 Light Rail Vehicle (LRV) Replacement – Funding of \$21.0 million will be added to the \$189.8 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.
- Bus Procurement – Funding of \$58.3 million for the replacement of twenty-eight 40' compressed natural gas (CNG) buses, ten 40" battery electric buses (BEB), in accordance with the MTS Transit Fleet Plan.

- Zero Emission Bus Overhead Charging Infrastructure – A total of \$38.8 million in funding is being allocated across all five of the MTS Operating divisions to facilitate the transition to battery electric buses. This includes funding of \$20.6 million for the construction of the Kearny Mesa Division Zero Emission Bus Overhead Charging Infrastructure 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 increase by 2-3% through FY 2029 results in increased recurring revenue projections year by year. Added to that is \$221.5 million in already identified non-recurring revenues, resulting in a total revenue projection for CIP of \$842.4 million. Total project needs over the five-year term are projected to be \$1.3 billion, which exceeds the projected revenue available for CIP. Projected deficits from FY 2025 to FY 2029 total \$478.6 million. The ratio of total funding to total capital needs over the five-year term is projected at 63.8%.

Therefore, the staff recommends that the MTS BDC forward a recommendation to the MTS Board of Directors to:

- 1) Approve the FY 2025 CIP with the estimated federal and non-federal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the CEO to identify and adjust projects for the adjusted funding levels;
- 2) Recommend that the SANDAG Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2025 CIP (shown in Attachment A); and
- 3) Recommend that the SANDAG Board of Directors approve amendment number 12 of the 2023 RTIP in accordance with the FY 2025 CIP recommendations.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY 2025 Funding Sources
B. FY 2025 CIP List
C. FY 2025 Funded Project Descriptions
D. Funding Compared to Capital Needs for FY 2025 – 2029
E. FY 2025 Capital Improvement Program Title VI/Environmental Justice Analysis

San Diego Metropolitan Transit System
Capital Improvement Program - Funding Sources (\$000s)
Fiscal Year 2025

Funding Description	Total
Federal FFY24 - 5307 Funding Estimate	\$ 61,336
Federal FFY24 - 5337 Funding Estimate	44,063
Federal FFY24 - 5339 Funding Estimate	4,323
California Transportation Development Act (TDA)	45,781
California State Transit Assistance (STA)	27,700
California State of Good Repair (SGR)	5,272
California Cap and Trade (TIRCP)	35,504
California Cap and Trade (LCTOP)	8,101
California SB125 Formula (ZETCP)	17,265
California SB125 Formula (TIRCP)	26,000
TransNet	15,000
Other Funds	22,403
Total Available Funding	\$ 312,747
Preventive Maintenance - Federal 5307	\$ (32,000)
Preventive Maintenance - Federal 5337	(31,000)
ADA Operation - Federal 5307	(6,134)
SANDAG Planning Study - Local Match	(284)
Total Preventative Maintenance/SANDAG Planning	\$ (69,418)
Available Funding for Capital Program	\$ 243,329

**San Diego Metropolitan Transit System
Capital Improvement Program – Project List by Category (\$000s)
Fiscal Year 2025 – 2029**

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 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Bus Ops - Bus Procurement - FY25	\$ 58,312	\$ -	\$ 60,000	\$ 60,000	\$ 83,000	\$ 87,000	\$ 348,312
Subtotal	\$ 58,312	\$ -	\$ 60,000	\$ 60,000	\$ 83,000	\$ 87,000	\$ 348,312

Rail Revenue Vehicles

Annual vehicle replacement for fleet of light rail vehicles.

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Rail Ops - SD100 Light Rail Vehicle Procurement	\$ 21,000	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 26,000
Rail Ops - SD7 Light Rail Vehicle Procurement	-	-	10,566	10,566	10,566	10,566	42,264
Subtotal	\$ 21,000	\$ -	\$ 15,566	\$ 10,566	\$ 10,566	\$ 10,566	\$ 68,264

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 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Bus Ops - IAD-KMD-Building B High Pile	\$ 1,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,611
Bus Ops - Copley Park Division Modular Building Replacement	289	-	-	-	-	-	289
Bus Ops - Copley Park Division Upgrades	-	-	2,535	2,665	910	3,500	9,610
Bus Ops - East County Division Upgrades	-	-	-	100	-	-	100
Bus Ops - Imperial Avenue Division Non-Revenue Vehicle Charging	840	-	-	-	-	-	840
Bus Ops - Imperial Avenue Division Roof Replacement	1,137	-	-	-	-	-	1,137
Bus Ops - Imperial Avenue Division Server Room HVAC Replacement	261	-	-	-	-	-	261
Bus Ops - Imperial Avenue Division Upgrades	-	-	500	1,125	4,250	1,650	7,525
Bus Ops - Kearny Mesa Division Bus Wash Replacement	4,108	-	-	-	-	-	4,108
Bus Ops - Kearny Mesa Division HVAC Replacement	681	-	-	-	-	-	681
Bus Ops - Kearny Mesa Division Upgrades	-	-	1,685	400	625	-	2,710
Bus Ops - Southbay Division Upgrades	-	-	150	-	300	-	450
Subtotal	\$ 8,927	\$ -	\$ 4,870	\$ 4,290	\$ 6,085	\$ 5,150	\$ 29,322

Rail Operations

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Rail Ops - Building A & C and Yard Tower Roof Replacement	\$ -	\$ -	\$ -	\$ 2,400	\$ 2,000	\$ -	\$ 4,400
Rail Ops - Building A Roll Up Door Replacement	-	-	350	350	-	-	700
Rail Ops - Building C and Paint Booth Door Replacement	-	650	-	-	-	-	650
Rail Ops - Building C Crane & Expansion	-	500	5,000	-	-	-	5,500
Rail Ops - HVAC Replacement	700	-	110	-	100	-	910
Rail Ops - Lemon Grove Depot Rehab	451	-	-	-	-	-	451
Rail Ops - Old Town Storage Room Replacement	255	-	-	-	-	-	255
Rail Ops - Paint Booth Modernization	1,000	-	-	-	-	-	1,000
Rail Ops - Paint Booth Roof Replacement	-	350	-	-	-	-	350
Rail Ops - Transit Enforcement Office Expansion	-	-	200	2,000	2,000	2,000	6,200
Rail Ops - Yard Tower Roof and Interior Upgrades	-	-	-	400	-	-	400
Subtotal	\$ 2,406	\$ 1,500	\$ 5,660	\$ 5,150	\$ 4,100	\$ 2,000	\$ 20,816

Passenger Facilities

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Admin - Beyer Blvd Pathway Beautification	\$ 1,604	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,604
Admin - Bus Stop Shelters	-	-	1,300	1,365	1,440	1,505	5,610
Admin - System Sign Upgrade/Replacement	-	-	250	250	400	-	900
Rail Ops - Fashion Valley Replacement Elevator	-	-	350	2,500	-	-	2,850
Rail Ops - Orange & Green Line Elevator Modernization	1,500	-	-	1,500	-	-	3,000
Rail Ops - Rio Vista Platform Construction	5,000	-	2,500	-	-	-	7,500
Rail Ops - SDSU Underground Station	-	-	-	-	1,700	-	1,700
Rail Ops - Southbay Transit Beautification	1,001	-	-	-	-	-	1,001
Rail Ops - Stadium Station 2nd Elevator	350	-	2,500	-	-	-	2,850
Rail Ops - Stadium Station Platform	250	-	2,500	-	-	-	2,750
Rail Ops - Washington Station Pedestrian Enhancements	250	-	1,250	-	-	-	1,500
Subtotal	\$ 9,955	\$ -	\$ 10,650	\$ 5,615	\$ 3,540	\$ 1,505	\$ 31,265

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 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Rail Ops - Beyer Track and Slope	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750
Rail Ops - Drainage Improvements	-	-	500	3,750	5,350	4,500	14,100
Rail Ops - Grade Crossing Replacement	3,525	1,850	5,600	6,908	3,785	1,238	22,906
Rail Ops - Orange Line Improvement Phase 1	42,347	-	6,694	-	-	-	49,041
Rail Ops - Orange Line Improvement Phase 2	3,000	-	42,000	42,000	-	-	87,000
Rail Ops - Rail Replacement	-	-	300	-	-	250	550
Rail Ops - S85 Retaining Wall	900	-	-	-	-	-	900
Rail Ops - Special Trackwork Replacement	5,550	-	6,050	1,250	1,200	800	14,850
Rail Ops - Station Trackway Replacement	-	350	2,500	-	100	1,200	4,150
Rail Ops - Street Trackage Pavement Replacement	-	3,000	6,000	6,000	6,000	3,000	24,000
Rail Ops - Street Trackage Pavement Replacement - Park to Island	500	-	-	-	-	-	500
Subtotal	\$ 56,572	\$ 5,200	\$ 69,644	\$ 59,908	\$ 16,435	\$ 10,988	\$ 218,747

Maintenance of Wayside (MOW)

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Rail Ops - AC Switchgear Replacement	\$ 150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150
Rail Ops - A-yard Catenary Replacement	1,000	-	1,000	1,000	2,000	-	5,000
Rail Ops - Downtown Parallel Feeder Cable	-	-	5,000	5,000	5,000	5,000	20,000
Rail Ops - Grade Crossing Warning System	-	-	-	-	-	300	300
Rail Ops - INT E26 Signal Upgrade	650	-	-	-	-	-	650
Rail Ops - Orange Line Contact Wire	-	-	750	5,000	5,000	5,000	15,750
Rail Ops - Sicas S7 System Wide Replacement	500	-	1,500	8,000	8,000	8,000	26,000
Rail Ops - Siemens 1st Generation Upgrade	-	1,500	5,000	-	-	-	6,500
Rail Ops - Signal Replacement - Broadway Wye/India St	2,000	-	2,000	2,000	-	-	6,000
Rail Ops - Substation Replacement	8,100	-	20,000	12,500	16,000	16,000	72,600
Rail Ops - WABTEC (ARINC) Integration	500	-	-	-	-	-	500
Rail Ops - Yard Switch Automation	-	500	-	-	-	-	500
Subtotal	\$ 12,900	\$ 2,000	\$ 35,250	\$ 33,500	\$ 36,000	\$ 34,300	\$ 153,950

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 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Admin - Variable Message System Modernization Project	\$ 4,571	\$ -	\$ 1,890	\$ 1,350	\$ 670	\$ -	\$ 8,481
Bus Ops - Imperial Avenue Division CNG Dryer Replacement	625	-	-	-	-	-	625
Bus Ops - Kearny Mesa Division Chassis Wash Hoist Replacement	718	-	-	-	-	-	718
Bus Ops - RTMS & HASTUS Upgrades	-	-	-	750	2,100	-	2,850
Bus Ops - Service Fluid Distribution System Replacement	683	-	-	-	-	-	683
Bus Ops - Service Trucks Replacement	-	-	665	-	-	-	665
Bus Ops - Southbay Division Mobile Column Lift Replacement	593	-	-	-	-	-	593
Bus Ops - Vacuum Replacement	-	250	-	-	-	-	250
Rail Ops - Blue Line Fence Improvements	600	-	350	350	350	350	2,000
Rail Ops - On-Track Equipment Replacement	750	-	-	650	550	-	1,950
Rail Ops - Paint Booth Blowers	-	-	-	-	-	175	175
Rail Ops - Rerail Truck Replacement	-	-	-	200	-	-	200
Rail Ops - Shop Hoists Control Replacement	300	-	-	-	-	-	300
Rail Ops - Station Cleaning Equipment	175	-	100	100	100	100	575
Rail Ops - System Wide UPS and Batteries Replacement	-	-	-	-	-	200	200
Rail Ops - Wheel Truing Machine Replacement	1,200	-	-	-	-	-	1,200
Subtotal	\$ 10,215	\$ 250	\$ 3,005	\$ 3,400	\$ 3,770	\$ 825	\$ 21,465

Administration

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Admin - BRT Stations Network Replacement-Southbay	\$ 265	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ 565
Admin - Central Control BARCO Wall & Technology Refresh	-	-	-	-	-	750	750
Admin - Communication Cabinet and UPS and Batteries	-	-	-	-	-	100	100
Admin - CTC Technology Refresh (AIM)	-	-	-	-	300	1,500	1,800
Admin - Dava System Enhancements	-	-	-	600	-	600	1,200
Admin - Enterprise Resource Planning System Upgrade	2,000	-	3,000	-	-	-	5,000
Admin - Miscellaneous Capital	2,000	-	-	2,000	-	2,000	6,000
Admin - MTS Data Storage Replacement	-	-	-	540	170	155	865
Admin - MTS Server Refresh	1,000	-	940	890	860	620	4,310
Admin - Network Communication Equipment Replacement	700	-	750	800	850	900	4,000
Admin - PRONTO Mobile App Enhancements	2,145	-	1,100	-	-	-	3,245
Admin - Rail Yard Management System	360	-	-	-	-	-	360
Admin - Systemwide CCTV Upgrade	650	-	500	550	600	650	2,950
Admin - Trolley Onboard Monitors	-	-	-	2,000	2,000	-	4,000
Admin - Trolley Station Network Communication Equipment	750	-	800	850	900	950	4,250
Admin - Wireless Network Communication Equipment - Copley	-	200	300	350	350	350	1,550
Subtotal	\$ 9,870	\$ 200	\$ 7,390	\$ 8,880	\$ 6,030	\$ 8,575	\$ 40,945

Other Initiatives

Innovative Clean Transit

This category includes the necessary infrastructure to enable the fueling of the future Zero Emission Bus (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. It also includes the cost of a new division to help facilitate the conversion to ZEBs.

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Bus Ops - Clean Transit Advancement Campus	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ -	\$ 240,000
Bus Ops - Copley Park Division ZEB Master Plan	342	-	-	-	-	-	342
Bus Ops - East County Division ZEB Overhead Charging	1,705	-	21,858	-	-	-	23,563
Bus Ops - Hydrogen Infrastructure	-	-	1,120	5,095	5,220	-	11,435
Bus Ops - Imperial Avenue Division Construction Site Preparation	2,200	-	-	-	-	-	2,200
Bus Ops - Imperial Avenue Division ZEB Overhead Charging	11,130	-	-	-	-	1,500	12,630
Bus Ops - Kearny Mesa Division ZEB Overhead Charging	20,599	-	-	-	-	-	20,599
Bus Ops - Southbay Division ZEB Overhead Charging	1,354	-	-	-	-	-	1,354
Bus Ops - Southbay Division ZEB Overhead Charging Phase II	1,457	-	18,000	-	-	-	19,457
Subtotal	\$ 38,787	\$ 60,000	\$ 100,978	\$ 65,095	\$ 65,220	\$ 1,500	\$ 331,580

Other 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 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Admin - 12th & Imperial Enabling Project	\$ 220	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220
Admin - Imperial Ave Transit Center - Construction	12,315	-	-	-	-	-	12,315
Admin - San Ysidro Transit Center Planning & Design	-	-	-	15,000	15,000	-	30,000
Admin - Southwestern Rapid	-	-	1,000	5,000	6,000	-	12,000
Rail Ops - El Cajon Transit Center Third Track	850	-	-	-	-	-	850
Rail Ops - Green Line Imperial Ave Double Track	1,000	-	-	-	-	-	1,000
Subtotal	\$ 14,385	\$ -	\$ 1,000	\$ 20,000	\$ 21,000	\$ -	\$ 56,385

Five-year summary

State of Good Repair Categories	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Bus Revenue Vehicles	\$ 58,312	\$ -	\$ 60,000	\$ 60,000	\$ 83,000	\$ 87,000	\$ 348,312
Rail Revenue Vehicles	21,000	-	15,566	10,566	10,566	10,566	68,264
Facility & Construction Projects - Bus	8,927	-	4,870	4,290	6,085	5,150	29,322
Facility & Construction Projects - Rail	2,406	1,500	5,660	5,150	4,100	2,000	20,816
Facility & Construction Projects - Pass.	9,955	-	10,650	5,615	3,540	1,505	31,265
Rail Infrastructure - Track	56,572	5,200	69,644	59,908	16,435	10,988	218,747
Rail Infrastructure - MOW	12,900	2,000	35,250	33,500	36,000	34,300	153,950
Other Equipment & Installation - Ops	10,215	250	3,005	3,400	3,770	825	21,465
Other Equipment & Installation - Admin	9,870	200	7,390	8,880	6,030	8,575	40,945
Subtotal	\$ 190,157	\$ 9,150	\$ 212,035	\$ 191,309	\$ 169,526	\$ 160,909	\$ 933,086
Other Initiatives							
Innovative Clean Transit	38,787	60,000	100,978	65,095	65,220	1,500	331,580
Other Initiatives	14,385	-	1,000	20,000	21,000	-	56,385
Subtotal	\$ 53,172	\$ 60,000	\$ 101,978	\$ 85,095	\$ 86,220	\$ 1,500	\$ 387,965
Grand Total	243,329	69,150	314,013	276,404	255,746	162,409	1,321,051

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 PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (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	FY25 Budget	Federal	State/Local	Other
2149	<u>Bus Ops - Bus Procurement - FY25</u> Bus Procurement - Fiscal Year 2025	58,312	27,525	15,784	15,002
2150	<u>Bus Ops - Kearny Mesa Division ZEB Overhead Charging</u> Kearny Mesa Division ZEB Overhead Charging	20,599	-	3,033	17,566
2090	<u>Bus Ops - Imperial Avenue Division ZEB Overhead Charging</u> Imperial Avenue Division ZEB Overhead Charging	11,130	-	1,004	10,126
2086	<u>Bus Ops - Kearny Mesa Division Bus Wash Replacement</u> Kearny Mesa Division Bus Wash Replacement	4,108	-	4,108	-
2013	<u>Bus Ops - Imperial Avenue Division Construction Site Preparation</u> Imperial Avenue Division Construction Site Preparation	2,200	-	2,200	-
2094	<u>Bus Ops - East County Division ZEB Overhead Charging</u> East County Division ZEB Overhead Charging	1,705	-	-	1,705
2092	<u>Bus Ops - Southbay Division ZEB Overhead Charging Phase II</u> Southbay Division ZEB Overhead Charging Phase II	1,457	-	1,457	-
2095	<u>Bus Ops - Southbay Division ZEB Overhead Charging</u> Southbay Division ZEB Overhead Charging	1,354	-	1,354	-
2078	<u>Bus Ops - Imperial Avenue Division Roof Replacement</u> Imperial Avenue Division Roof Replacement	1,137	-	1,137	-
2091	<u>Bus Ops - Imperial Avenue Division Non-Revenue Vehicle Charging</u> Imperial Avenue Division Non-Revenue Vehicle Charging	840	-	840	-
2047	<u>Bus Ops - Kearny Mesa Division Chassis Wash Hoist Replacement</u> Kearny Mesa Division Chassis Wash Hoist Replacement	718	-	718	-
2077	<u>Bus Ops - Service Fluid Distribution System Replacement</u> Service Fluid Distribution System Replacement	683	-	683	-
2089	<u>Bus Ops - Kearny Mesa Division HVAC Replacement</u> Kearny Mesa Division HVAC Replacement	681	-	681	-
2088	<u>Bus Ops - Imperial Avenue Division CNG Dryer Replacement</u> Imperial Avenue Division CNG Dryer Replacement	625	-	625	-
2081	<u>Bus Ops - Southbay Division Mobile Column Lift Replacement</u> Southbay Division Mobile Column Lift Replacement	593	-	593	-
2105	<u>Bus Ops - Copley Park Division ZEB Master Plan</u> Copley Park Division ZEB Master Plan	342	-	342	-
2106	<u>Bus Ops - Copley Park Division Modular Building Replacement</u> Copley Park Division Modular Building Replacement	289	-	289	-
2102	<u>Bus Ops - Imperial Avenue Division Server Room HVAC Replacement</u> Imperial Avenue Division Server Room HVAC Replacement	261	-	261	-
2033	<u>Rail Ops - Orange Line Improvement Phase 1</u> Orange Line Improvement Phase 1	42,347	-	4,027	38,320
1001	<u>Rail Ops - SD100 Light Rail Vehicle Procurement</u> SD100 Light Rail Vehicle Procurement	21,000	-	15,728	5,272
2031	<u>Rail Ops - Substation Replacement</u> Substation Replacement	8,100	6,000	2,100	-
2026	<u>Rail Ops - Special Trackwork Replacement</u> Special Trackwork Replacement	5,550	1,643	3,907	-
2123	<u>Rail Ops - Rio Vista Platform Construction</u> Rio Vista Platform Construction	5,000	-	5,000	-
2024	<u>Rail Ops - Grade Crossing Replacement</u> Grade Crossing Replacement	3,525	2,820	705	-
2034	<u>Rail Ops - Orange Line Improvement Phase 2</u> Orange Line Improvement Phase 2	3,000	-	3,000	-
2035	<u>Rail Ops - Signal Replacement - Broadway Wye/India St</u> Signal Replacement - Broadway Wye/India St	2,000	-	2,000	-
2051	<u>Rail Ops - Orange & Green Line Elevator Modernization</u> Orange & Green Line Elevator Modernization	1,500	1,200	300	-
2113	<u>Rail Ops - Wheel Truing Machine Replacement</u> Wheel Truing Machine Replacement	1,200	-	1,200	-
2133	<u>Rail Ops - Southbay Transit Beautification</u> Southbay Transit Beautification	1,001	-	-	1,001
2093	<u>Rail Ops - Green Line Imperial Ave Double Track</u> Green Line Imperial Ave Double Track	1,000	-	1,000	-
2036	<u>Rail Ops - A-yard Catenary Replacement</u> A-yard Catenary Replacement	1,000	-	1,000	-
2111	<u>Rail Ops - Paint Booth Modernization</u> Paint Booth Modernization	1,000	800	200	-
2122	<u>Rail Ops - S85 Retaining Wall</u> S85 Retaining Wall	900	-	400	500
2125	<u>Rail Ops - El Cajon Transit Center Third Track</u> El Cajon Transit Center Third Track	850	-	850	-
2022	<u>Rail Ops - Beyer Track and Slope</u> Beyer Track and Slope	750	-	750	-
2028	<u>Rail Ops - On-Track Equipment Replacement</u> On-Track Equipment Replacement	750	600	150	-
2063	<u>Rail Ops - HVAC Replacement</u> HVAC Replacement	700	-	700	-
2124	<u>Rail Ops - INT E26 Signal Upgrade</u> INT E26 Signal Upgrade	650	-	650	-
2053	<u>Rail Ops - Blue Line Fence Improvements</u> Blue Line Fence Improvements	600	-	600	-
2108	<u>Rail Ops - WABTEC (ARINC) Integration</u> WABTEC (ARINC) Integration	500	-	500	-
2027	<u>Rail Ops - Street Trackage Pavement Replacement - Park to Island</u> Street Trackage Pavement Replacement - Park to Island	500	-	500	-
2037	<u>Rail Ops - Sicas S7 System Wide Replacement</u> Sicas S7 System Wide Replacement	500	-	500	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (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	FY25			
		Budget	Federal	State/Local	Other
2050	Sicas S7 System Wide Replacement <u>Rail Ops - Stadium Station 2nd Elevator</u> Stadium Station 2nd Elevator	350	-	350	-
2112	<u>Rail Ops - Shop Hoists Control Replacement</u> Shop Hoists Control Replacement	300	-	300	-
2049	<u>Rail Ops - Old Town Storage Room Replacement</u> Old Town Storage Room Replacement	255	-	255	-
2126	<u>Rail Ops - Washington Station Pedestrian Enhancements</u> Washington Station Pedestrian Enhancements	250	-	250	-
2048	<u>Rail Ops - Stadium Station Platform</u> Stadium Station Platform	250	-	250	-
2052	<u>Rail Ops - Station Cleaning Equipment</u> Station Cleaning Equipment	175	-	175	-
2109	<u>Rail Ops - AC Switchgear Replacement</u> AC Switchgear Replacement	150	-	150	-
2134	<u>Admin - Imperial Ave Transit Center - Construction</u> Imperial Ave Transit Center - Construction	12,315	-	2,463	9,852
2107	<u>Admin - Variable Message System Modernization Project</u> Variable Message System Modernization Project	4,571	-	3,371	1,200
2082	<u>Admin - PRONTO Mobile App Enhancements</u> PRONTO Mobile App Enhancements	2,145	-	2,145	-
2141	<u>Admin - Enterprise Resource Planning System Upgrade</u> Enterprise Resource Planning System Upgrade	2,000	-	2,000	-
2154	<u>Admin - Miscellaneous Capital</u> Miscellaneous Capital	2,000	-	2,000	-
2138	<u>Admin - IAD-KMD-Building B High Pile</u> IAD-KMD-Building B Storage Rack Replacement	1,611	-	1,611	-
2132	<u>Admin - Beyer Blvd Pathway Beautification</u> Beyer Blvd Pathway Beautification	1,604	-	-	1,604
2115	<u>Admin - MTS Server Refresh</u> MTS Server Refresh	1,000	-	1,000	-
2083	<u>Admin - Trolley Station Network Communication Equipment</u> Trolley Station Network Communication Equipment Replacement	750	-	750	-
2084	<u>Admin - Network Communication Equipment Replacement</u> Network Communication Equipment Replacement	700	-	700	-
2110	<u>Admin - Systemwide CCTV Upgrade</u> Systemwide CCTV Upgrade	650	-	650	-
2070	<u>Admin - Lemon Grove Depot Rehab</u> Lemon Grove Depot Rehab	451	-	451	-
2072	<u>Admin - Rail Yard Management System</u> Rail Yard Management System	360	-	360	-
2076	<u>Admin - BRT Stations Network Replacement-Southbay</u> BRT Stations Network Replacement-Southbay	265	-	265	-
2071	<u>Admin - 12th & Imperial Enabling Project</u> 12th & Imperial Enabling Project	220	-	220	-
Totals		243,329	\$ 40,588	\$ 100,592	\$ 102,149

**San Diego Metropolitan Transit System
Funding Compared to Capital Needs (\$000s)
Fiscal Years 2025-2029**

	Proposed FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Total FY25 to FY29
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 196,575	\$ 192,348	\$ 194,545	\$ 200,793	\$ 205,094	\$ 989,356
Other Non Recurring Revenues	116,172	67,000	18,685	14,685	5,000	221,543
Total Capital Revenues	\$ 312,747	\$ 259,349	\$ 213,230	\$ 215,479	\$ 210,094	\$ 1,210,899
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (284)	\$ (290)	\$ (296)	\$ (303)	\$ (309)	\$ (1,483)
ADA Operations	(6,134)	(6,262)	(6,393)	(6,526)	(6,663)	(31,977)
Preventative Maintenance	(63,000)	(65,000)	(67,000)	(69,000)	(71,000)	(335,000)
Total "Off The Top" Expenses	\$ (69,418)	\$ (71,552)	\$ (73,689)	\$ (75,829)	\$ (77,972)	\$ (368,460)
Adjusted Available CIP Revenues	\$ 243,329	\$ 187,797	\$ 139,541	\$ 139,650	\$ 132,122	\$ 842,439
Project Needs						
State of Good Repair	\$ 199,307	\$ 212,035	\$ 191,309	\$ 169,526	\$ 160,909	\$ 933,086
Other Initiatives	113,172	101,978	85,095	86,220	1,500	387,965
Total Project Needs	\$ 312,479	\$ 314,013	\$ 276,404	\$ 255,746	\$ 162,409	\$ 1,321,051
Total Deficit	\$ (69,150)	\$ (126,216)	\$ (136,863)	\$ (116,096)	\$ (30,287)	\$ (478,612)
% of Funding / Needs	77.9%	59.8%	50.5%	54.6%	81.4%	63.8%
Accumulated Deficit	\$ (69,150)	\$ (195,366)	\$ (332,229)	\$ (448,325)	\$ (478,612)	



MEMORANDUM

DATE: March 1, 2024

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

FROM: Denis Desmond, Director of Planning & Scheduling

SUBJECT: FY 2025 CAPITAL IMPROVEMENT PROGRAM TITLE VI/EJ ANALYSIS

FTA guidance on compliance with Title VI and Environmental Justice requirements was issued in 2012. Given the requirement to analyze projects and proposals for burdens, benefits, and disproportionate impacts for low-income and minority communities, the analysis detailed below was made of the projects proposed for funding in MTS' FY 2025 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 2021 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 the purpose of Title VI equity analyses, MTS considers a person low-income if they live in a household with income under 200% of the federal



poverty rate.) 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, those in Table 1 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, fare system, 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.

Table 1. Regional Benefit/Burden Projects

	Form ID	Division	Project Name	Location	FY 2025 Funded
1	2028	SDTI	On-Track Equipment Replacement		\$750,000
2	2052	SDTI	Station Cleaning Equipment		\$175,000
3	2082	MTS Admin	PRONTO Mobile App Enhancements		\$2,145,000
4	2084	MTS Admin	Network Communication Equipment Replacement		\$700,000
5	2108	SDTI	WABTEC (ARINC) Integration		\$500,000
6	2115	MTS Admin	MTS Server Refresh		\$1,000,000
7	2141	MTS Admin	Enterprise Resource Planning System Upgrade		\$2,000,000
8	2149	SDTC	Bus Procurement - FY25		\$62,438,431
9	N/A	SDTI	SD100 Light Rail Vehicle Procurement		\$21,000,000

Additionally, MTS maintains a Miscellaneous Capital budget for emergency and unforeseen needs that may arise during the year. As details for any projects funded by Miscellaneous Capital 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

	Form ID	Division	Project Name	Location	FY 2025 Funded
1	2154	Admin	Miscellaneous Capital		\$2,000,000

REPAIR/REPLACE PROJECTS AT EXISTING MTS FACILITIES

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. The projects in Table 2 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.

Table 2. Repair/Replace Projects at Existing MTS Facilities

	Form ID	Division	Project Name	Location	FY 2025 Funded
1	2013	SDTC	IAD Construction Site Preparation	IAD	\$2,500,000
2	2036	SDTI	A-yard Catenary Replacement	SDTI	\$1,000,000
3	2047	SDTC	KMD Chassis Wash Hoist Replacement	KMD	\$718,000
4	2063	SDTI	HVAC Replacement	SDTI	\$700,000
5	2072	MTS Admin	Rail Yard Management System	SDTI	\$360,000
6	2077	SDTC	Service Fluid Distribution System Replacement	IAD/KMD	\$683,000
7	2078	SDTC	IAD Roof Replacement	IAD	\$1,137,000
8	2081	SDTC	SBD Mobile Column Lift Replacement	SBD	\$593,000
9	2086	SDTC	KMD Bus Wash Replacement	KMD	\$4,108,000
10	2088	SDTC	IAD CNG Dryer Replacement	IAD	\$625,000
11	2089	SDTC	KMD HVAC Replacement	KMD	\$681,000
12	2090	SDTC	IAD ZEB Overhead Charging	IAD	\$10,126,000
13	2091	SDTC	IAD Non-Revenue Vehicle Charging	IAD	\$840,000
14	2092	SDTC	SBD ZEB Overhead Charging Phase II	SBD	\$1,457,000
15	2094	SDTC	ECD ZEB Overhead Charging	ECD	\$1,705,263
16	2095	SDTC	SBD ZEB Overhead Charging	SBD	\$1,354,000
17	2102	SDTC	IAD Server Room HVAC Replacement	IAD	\$261,000
18	2105	SDTC	CPD ZEB Master Plan	CPD	\$342,000
19	2106	SDTC	CPD Modular Building Replacement	CPD	\$289,000
20	2111	SDTI	Paint Booth Modernization	SDTI	\$1,000,000
21	2112	SDTI	Shop Hoists Control Replacement	SDTI	\$300,000
22	2113	SDTI	Wheel Truing Machine Replacement	SDTI	\$1,200,000
23	2138	MTS Admin	IAD-KMD-Building B High Pile	IAD/KMD	\$1,611,000
24	2150	SDTC	KMD ZEB Overhead Charging	KMD	\$20,599,000

IAD=Imperial Avenue Division; KMD=Kearny Mesa Division; SBD=South Bay Division; ECD=East County Division; CPD=Copley Park Division; SDTI=San Diego Trolley Facilities

EXTERNAL REPAIR/REPLACE PROJECTS WITH NEGLIGIBLE IMPACTS

The projects in Table 3 are 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.

Table 3. External Repair/Replace Projects with Negligible Impacts

	Form ID	Division	Project Name	Location	FY 2025 Funded
1	2026	SDTI	Special Trackwork Replacement	Santa Fe Depot, Broadway Wye	\$5,550,000
2	2031	SDTI	Substation Replacement	<ul style="list-style-type: none"> • SDTI (Yard 1 & 2) • Dairy Mart Rd. (San Ysidro) • Sweetwater • Fletcher Pwky. (El Cajon) • 33rd St. (Logan Heights) • 43rd St. (Mt. Hope) • Front St./Harbor Dr. (Downtown) • Merlin Dr. (Encanto) • San Altos Pl./Avalon Way (Lemon Grove) 	\$8,000,000
3	2035	SDTI	Signal Replacement - Broadway Wye/India St.	<ul style="list-style-type: none"> • Broadway/Kettner Blvd. • C St./India St. 	\$2,000,000
4	2037	SDTI	Sicas S7 System Wide Replacement	Blue Line (America Plaza – San Ysidro)	\$500,000
5	2049	SDTI	Old Town Storage Room Replacement	Old Town Transit Center	\$255,000
6	2083	MTS Admin	Trolley Station Network Communication Equipment	All Trolley stations systemwide	\$750,000
7	2110	MTS Admin	Systemwide CCTV Upgrade	<ul style="list-style-type: none"> • E Street • Iris Ave. • Beyer Blvd. • Spring St. • County Center/Little Italy • Santee Town Center • SDTI Yard 	\$650,000
8	2124	SDTI	INT E26 Signal Upgrade	El Cajon Transit Center	\$650,000

EXTERNAL REPAIR/REPLACE PROJECTS WITH NET BENEFIT

The proposed FY 2025 CIP projects in Table 4 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 or areas commonly used by or accessible to the public. A map of these projects is shown in Attachment A.

RESULTS

An analysis of the projects with a perceived net benefit listed in Table 4 below 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 low-income and minority percentages for the affected census block groups were compared to the percentages for the entire MTS jurisdiction. 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 burdens 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.

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

	Form ID	Division	Project Name	Location	FY 2025 Funded
1	2022	SDTI	Beyer Track and Slope	East Beyer Blvd.	\$750,000
2	2024	SDTI	Grade Crossing Replacement	<ul style="list-style-type: none"> Bradley St. (El Cajon) 25th St./Commercial St. (Logan Hts.) Severin Dr. (La Mesa) 7th Ave./C St. (Downtown) 	\$3,525,000
3	2027	SDTI	Street Trackage Pavement Replacement - Park to Island	Park Blvd., 12 th Ave. – Island Ave.; Commercial St., 20 th St – 25 th St.	\$500,000
4	2033	SDTI	Orange Line Improvement Phase 1	32nd/Commercial Sta. – Lemon Grove Depot	\$42,347,000
5	2034	SDTI	Orange Line Improvement Phase 2	32nd/Commercial Sta. – Lemon Grove Depot	\$3,000,000
6	2048	SDTI	Stadium Station Platform	Stadium Station (Green Line)	\$250,000
7	2050	SDTI	Stadium Station 2nd Elevator	Stadium Station (Green Line)	\$350,000
8	2051	SDTI	Orange & Green Line Elevator Modernization	<ul style="list-style-type: none"> Grantville Fashion Valley Grossmont Center 	\$1,500,000
9	2053	SDTI	Blue Line Fence Improvements	<ul style="list-style-type: none"> Palomar St. – L St. East Beyer Blvd. Overpass – SDIV Crossing 	\$600,000
10	2070	MTS Admin	Lemon Grove Depot Rehab	Lemon Grove Depot	\$451,000
11	2071	MTS Admin	12th & Imperial Enabling Project	12 th & Imperial Transit Center	\$220,000
12	2076	MTS Admin	BRT Stations Network Replacement-South Bay	<ul style="list-style-type: none"> Palomar/805 Heritage Lomas Verdes Santa Venetia Otay Ranch Millenia Otay Mesa Transit Ctr. 	\$265,000
13	2093	SDTI	Green Line Imperial Ave Double Track	12 th & Imperial Transit Center	\$1,000,000
14	2107	MTS Admin	Variable Message System Modernization Project	Orange Line (every station, Courthouse – Arnele)	\$4,571,000
15	2109	SDTI	AC Switchgear Replacement	43 rd St. & K St.	\$150,000
16	2122	SDTI	S85 Retaining Wall	North of Iris T.C.	\$900,000
17	2123	SDTI	Rio Vista Platform Construction	Rio Vista Station (Green Line)	\$5,000,000
18	2125	SDTI	El Cajon Transit Center Third Track	El Cajon Transit Center	\$850,000
19	2126	SDTI	Washington Station Pedestrian Enhancements	Washington St. Crossing (at Pacific Highway)	\$250,000
20	2132	MTS Admin	Beyer Blvd. Pathway Beautification	Blue Line (San Ysidro: Seaward Av. – Park Av.)	\$1,604,000
21	2133	SDTI	South Bay Transit Beautification	Blue Line stations south of E St.	\$1,001,000
22	2134	MTS Admin	Imperial Ave Transit Center - Construction	12 th & Imperial Transit Center	\$12,315,000

Attachments: Analysis of Proposed CIP External Repair/Replace Projects with a Net Benefit

Attachment A: Map of Projects

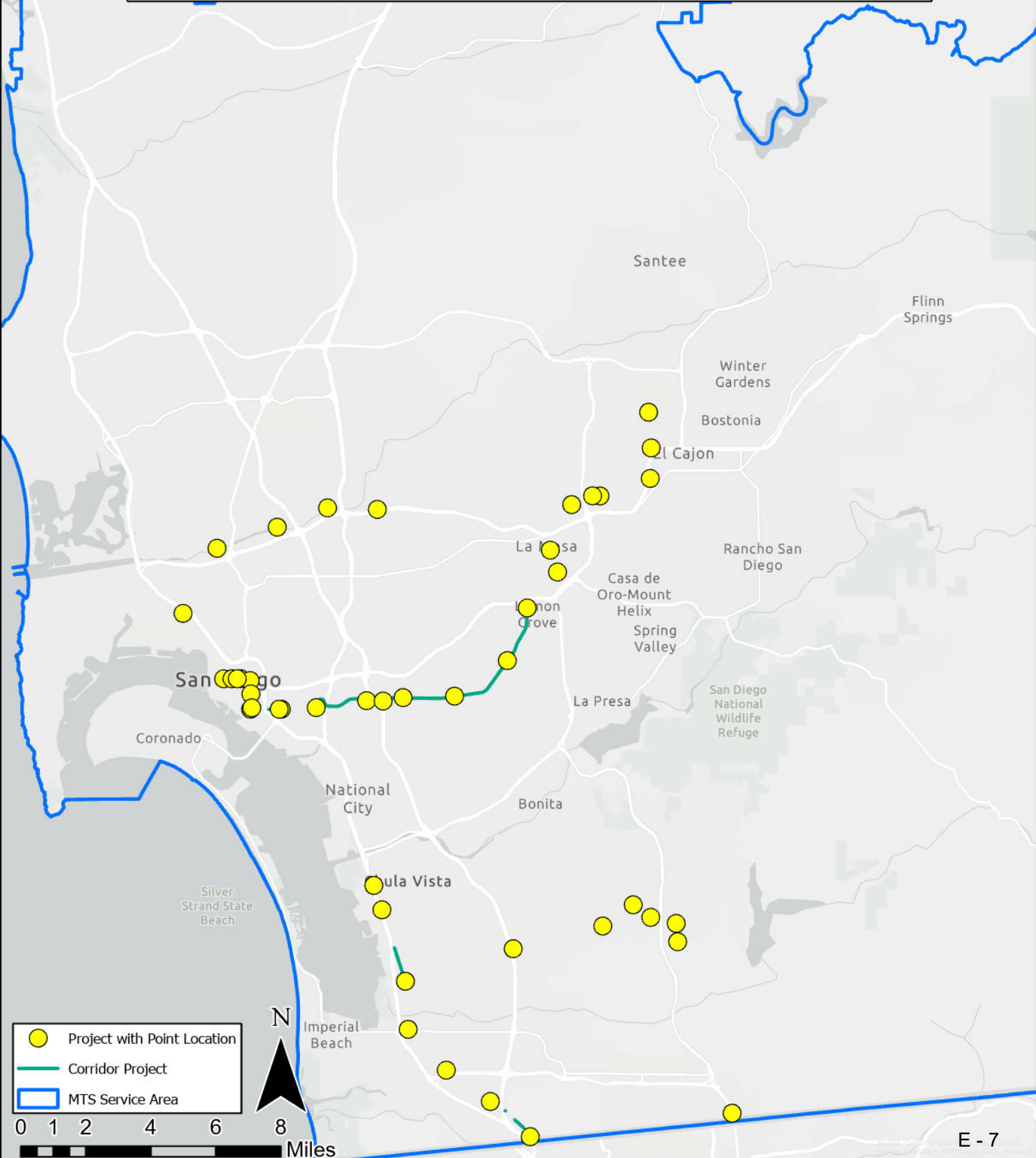
Attachment B: Map of Projects Overlaid with Minority Census Tracts

Attachment C: Map of Projects Overlaid with Low-Income Census Tracts

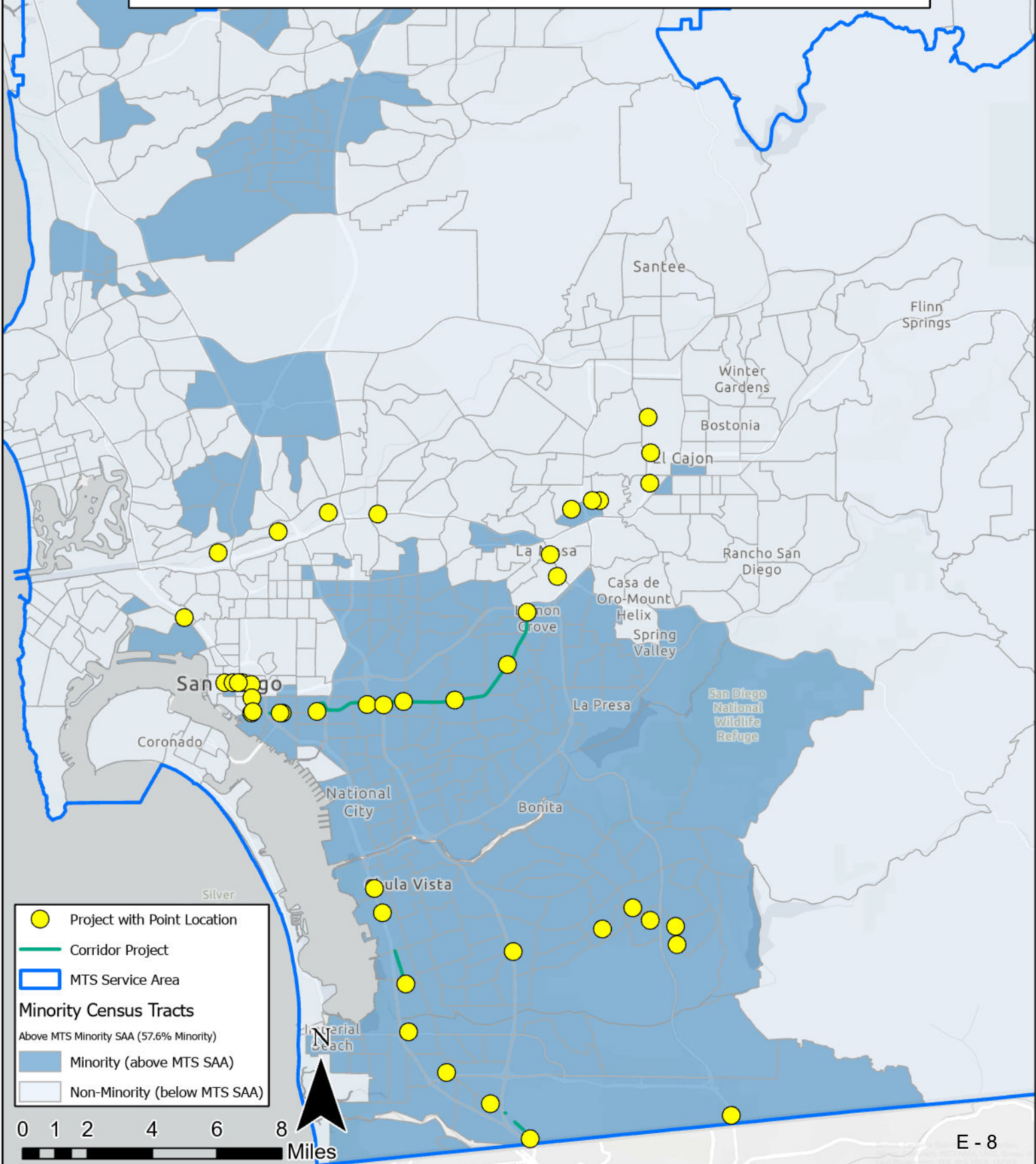
Attachment D: Statistical Analysis for Projects

C: Sharon Cooney, Mike Thompson

MTS FY25 Capital Improvement Program Attachment A Proposed CIP Projects with Net Benefit



MTS FY25 Capital Improvement Program Attachment B Proposed CIP Projects with Net Benefit



Attachment D: Proposed CIP Projects with a Net Benefit

MTS FY25 Capital Improvement Program

Project ID	Project Description	Total Census Tracts	Tract Population - Income Surveys	Low-Income Population	% Low Income	# of Tracts with Higher Percentage of Low-Income Than SAA	% of Tracts with Higher Percentage of Low-Income Than SAA	Tract Population - Race & Ethnicity Surveys	Minority Population	% Minority	# of Tracts with Higher Percentage of Minority Than SAA	% of Tracts with Higher Percentage of Minority Than SAA
-	MTS Service Area Average (SAA)	557	2,370,598	594,013	25.1%	217	39.0%	2,431,024	1,399,454	57.6%	341	61.2%
2022	Beyer Track and Slope	1	3,917	630	16.1%	0	0.0%	4,233	3,948	93.3%	1	100.0%
2024	Grade Crossing Replacement	4	15,923	4,900	30.8%	2	50.0%	15,955	9,098	57.0%	3	75.0%
2027	Street Trackage Pavement Replacement	3	9,824	2,216	22.6%	0	0.0%	10,523	7,187	68.3%	3	100.0%
2033	Orange Line Improvement Phase 1	15	67,355	25,753	38.2%	12	80.0%	68,085	59,986	88.1%	15	100.0%
2034	Orange Line Improvement Phase 2	15	67,355	25,753	38.2%	12	80.0%	68,085	59,986	88.1%	15	100.0%
2048	Stadium Station Platform	1	4,190	789	18.8%	0	0.0%	4,190	2,142	51.1%	1	100.0%
2050	Stadium Station 2nd Elevator	1	4,190	789	18.8%	0	0.0%	4,190	2,142	51.1%	1	100.0%
2051	Orange & Green Line Elevator Modernization	3	9,123	1,978	21.7%	1	33.3%	9,202	4,563	49.6%	2	66.7%
2053	Blue Line Fence Improvements	2	6,383	1,578	24.7%	1	50.0%	6,700	6,155	91.9%	2	100.0%
2070	Lemon Grove Depot Rehab	1	4,328	1,969	45.5%	1	100.0%	4,379	3,577	81.7%	1	100.0%
2071	12th & Imperial Enabling Project	1	2,719	1,999	73.5%	1	100.0%	2,732	1,730	63.3%	1	100.0%
2076	BRT Stations Network Replacement - South Bay	6	39,885	6,089	15.3%	1	16.7%	40,276	34,745	86.3%	6	100.0%
2093	Green Line Imperial Ave Double Track	1	2,719	1,999	73.5%	1	100.0%	2,732	1,730	63.3%	1	100.0%
2107	Variable Message System Modernization Project	17	72,083	26,960	37.4%	13	76.5%	70,069	48,066	68.6%	17	100.0%
2109	AC Switchgear Replacement	1	3,592	1,662	46.3%	1	100.0%	3,631	3,428	94.4%	1	100.0%
2122	S85 Retaining Wall	1	4,896	2,258	46.1%	1	100.0%	4,896	4,376	89.4%	1	100.0%
2123	Rio Vista Platform Construction	1	4,545	809	17.8%	0	0.0%	4,545	2,191	48.2%	1	100.0%
2125	El Cajon Transit Center Third Track	1	2,357	634	26.9%	1	100.0%	2,374	1,019	42.9%	1	100.0%
2126	Washington Station Pedestrian Enhancements	1	3,577	1,476	41.3%	1	100.0%	3,588	1,784	49.7%	1	100.0%
2132	Beyer Blvd. Pathway Beautification	1	5,342	2,899	54.3%	1	100.0%	5,372	5,293	98.5%	1	100.0%
2133	South Bay Transit Beautification	7	31,177	13,012	41.7%	6	85.7%	31,588	28,858	91.4%	7	100.0%
2134	Imperial Ave Transit Center - Construction	1	2,719	1,999	73.5%	1	100.0%	2,732	1,730	63.3%	1	100.0%
	FY25 Program Total - Projects with Net Benefit	49	217,488	70,707	32.5%	30	61.2%	221,075	170,363	77.1%	36	73.5%

Metropolitan Transit System FY 2025 Capital Improvement Program (CIP)

MTS Budget Development Committee
March 07, 2024

Capital Funding Levels Proposed FY 2025 (\$000s)

- Recurring revenues
 - Revenues shared between capital and operations
 - Federal formula revenues
 - Transportation Development Act (TDA)
 - State Transit Assistance (STA)
 - Low Carbon Transit Operations Program (LCTOP)
- Nonrecurring revenues
 - Revenues that are one-time in nature, including competitive grant programs
 - Transit Intercity Rail Capital Program (TIRCP)
 - Senate Bill 125 (SB 125)
 - TIRCP formula funding over two years potentially
 - Zero Emission Transit Capital Program (ZETCP) over four year potentially
 - Other one-time funding, prior year carryovers, and transfers from closed projects

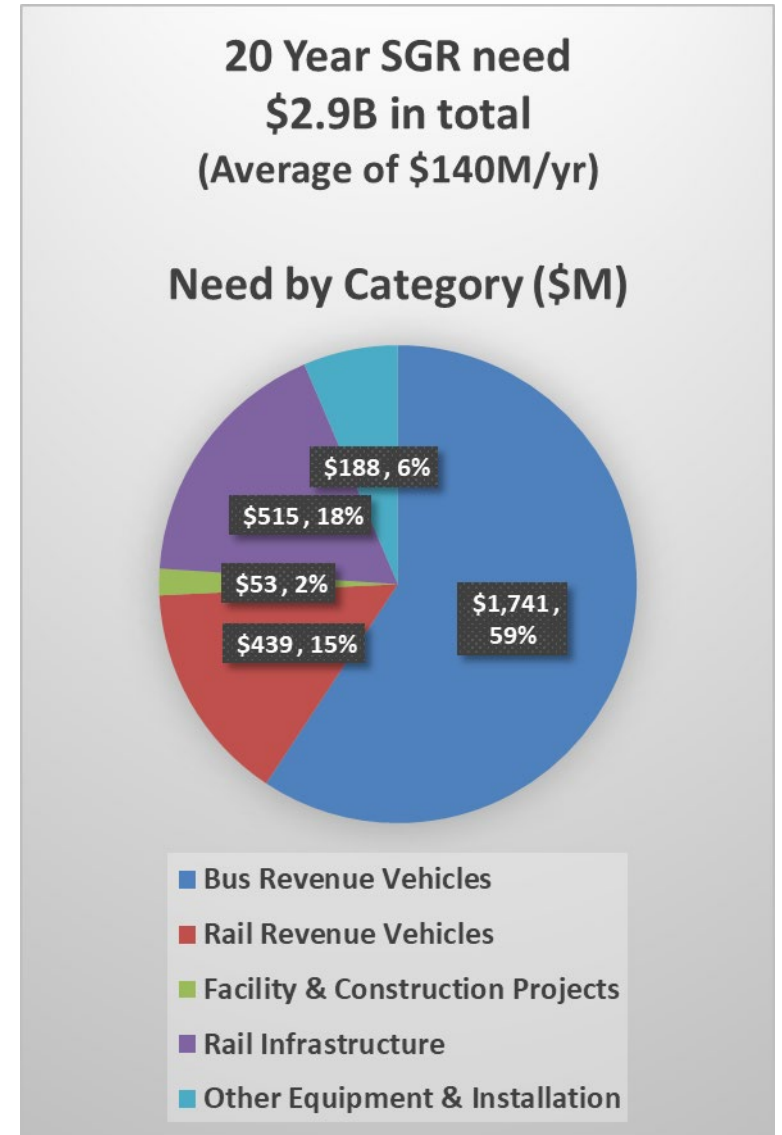
Capital Funding Levels Proposed FY 2025 (\$000s)

Funding Description	Amount
Gross Federal Funding (Sections 5307, 5337, 5339)	\$ 109,722
Preventive Maintenance in Operating Budget	<u>(69,134)</u>
Net Federal Funding in CIP	\$ 40,588
Transportation Development Act (TDA)	45,781
California State Transit Assistance (STA)	27,700
California STA State of Good Repair	5,272
California Cap and Trade Formula (LCTOP)	8,101
* California Cap and Trade Discretionary (TIRCP)	35,504
* SB 125 TIRCP/ZETCP	43,265
* Other	37,118
Available Funding for Capital Program	\$ 243,329
* Non-recurring funding totals:	\$ 115,888

Other funding includes IRS CNG credits, transfers from closed projects, carryovers, and other discretionary grant programs

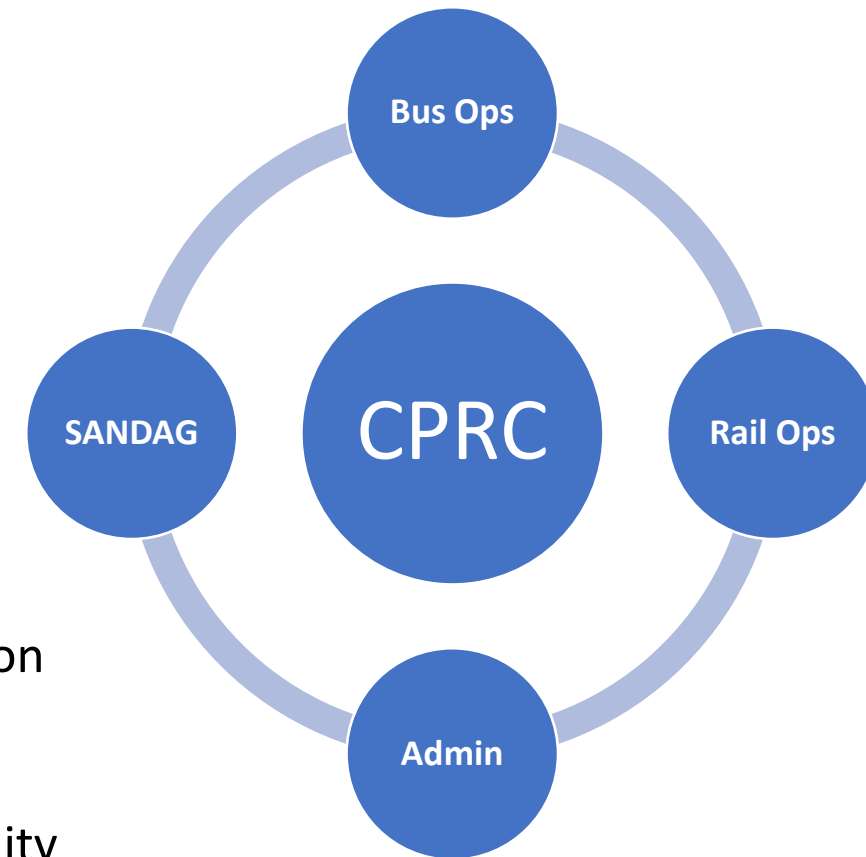
Development of the FY 2025 CIP: Guiding Principles

- 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



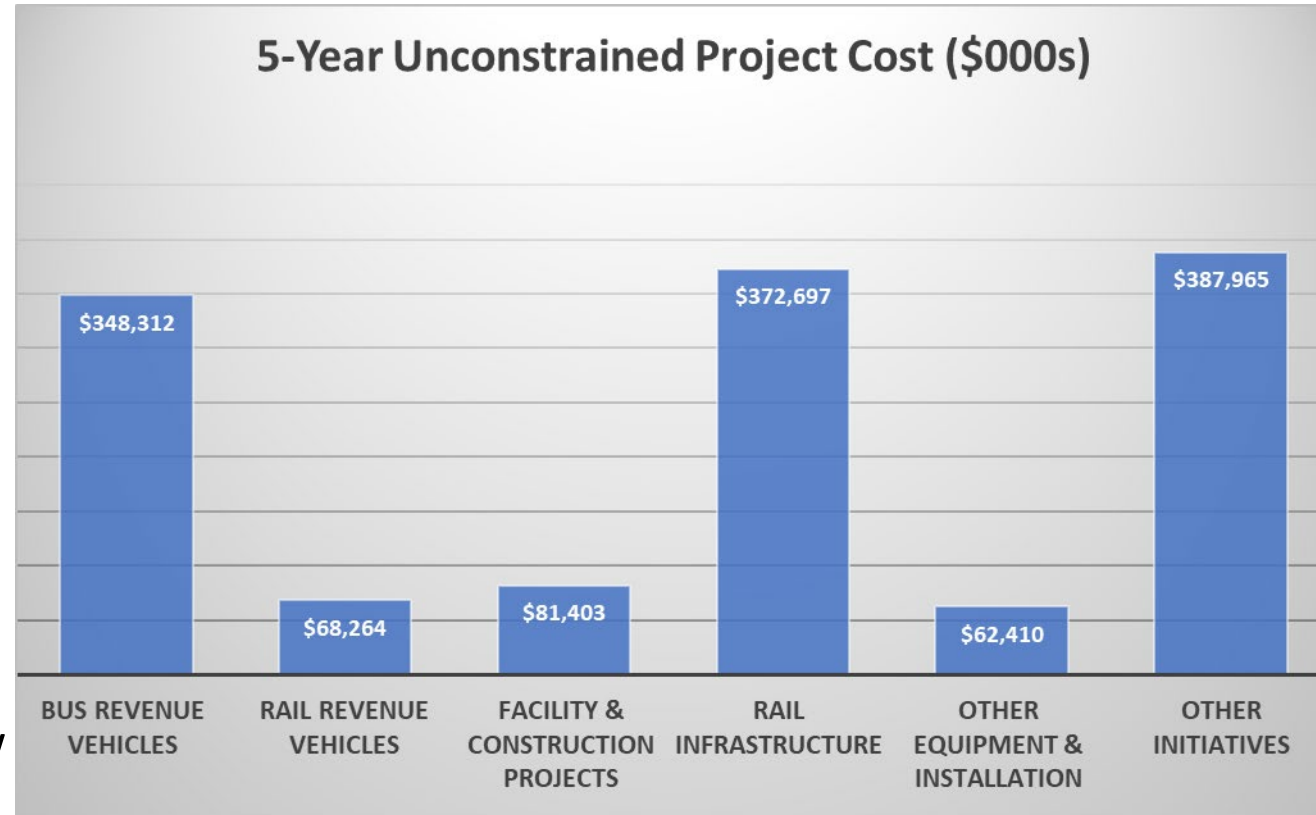
Development of the FY 2025 CIP

- Process began in September 2023 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 2025-29 CIP - Unconstrained Project List (\$000s)

- 5-year unconstrained project list
 - Totals need of \$1.3B
 - Summary by category in the table ->
 - Ongoing state of good repair requirements
 - Makes up \$933M (71%) of overall need
 - \$417M alone for Revenue Vehicles
 - Including the transition plan to ZEBs
 - Other initiatives of \$388M include:
 - ZEB charging infrastructure at all five bus facilities
 - Clean Transit Advancement Campus - new bus maintenance facility
 - Imperial Ave Transit Center Expansion
 - Future Southwestern Rapid



Capital Project Summary

Proposed Fiscal Year 2025 (\$000s)

- \$312.5M in total requests
 - 74 total projects
- \$243.3M in available funding
 - Able to fund 78% of requests
- Projects funded
 - 78% of funding towards State of Good Repair
 - \$79M or 33% of funding for Revenue Vehicles
 - 64 projects funded
 - Listed in Attachment B
 - Short project descriptions also included in Attachment C

Capital Project Categories	Funding (\$000s)
Bus Revenue Vehicles	\$ 58,312
Rail Revenue Vehicles	21,000
Facility & Construction Projects	21,288
Rail Infrastructure	69,472
Other Equipment & Installation	20,085
Other Initiatives	53,172
Grand Total	\$ 243,329

FY 2025 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.	451	12	\$ 758
40 ft. BEB	13	12	\$ 1,103
60 ft. Artics	113	12	\$ 1,248
60 ft. Artics BEB	12	12	\$ 1,795
Commuter Express	24	12	\$ 1,043
Minibuses	34	7	\$ 326
ADA Minibuses	121	5	\$ 192
Total	768		



FY 2025 CIP Project Highlights - Bus Revenue Vehicles

- Fleet Replacement Funding

- \$58.3M funded for FY25

- Goal is to fund similar amount each year to smooth out years with larger purchases
 - Plan to purchase:
 - 38 40 ft buses
 - 10 of which will be battery electric buses

- Funding by year (\$000s):

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Bus Ops - Bus Procurement - FY25	\$ 58,312	\$ -	\$ 60,000	\$ 60,000	\$ 83,000	\$ 87,000	\$ 348,312
Subtotal	\$ 58,312	\$ -	\$ 60,000	\$ 60,000	\$ 83,000	\$ 87,000	\$ 348,312

FY 2025 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 2025 CIP Project Highlights - Rail Revenue Vehicles

- Fleet Replacement Funding

- SD100 Replacement

- First order of 25 placed in 2019 / Option for 22 exercised in 2021
 - First 25 vehicles have been delivered and are in service
 - Remaining 22 will be delivered in 2024 and 2025
 - \$216M in total

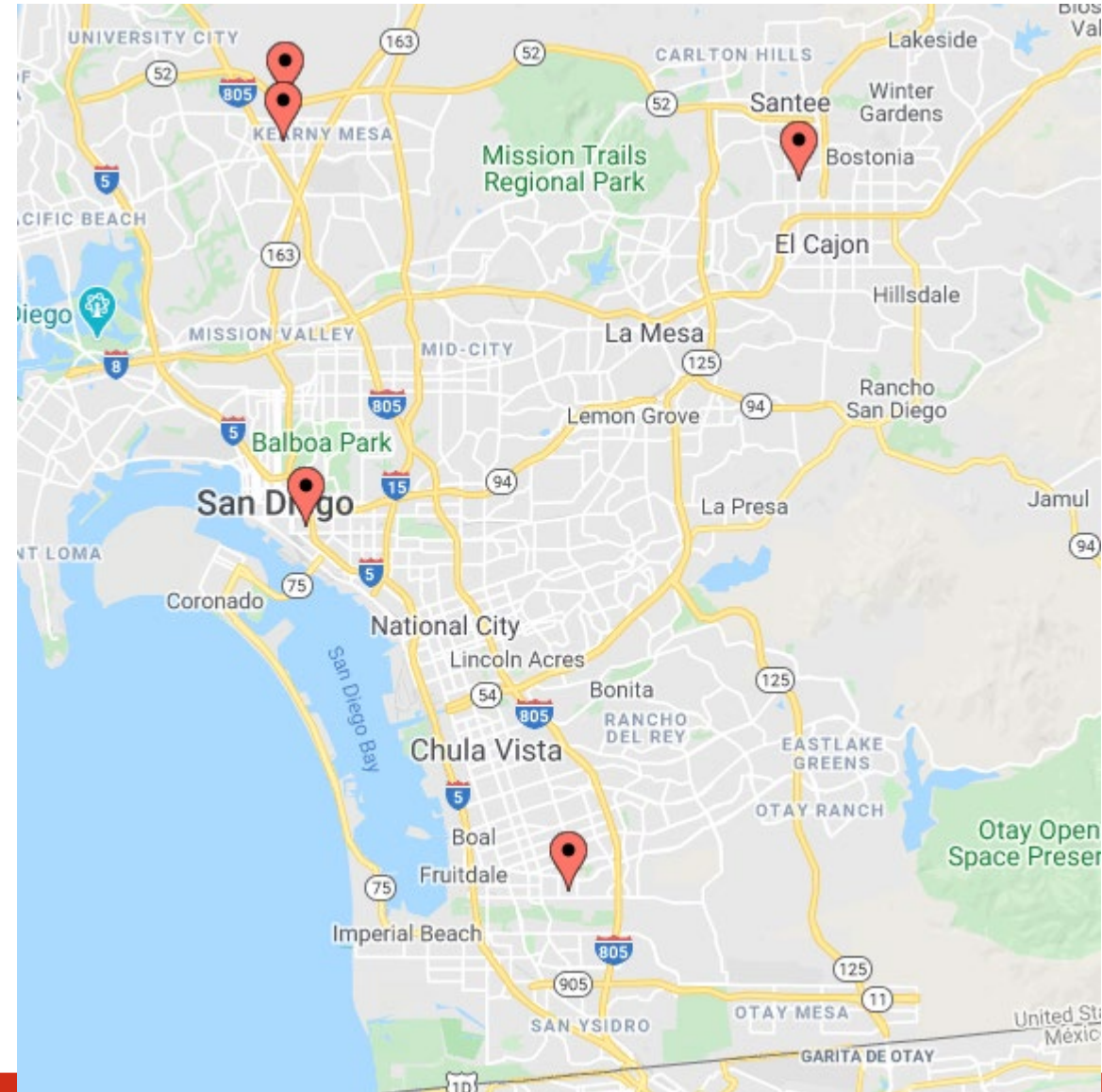
- Begin saving for SD7 replacements in FY 2026

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

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Rail Ops - SD100 Light Rail Vehicle Procurement	\$ 21,000	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 26,000
Rail Ops - SD7 Light Rail Vehicle Procurement	-	-	10,566	10,566	10,566	10,566	42,264
Subtotal	\$ 21,000	\$ -	\$ 15,566	\$ 10,566	\$ 10,566	\$ 10,566	\$ 68,264

FY 2025 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 2025 CIP - Facility & Construction Projects

- 21 projects submitted for FY 2025
 - 18 projects funded, 3 not funded
 - \$21.3M funding allocated in total
 - Example pictured: Rio Vista Platform Construction
 - Full project lists in attachment B



- Funding by year (\$000s):

State of Good Repair Categories	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Facility & Construction Projects - Bus	\$ 8,927	\$ -	\$ 4,870	\$ 4,290	\$ 6,085	\$ 5,150	\$ 29,322
Facility & Construction Projects - Rail	2,406	1,500	5,660	5,150	4,100	2,000	20,816
Facility & Construction Projects - Pass.	9,955	-	10,650	5,615	3,540	1,505	31,265
Subtotal	\$ 21,288	\$ 1,500	\$ 21,180	\$ 15,055	\$ 13,725	\$ 8,655	\$ 81,403

FY 2025 CIP - Rail Infrastructure Projects

- Large capital investment in rail infrastructure
 - Nearly \$5B in total system assets
 - Requires significant upkeep
- Rail Infrastructure projects
 - Track - directly related to the physical rail
 - Rail and Ties
 - Special track work (crossovers, diamonds, frogs, etc.)
 - Grade Crossings (Pictures of before and after)
 - Maintenance of Wayside (MOW)
 - Bridges / Elevated track
 - Drainage
 - Electrification - Catenary and Substations
 - Signaling



FY 2025 CIP - Rail Infrastructure Projects

- 18 projects submitted for FY 2025
 - 14 projects funded, 4 not funded
 - \$69.5M total
 - Includes Orange Line Improvements funded by TIRCP and SB 125
 - Example pictured: Substation replacement
 - Full project lists in attachment B

- Funding by year (\$000s):



State of Good Repair Categories	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Rail Infrastructure - Track	\$ 56,572	\$ 5,200	\$ 69,644	\$ 59,908	\$ 16,435	\$ 10,988	\$ 218,747
Rail Infrastructure - MOW	12,900	2,000	35,250	33,500	36,000	34,300	153,950
Subtotal	\$ 69,472	\$ 7,200	\$ 104,894	\$ 93,408	\$ 52,435	\$ 45,288	\$ 372,697

FY 2025 CIP - Other Equipment & Installation Projects

- 21 projects submitted for FY 2025
 - Ops equipment replacement
 - Service vehicles for Bus and Rail
 - Maintenance/cleaning equipment
 - Admin needs
 - IT systems
 - IT infrastructure/network
 - Example pictured: MTS Data Center requires on going refresh of servers, network and data storage equipment
- 19 funded, 2 not funded
- Full project lists in attachment B
- Totals by year (\$000s):



State of Good Repair Categories	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Other Equipment & Installation - Ops	\$ 10,215	\$ 250	\$ 3,005	\$ 3,400	\$ 3,770	\$ 825	\$ 21,465
Other Equipment & Installation - Admin	9,870	200	7,390	8,880	6,030	8,575	40,945
Subtotal	\$ 20,085	\$ 450	\$ 10,395	\$ 12,280	\$ 9,800	\$ 9,400	\$ 62,410

FY 2025 CIP - Five Year Forecast - SGR (\$000s)

State of Good Repair Categories	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Bus Revenue Vehicles	\$ 58,312	\$ -	\$ 60,000	\$ 60,000	\$ 83,000	\$ 87,000	\$ 348,312
Rail Revenue Vehicles	21,000	-	15,566	10,566	10,566	10,566	68,264
Facility & Construction Projects - Bus	8,927	-	4,870	4,290	6,085	5,150	29,322
Facility & Construction Projects - Rail	2,406	1,500	5,660	5,150	4,100	2,000	20,816
Facility & Construction Projects - Pass.	9,955	-	10,650	5,615	3,540	1,505	31,265
Rail Infrastructure - Track	56,572	5,200	69,644	59,908	16,435	10,988	218,747
Rail Infrastructure - MOW	12,900	2,000	35,250	33,500	36,000	34,300	153,950
Other Equipment & Installation - Ops	10,215	250	3,005	3,400	3,770	825	21,465
Other Equipment & Installation - Admin	9,870	200	7,390	8,880	6,030	8,575	40,945
Subtotal	\$ 190,157	\$ 9,150	\$ 212,035	\$ 191,309	\$ 169,526	\$ 160,909	\$ 933,086

- **FY 2025 Funding of \$190.2M for State of Good Repair projects**
 - SGR alone averages over \$187M per year over this five year period
 - \$613M in recurring revenue streams forecasted for the next five years

FY 2025 CIP - Other Initiatives

- Innovative Clean Transit Infrastructure
 - Ongoing compliance with current CA regulations
 - Includes the proposed Clean Transit Advancement Campus (Division 6)
 - Overhead charging infrastructure at each existing division with incremental phases
 - Totals by year (\$000s):



Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Bus Ops - Clean Transit Advancement Campus	\$ -	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ -	\$ 240,000
Bus Ops - Kearny Mesa Division ZEB Overhead Charging	20,599	-	-	-	-	-	20,599
Bus Ops - Imperial Avenue Division ZEB Overhead Charging	11,130	-	-	-	-	1,500	12,630
Bus Ops - Imperial Avenue Division Construction Site Preparation	2,200	-	-	-	-	-	2,200
Bus Ops - East County Division ZEB Overhead Charging	1,705	-	21,858	-	-	-	23,563
Bus Ops - Southbay Division ZEB Overhead Charging Phase II	1,457	-	18,000	-	-	-	19,457
Bus Ops - Southbay Division ZEB Overhead Charging	1,354	-	-	-	-	-	1,354
Bus Ops - Copley Park Division ZEB Master Plan	342	-	-	-	-	-	342
Bus Ops - Hydrogen Infrastructure	-	-	1,120	5,095	5,220	-	11,435
Subtotal	\$ 38,787	\$ 60,000	\$ 100,978	\$ 65,095	\$ 65,220	\$ 1,500	\$ 331,580

FY 2025 CIP - Other Initiatives

- 6 projects submitted for FY 2025
 - 3 projects funded
 - 12th & Imperial Transit Center
 - Green Line Double Tracks at Imperial (Picture of new second track)
 - El Cajon Transit Center Third Track



• Totals by year (\$000s):

Project Name	FY 2025 Funded	FY 2025 Unfunded	FY 2026	FY 2027	FY 2028	FY 2029	5 Year Total
Admin - Imperial Ave Transit Center - Construction	\$ 12,315	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,315
Admin - 12th & Imperial Enabling Project	220	-	-	-	-	-	220
Rail Ops - Green Line Imperial Ave Double Track	1,000	-	-	-	-	-	1,000
Rail Ops - El Cajon Transit Center Third Track	850	-	-	-	-	-	850
Admin - San Ysidro Transit Center Planning & Design	-	-	-	15,000	15,000	-	30,000
Admin - Southwestern Rapid	-	-	1,000	5,000	6,000	-	12,000
Subtotal	\$ 14,385	\$ -	\$ 1,000	\$ 20,000	\$ 21,000	\$ -	\$ 56,385

FY 2025 CIP - Five Year Summary (\$000s)

	Proposed FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Total FY25 to FY29
State of Good Repair	\$ 199,307	\$ 212,035	\$ 191,309	\$ 169,526	\$ 160,909	\$ 933,086
Other Initiatives	113,172	101,978	85,095	86,220	1,500	387,965
Total Project Needs	\$ 312,479	\$ 314,013	\$ 276,404	\$ 255,746	\$ 162,409	\$ 1,321,051
Available CIP Revenues	\$ 243,329	\$ 187,797	\$ 139,541	\$ 139,650	\$ 132,122	\$ 842,439
Total Deficit	\$ (69,150)	\$ (126,216)	\$ (136,863)	\$ (116,096)	\$ (30,287)	\$ (478,612)
% of Funding / Needs	77.9%	59.8%	50.5%	54.6%	81.4%	63.8%
Accumulated Deficit	\$ (69,150)	\$ (195,366)	\$ (332,229)	\$ (448,325)	\$ (478,612)	

FY 2025 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.
 - Climate resiliency
 - ZEB Infrastructure at existing bus facilities
 - Clean Transit Advancement Campus (CTAC)
 - ZEB Acceleration (dependent on CTAC)
 - Also potential increase in vehicle requirements in excess of existing levels due to range
 - Service expansion (dependent on CTAC)
- Funding to achieve SGR / new objectives
 - Continue to be aggressive with grant and earmark opportunities

FY 2025 CIP - Staff Recommendation

That the MTS Budget Development Committee recommend that the Board of Directors:

1. Approve the fiscal year 2025 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 2025 CIP (shown in Attachment A);
3. Recommend that the SANDAG Board of Directors approve amendment number 12 of the 2023 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2025 CIP recommendations.