



Monterey-Salinas Transit District

FY 2022 & FY 2023

BUDGET

Adopted June 14, 2021

July 1, 2021 – June 30, 2023

Acknowledgements

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1. General Manager/CEO Budget Message

TO: Monterey-Salinas Transit District Board of Directors, Community Members, and Employees

FROM: Carl Sedoryk, General Manager/CEO

I am pleased to present the FY 2021/22 - FY 2022/23 Budget for your review and consideration. Over the FY 2020/21 year, MST met the COVID-19 pandemic head on by protecting our employees and passengers from the virus and contributing to the overall community recovery. Over the next two (2) years, we will support the Strategic Plan presented to the Board in April 2021. We will work with the Board, our employees, and the community to accomplish many goals and keep key projects moving forward.

I am confident that the entire MST workforce will continue to provide our community the essential public service they depend upon to get to work, medical appointments, shopping, or wherever they want to go. The last year was extremely challenging and required patience, dedication, commitment, and resilience in the face of unpredictable and ever-changing conditions. Our employees' dedication to serving the public is a major force that keeps MST moving forward and will allow us to get through the pandemic even stronger.

While preparing the annual budget, we examine our programs, service and financial operations, along with various economic forecasts and funding estimates from our regional, state and federal partners, to develop an overall financial outlook covering the next two years. The pandemic has impacted Monterey County and the region's economic growth, but there are many signs of hope. Local economic conditions and retail spending play major roles in the generation of sales tax revenue, which is a critical source of operating revenue for MST.

The ten-year economic expansion came to an abrupt halt in March 2020 when much of the economy shut down due to the pandemic. While initial forecasts for the impact on sales tax were dire, reality turned out to not be quite as severe as many feared. In late 2020, many indicators pointed to a "K-shaped" recovery, where some sectors, such as online retailers, software, home improvement and housing, were and continue to do as well as or even better than before, while others including restaurants, travel and in-person entertainment, would continue to suffer until herd immunity is reached and people feel more comfortable returning to normal.

As of May 27, 2021, 42.2% of Californians were fully vaccinated and 60% of Monterey County residents had received at least one (1) vaccine dose. As more vaccinations get into arms and the economy re-opens without many restrictions, it appears that a strong economic rebound will be on the horizon with a slower recovery among restaurants, travel and in-person entertainment.

Although the future looks brighter, funding and fare revenues generated from traditional MST partnerships with the military, colleges, universities and MST Trolley will likely remain depressed for the next two years. As a result, MST will rely on the federal economic relief packages to shore up the budget over the next two years and continue directing our resources to providing services that support “Whole Community” recovery as directed in the board adopted COVID-19 Recovery Plan.

In order to return to pre-COVID levels of revenue and ridership, MST will seek to reinvigorate existing partnership opportunities and identify new partners to gain back riders. Additionally, MST is reviewing our entire transit system to identify opportunities to provide more meaningful transit in those areas where demand for transit is greatest through a Comprehensive Operational Analysis with a final report in late 2021.

From a financial and budget perspective, there is still a lot of recovery to come, however MST’s conservative fiscal practices have provided adequate reserves to maintain our operating and capital programs for the next two years.

2. Budget Summary

As we contemplate the Budget for fiscal years 2021/22 and 2022/23, the following items have been factored into the budget:

Service

- Normal service changes will occur for the seasonality of transit including the fall back to school and summer tourist season.
- Implementation of changes resulting from recommendations in the Comprehensive Operational Analysis.



Safety

- Physical barriers will continue to be used to keep passengers and drivers a safe distance from one another.
- Personal Protective Equipment (PPE) will continue to be provided to staff and the public, including the face covering mandate.
- Disinfecting buses and office spaces means more work for our maintenance and janitorial teams.
- All CDC, FTA, State and County guidelines for social distancing will be followed.

Financial

- Sales tax revenues will marginally increase but long-range impacts are still unknown.
- Fare revenues will continue to be low as compared to before March 2020.
- Transit service levels will remain lower than previous levels, resulting in depressed levels of farebox revenues.
- Increased expenses due to extra safety measures including intensive cleaning and PPE supplies.
- Federal revenues through traditional sources as well as the emergency help from CRRSA and the ARP will support the budget over the next two years.

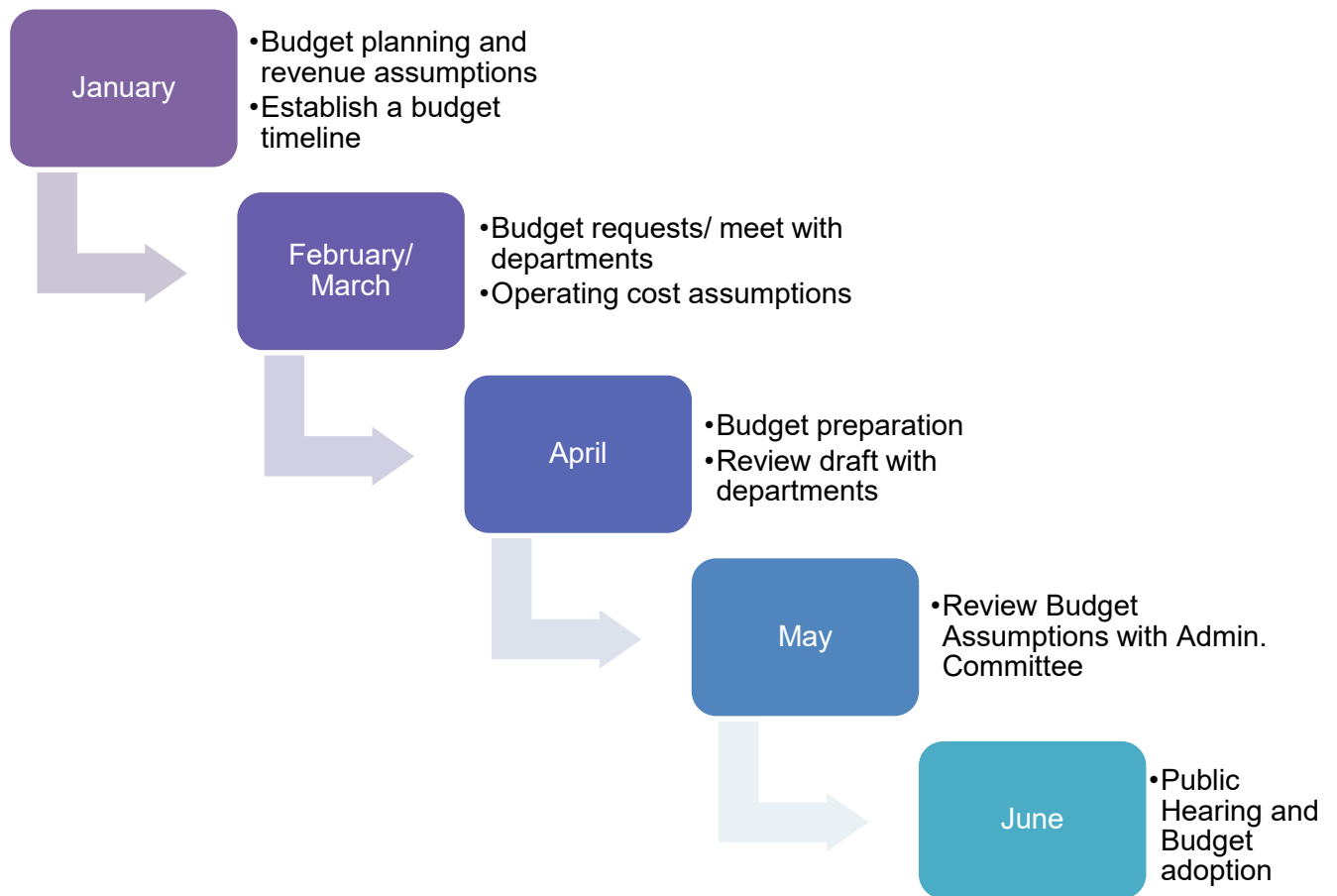
Employees

- Public transportation as an essential service means that employees continued to work in person.
- Administrative employees may continue to work remotely in accordance with the work from home policy.
- In-person meetings may resume as the workforce and community receive vaccinations.
- No furloughs or reductions in force are anticipated as we move into the next two fiscal years.



3. Budget Preparation and Adoption Process

MST follows the general process below when preparing and adopting the 2-year budget on an annual basis.



4. Monterey-Salinas Transit District Mission

Advocating and delivering quality public transportation as a leader within our community and industry.

Our Vision

A fully funded public transit system providing quality, valued, and affordable mobility and transportation services for the people in Monterey County.

We Believe In...

- **Using Good Judgment**
- **Achieving Win/Win Outcomes**
- **Mutual Respect**
- **Teamwork**
- **Acting with Dignity, Trust, Cooperation, and Loyalty**
- **Constant Measurable Improvement**
- **Recognizing Achievement of Results**

Strategic Goals

The Board responded to a survey to rank the importance of the seven strategic priorities or goals. The goal to *develop and maintain adequate and stable long-term revenues* was rated as the most important, with 83% of Board Members rating it as “critically important.” The second most important goal, with 58% of Board Members giving the “critically important” rating, was *provide quality transit and mobility management service*. All of the other goals can be considered of secondary importance.

The following are the strategic priorities and goal statements that MST will pursue over the next four years to coincide with two budget cycles of 2 years each. For each goal, the Board while working together with the Executive Leadership Team, has formulated initial objectives and desired outcomes. Easy to track performance goals and Indicators of success were defined to track relative progress towards the objectives and outcomes.

Discrete tactics to be utilized taken towards the accomplishment of the strategic goals will be defined in each annual budget action plan during the life of the strategic plan. Measurement of progress towards strategic goals will be included in monthly performance dashboards, quarterly action plan updates, and through other reporting systems as directed by the Board.

5. FY 2022 - 2025 Goals, Objectives, and Action Plan

Goal #1: Develop and Maintain Adequate and Stable Long-Term Revenues.

Objectives/Outcomes:

Retain and grow public/private and public/public partnerships, fare-pricing strategies and revenue generation from the use of MST assets as a means to generate the revenue required to construct needed capital facilities, purchase vehicles, sustain current and future transit services, and maximize the value of MST services to the community.

Through education and advocacy, encourage policymakers and the general public to enact legislation at local, state, and federal levels to provide sustained funding sources that will support the future growth of Monterey County's public transportation system.

Performance Goals and Indicators of Success:

- Seek and execute competitive grants, public/private partnership funding agreements, and public/private financing to leverage funding received by formulas.
- Maintain adequate funding and cash reserves to support 2-year operating plans and 5-year constrained capital plan and comply with board policy.
- Identify potential funding sources for any emerging unfunded operating expenses or capital projects.
- Ensure annual financial and operating efficiency performance results fall within board approved budget and financial performance dashboard acceptable ranges.

Tactics:

- ✓ Adopt and execute annual state and federal legislative programs.
- ✓ Utilize debt financing from bonds, private financing, and other sources as appropriate.
- ✓ Identify additional partnerships to fund transit services outside of traditional tax sources.

- ✓ Maintain adequate cash reserves to support a state of good repair for assets.
- ✓ Identify grant opportunities to leverage local funds for transit projects.
- ✓ Research a permanent extension of Measure Q and/or opportunities for local funding to support fixed-route services and required infrastructure.
- ✓ Develop 2-year operating budget and 5-year Capital Improvement Program process.

Goal #2: Provide Quality Transit and Mobility Service for the Communities We Serve.

Objectives/Outcomes:

Develop and implement services, infrastructure, and technologies to meet and exceed the expectations of customers and maximize the value of MST in the community. Expand public/private, military, and educational partnerships. Continue to explore and implement new technologies and practices that enhance the overall customer experience, improve safety and sustainability, attract new customers, retain existing customers, and motivate employees.

Performance Goals and Indicators of Success:

- Annual passenger boarding grows rate grows in a direct relationship with regional employment and population trends.
- Recover 100% of annual pre pandemic passenger boarding by FY 2025.
- Receive an overall satisfaction with MST services rating of 80% from customers and stakeholders in biennial surveys.
- Ensure annual operating performance indicators fall within board approved budget and performance dashboard ranges in the areas of safety, operational effectiveness, on-time performance, customer satisfaction, employee satisfaction, and stakeholder satisfaction.
- Each year increase annual transit utilization by students and educational institutions.

Tactics:

- ✓ Continuation of programs that reward safe behavior.
- ✓ Fine-tune existing service to improve convenience and on-time performance.

- ✓ Monitor operating, maintenance, and financial performance statistics monthly and implement programs to support continuous improvement.
- ✓ Continue to monitor autonomous vehicle technology and implement as appropriate.
- ✓ Develop and improve workforce development programs.
- ✓ Continue planning activities for SURF! Busway and BRT transit improvements.
- ✓ Maintain MST Trolley contract with City of Monterey.
- ✓ Upgrade and enhance technologies to improve customer experience.
- ✓ Continue planning a comprehensive regional BRT system and apply for funding, as appropriate.
- ✓ Maintain and develop partnerships with alternative mobility providers, including taxis, vanpool, and transportation network company (TNC) to improve mobility options.
- ✓ Implement service plan utilizing South County operations and maintenance facility.
- ✓ Formulate and implement a 5-year Capital Improvement Program (CIP).
- ✓ Complete Comprehensive Operational Analysis (COA) and implement recommended transit network improvements.

Goal #3: Improve Board Protocols and Recommend Best Practices to Achieve Effective and Efficient Board Operations and Board Meeting Management.

Objectives/Outcomes:

Maintain and grow governance board to be fully involved, fully integrated, well informed, and well-functioning in their policy decision making process.

Performance Goals and Indicators of Success:

- Receive an annual overall satisfaction rating with board performance, staff support and board training and development opportunities from 85% of MST Board of Directors.
- Conduct at least one Strategic Planning workshop each year to review strategic plan progress and to review/reaffirm board adopted goals.

- Provide semi-annual updates and opportunities for review of Board policies.
- Conduct Transit 101 training on a variety of topics for Board members and provide opportunities for board members to participate in transit workshops and conferences.

Tactics:

- ✓ Continue to offer board member development opportunities.
- ✓ Monitor board reporting practices to make better use of limited time available for board meetings.
- ✓ Survey board members to determine overall satisfaction rating with board performance, staff support and board training and development opportunities.
- ✓ Continue regular CEO/Board member one-on-one sessions.
- ✓ Conduct continuous review of board adopted policies and update as needed.

Goal #4: Promote Policies and Practices that Encourage Environmental Sustainability and Resource Conservation.

Objectives/Outcomes:

Implement economically sound and environmentally friendly resource conservation policies that reduce dependence on scarce natural resources and the potential for negative impacts on our environment including reducing negative impacts of transportation-related to greenhouse gas emissions and global climate change.

Performance Goals and Indicators of Success:

- Meet or exceed annual Zero Emission Bus procurement requirements of the Innovative Clean Transit Rule.
- Increase annual capital budget funding for technologies and programs that reduce consumption and related costs of water, electric and natural gas and provide annual report results of investments made to date.
- Reduce by 50% consumption of pre-pandemic levels fossil and non-renewable fuels by FY 2025.
- Provide funding in capital plan for solar energy and energy storage technologies and procure appropriate technologies as funding allows.

- Seek appropriate recognition for achieving reducing greenhouse gas emissions, implementing zero-emissions goals, and other related resource conservation activities and achievements.

Tactics:

- ✓ Participate in national, state, and regional transit conferences, meetings, and zero-emission forums, user groups, etc., that identify and outline changes to federal and California Air Resources Board (CARB) emission requirements.
- ✓ Maintain a dialogue with CARB staff regarding emission requirements and emission reduction strategies.
- ✓ Complete CARB mandated Zero Emission Bus (ZEB) Roll Out Plan and develop capital financing plan to implement adopted goals.
- ✓ Identify opportunities for energy, water, gas, and other resource conservation programs.
- ✓ Implement ZEB vehicle, equipment, infrastructure, energy storage, and other technologies identified in ZEB Roll Out Plan.
- ✓ Monitor emerging technologies and determine cost-effective sustainable technologies and implement as appropriate.

Goal #5: Educate the Public on MST Services Through Promotion, Communication and Advocacy.

Objectives/Outcomes:

Attract new and retain existing riders and improve support for MST by utilizing effective marketing, promotion of brand identity, and communication techniques and by applying greater focus in meeting whole community and stakeholder needs.

Performance Goals and Indicators of Success:

- Achieve increased awareness of MST transportation and mobility services and the value they provide by community members in biennial surveys.
- Annually Increase patronage and usage of the MST RealTime suite of and traveler information tools.
- Implement information campaigns that results in positive news media coverage of MST.

- Sustain and grow favorable community engagement through social media.

Tactics:

- ✓ Implement and develop coordinated, multi-media, bilingual media communications and advertising programs and including an emphasis on providing relevant messaging to youth markets.
- ✓ Improve MST online and social media presence and utilize new and emerging technologies to communicate with new markets.
- ✓ Encourage transit-friendly land-use planning through further dissemination of the Designing for Transit manual.
- ✓ Implement targeted marketing education and promotional efforts designed towards major employers, students, visitors, senior groups, hospitality industry, and non-traditional customers.
- ✓ Develop an MST brand to market MST services and recruit future employees.
- ✓ Incorporate MST brand into all communication/marketing materials and fleet.

Goal #6: Promote Organizational Values to Maintain High-Quality Relationships with MST Employees, Contractors, Vendors, Board Members, and Community Stakeholders.

Objectives/Outcomes:

Promote individual and organizational safety, efficiency, and effectiveness and enhance the satisfaction of our customers, employees, partners, board members, and other key stakeholders.

Performance Goals and Indicators of Success:

- Receive 80% of employees, customers, and stakeholders surveyed indicate overall satisfaction with MST services, practices and programs.
- Conduct at least two meeting each year between MST executive leadership team and the elected leadership of the Amalgamated Transit Union, Local 1225 and Monterey-Salinas Transit Employee Association.
- Maintain an accident frequency/severity experience that is within lowest 10% of shared indemnity pool members.
- Provide monthly, or more frequent, updates from MST leadership to the workforce and community-at-large utilizing a variety of communication media.

Tactics:

- ✓ Recognize and celebrate individual and group achievements in support of MST's mission, vision, values, goals, and objectives.
- ✓ Conduct attitude and opinion surveys to gauge satisfaction of riders, non-riders, employees, and stakeholders.
- ✓ Improve communication with all employees and the Amalgamated Transit Union (ATU) leadership.
- ✓ Ensure employment contracts with ATU and Monterey-Salinas Transit Employee Association (MSTEA) agreements, work rules, and training are in place to promote a diverse, inclusive and equitable workplace, free from unlawful harassment supporting individual dignity and mutual cooperation in support of MST mission, values and goals.
- ✓ Develop and implement targeted marketing and promotional efforts designed towards major employers, students, senior groups, hospitality industry, tourists, and non-traditional riders will also assist in growing ridership.
- ✓ Develop and implement workforce recruitment, training, development, and succession plans to ensure a proper staff structure is in place that supports the mission, vision, and values to meet strategic goals and objectives.
- ✓ Develop innovative methods of communication to MST stakeholders.
- ✓ Promote employee incentives for recruitment.
- ✓ Develop a Spanish language social media presence.

Goal #7: Enhance Industry Leadership for Like-Sized Agencies within California and the United States.

Objectives/Outcomes:

Develop and implement programs and practices that distinguish MST as a leader within the public transit industry.

Indicators:

- MST staff shall participate in a leadership role in local, state and national industry trade associations.

- Seek and receive recognition and acknowledgement for programs and practices that show innovation and best practices.

Tactics:

- ✓ Seek appointment to leadership positions within appropriate national, state, and local trade, business and community associations, and committees.
- ✓ Develop and implement innovative programs that enhance the overall customer experience, improve safety and sustainability, reduce costs, attract new customers, retain existing customers, motivate employees, and reflect well on MST and the public transit industry in general.
- ✓ Implement targeted marketing, educational and promotional efforts designed towards major employers, students, visitors, senior groups, hospitality industry, and non-traditional customers.

6. FY 2022 and FY 2023 Draft Budget



A. Budget Summary

General Overview

Keeping in mind the primary mission, strategic plan, objectives, and the extraordinary circumstances and recovery efforts of the COVID-19 global pandemic for FY 2022 and FY 2023, management has approached this budget cycle with the intention of providing your Board with a quality-driven, programmatic budget and at the same time recognizing financial uncertainties. The key business drivers listed below helped to inform this 2-year operating and capital Budget.

Key Business Drivers:

- Respond to and recover from a global pandemic to deliver safe public transportation services.
- Operate safely, efficiently and effectively.
- Maintain and/or increase customer satisfaction.
- Strengthen employee development and satisfaction.
- Enhance support by MST members and other stakeholders.

B. FY 2022-2023 2-Year Project Action Plan

1. Initiate development and implementation plan of MST Branding initiative per Marketing Plan. July 2021
2. Initiate comprehensive campaign to promote increased inclusivity, diversity, and equity of employment of underrepresented groups within MST's workforce. September 2021
3. Complete construction and commence operations from South County Operations and Maintenance Facility. December 2021
4. Complete demonstration of contactless fare payment and mobile ticketing solution and determine feasibility of continuing technology on MST fixed route, MST RIDES and MST subsidized taxi services. October 2021
5. Begin implementation of Zero Emission Bus (ZEB) Roll Out Plan: Focus on ZEB vehicles, equipment, infrastructure, and develop long term funding plan to include public-private partnerships. December 2021.

6. Initiate East Alisal BRT and Salinas Transit Center (STC) Relocation Study as funding allows. January 2022
7. Upgrade/replace MST voice communication systems. December 2021
8. Develop plan to address outdated information technology legacy systems and continue implementation of 2019 – 2021 Information Technology Strategic Action Plan. December 2021
9. Finalize Comprehensive Operational Analysis and begin implementation of board approved service changes to fixed route and Measure Q funded services along with supporting staffing plan. March 2022
10. Execute contract for purchased transportation services to include Fixed Route, On Call, and RIDES Paratransit service. May 2022.
11. Complete environmental and preliminary engineering (October 2021), and begin final design, and continue documentation for FTA Capital Investment Grant (CIG) project evaluation, rating, and approval for SURF! Busway and Bus Rapid Transit Project (BRT). June 2022
12. Conduct fixed facility review for location new/rehabilitated Salinas Operations and Maintenance Facility. June 2022
13. Determine feasibility of MST administered Vanpool Program to supplement existing fixed-route and mobility services. June 2022
14. Refine and renew post-COVID partnership programs for Hartnell College, Monterey Peninsula College, CSUMB, City of Monterey/Monterey Bay Aquarium, Naval Post Graduate School and Presidio of Monterey. July 2022
15. Seek opportunities to identify how MST services and amenities can better support the mobility needs of Monterey County homeless populations. September 2022
16. Promote and participate in planning efforts for autonomous vehicle infrastructure where such technology would best support MST operations. June 2023
17. Initiate research to determine levels of community support for local funding initiatives to support long term investments including fixed route operations, BRT and ZEB infrastructure investments. June 2023

C. FY 2022-2023 Ongoing and Recurring Action Items

1. Continue efforts to ensure passenger and employee safety and security.
2. Continue transit activities within board adopted operational and financial performance standards.
3. Continue efforts to finance and maintain a state of good repair for MST fleet, facilities and supporting infrastructure.
4. Maintain ongoing community partnerships and seek new opportunities as appropriate.
5. Develop and implement service levels, facilities, policies, and procedures appropriate to funding availability and community requirements.
6. Actively participate in state and national trade associations to support issues of local concern.
7. Continue employee training and development opportunities through partnerships with local colleges, universities, trade associations, and vendors.
8. Provide administrative support in service to Monterey County Regional Taxi Authority and Monterey-Salinas Transit Corporation.
9. Ensure compliance with federal, state, and local regulations, and conduct regular review of policies and practices.
10. Adopt and execute federal and state legislative programs.
11. Continue marketing and community outreach programs to promote and educate the communities we serve regarding the benefits of MST mobility services.
12. Continue board development/educational activities and policy reviews.
13. Continue to adopt policies and adapt practices to existing Emergency Operations plan to address impacts to the operations and workforce of MST and ensure safety and cyber security of MST data and telecommunications systems, networks, and programs.
14. Continue to seek funding from grant sources and extra governmental partnerships to maintain and expand mobility services.
15. Continue programs to support employment diversity, inclusiveness and equity for MST employees and customers.

D. General Budget Structure

The MST budget is divided into two service centers:

1. Fixed Route BUS: provides for operation of buses on fixed routes, MST lines which operate on a specified route at fixed times, and the MST On Call general public dial-a-ride services.
2. MST RIDES: provides for paratransit operation of small buses, vans, and taxis, and complies with the Americans with Disabilities Act.

Each service center budget is balanced; that is, expenditures do not exceed revenues plus reserve. However, there are still a number of unknowns about the future due to the recovery from COVID-19 and as such, there are a wide range of outcomes over the next 2 years.

Each service center has an operating budget and a capital budget. The operating budget covers day-to-day expenses associated with operating transit services. It is funded primarily with passenger fares, federal grants, state transit assistance, local transportation funds (generated by 1/4% of the state sales tax), partnerships with third party agreements/contracts/MOUs (colleges, Department of Defense, Monterey trolley, etc.) and advertising revenue.

Measure Q funding primarily supports the paratransit budgets with a small amount of support for the fixed-route service center to support MST's services for seniors, veterans, and persons with disabilities using regular buses.

The capital budget is derived from the first two (2) years of the 5-Year Capital Improvement Program (CIP). The capital budget provides for purchases of accountable, non-consumable property. This primarily includes vehicle purchases, facilities improvements, equipment, and large public works-type projects. MST continuously applies for federal and state sources to support the majority of capital funding needs.

E. FY 2022-FY2023 Budget Characteristics

Revenue Assumptions

The FY2022-FY2023 budget assumes minimal increases in revenues which are based on retail sales and fuel taxes while at the same time increasing federal financial assistance through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 enacted December 27, 2020, and the American Rescue Plan (ARP) enacted March 11, 2021. Regular federal assistance will remain constant.

Revenues derived from the Transportation Development Act – Local Transportation Fund and State Transit Assistance will grow compared to FY2021 funding levels. Any additional State aid in the Governor's May Revise will further help support the budget.

The budget contemplates no increase to the MST fare structure, with no significant service expansions and/or adjustments as compared to pre-pandemic service levels. However, results of the Comprehensive Operational Analysis were not known at the time of budget preparation.

Of note, the 'Ride the 40's with Us' free fare program on the weekends in Salinas ends on June 30, 2021. However, during the summer between Independence Day and Labor Day, throughout MST's service area transit will be free on Sundays.

The budget also assumes an uptick in revenue from public/private and public/public partnerships as compared to FY2021. At the end of FY 2021, minimal service from the former Fort Ord area to the Presidio of Monterey resumed with financial support through the federal transit benefit program. Local colleges and universities will resume in-person classes but the contribution from CSUMB specifically was unknown at budget preparation. For these reasons, the budget assumes that partnership revenues will come in lower than pre-COVID levels but higher than FY2021.

Revenues to support the capital budget are from capital grants, apportionments, and MST's capital reserve. MST will aggressively seek federal and state grants to further support the capital budget so that a minimal amount of capital reserve is needed.

Expenditure Assumptions

The FY 2022-2023 budget assumes a steady state in terms of expenditures which are based on implementing any service changes resulting from:

- South County Service Planning study.
- Start of service out of the South County Operations and Maintenance Facility planned for Fall 2021.
- Implementation of any service changes from the Comprehensive Operational Analysis currently underway.
- Special projects identified in the capital improvement program including the SURF! Busway and Bus Rapid Transit Project.
- Debt repayment for the low-interest federal loan provided to MST under the Build America Bureau Rural Project Initiative as part of the TIFIA program for the South County Operations and Maintenance Facility project. MST will continue to make interest-only payments in the months of July and January until principal payments are due in 2026.

- Increased expenditures are expected as a result of opening the South County Operations and Maintenance Facility in terms of janitorial, outside services, and possibly staffing. Other increases are in the categories of fuels and lubricants, health, liability, and property insurance.

FY 2022-2023 Budget

DETAILED BUDGET

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Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
VEHICLE REVENUE HOURS (PROJECTED)	252,356	211,960	86,359	-	298,319	45,963	218,319	88,950		307,269	8,950
REVENUE											
CASH REVENUE											
PASSENGER FARES	1,751,544	2,074,500	115,000	-	2,189,500	437,956	2,593,125	143,750	-	2,736,875	547,375
TROLLEY	-	90,000	-	-	90,000	90,000	603,000	-	-	603,000	513,000
OTHER LOCAL, SC,	-	-	-	-	-	-	-	-	-	-	-
REVENUE - DOD	61,608	87,000	-	-	87,000	25,392	108,750	-	-	108,750	21,750
SPECIAL FARES - OTHER	16,932	418,000	-	-	418,000	401,068	756,500	-	-	756,500	338,500
ADVERTISING	117,024	150,000	-	-	150,000	32,976	300,000	-	-	300,000	150,000
OTHER AUXILIARY REVENUE	48	1,000	-	-	1,000	952	1,000	-	-	1,000	-
INVESTMENT INCOME	56,808	36,000	-	-	36,000	(20,808)	36,000	-	-	36,000	-
TAXI LEASE REVENUE	-	-	-	-	-	-	-	-	-	-	-
OTHER NON-TRANSPORTATION	3,084	3,100	-	-	3,100	16	3,100	-	-	3,100	-
TOTAL REVENUE	2,007,048	2,859,600	115,000	-	2,974,600	967,552	4,401,475	143,750	-	4,545,225	1,570,625
LTF OPERATING FUNDS	16,456,704	18,342,184	-	-	18,342,184	1,885,480	18,709,000	-	-	18,709,000	366,816
LTF/RSTP SWAP FUNDS	-	-	-	-	-	-	-	-	-	-	-
APCD FUNDS	-	-	-	-	-	-	-	-	-	-	-
CAP AND TRADE	275,232	255,000	-	-	255,000	(20,232)	-	-	-	-	(255,000)
OTHER LOCAL FUNDS	-	-	-	-	-	-	-	-	-	-	-
SALES TAX	9,629,196	-	6,366,340	4,065,060	10,431,400	802,204	-	6,745,700	3,894,400	10,640,100	208,700
STATE OPERATING FUNDS	3,006,756	3,992,555	-	-	3,992,555	985,799	4,072,406	-	-	4,072,406	79,851
FEDERAL 5307 FORMULA FUNDS	-	-	-	-	-	-	6,768,500	-	-	6,768,500	6,768,500
FEDERAL 5307 CARES/CRRSAA/ARPA ACT	22,410,552	15,500,000	-	-	15,500,000	(6,910,552)	-	-	-	-	(15,500,000)
FEDERAL 5311 RURAL FUNDS	-	823,700	-	-	823,700	823,700	767,874	-	-	767,874	(55,826)
FEDERAL 5311 CARES ACT	2,294,916	735,400	-	-	735,400	(1,559,516)	-	-	-	-	(735,400)
FEDERAL 5311F INTERCITY FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5311F CARES ACT	313,416	315,200	-	-	315,200	1,784	324,600	-	-	324,600	9,400
FEDERAL 5316 JARC FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5303 FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5313B FUNDS	-	-	-	-	-	-	-	-	-	-	-
FEDERAL 5317 FUNDS - NF	-	-	-	-	-	-	-	-	-	-	-
OTHER FEDERAL FUNDS	76,572	-	-	-	-	(76,572)	-	-	-	-	-
CASH GRANTS & REIMBURSEMENT	54,463,344	39,964,039	6,366,340	4,065,060	50,395,439	(4,067,905)	30,642,380	6,745,700	3,894,400	41,282,480	(9,112,959)
TOTAL REVENUE	56,470,392	42,823,639	6,481,340	4,065,060	53,370,039	(3,100,353)	35,043,855	6,889,450	3,894,400	45,827,705	(7,542,334)

Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
EXPENSES											
LABOR											
COACH OPERATORS WAGES	6,239,484	7,173,900	-	-	7,173,900	934,416	7,420,100	-	-	7,420,100	246,200
COACH OPERATOR OVERTIME	614,952	1,510,554	-	-	1,510,554	895,602	1,484,020	-	-	1,484,020	(26,534)
OTHER WAGES	7,923,864	8,191,000	136,500	309,600	8,637,100	713,236	8,478,300	140,600	318,900	8,937,800	300,700
OTHER OVERTIME	224,268	225,000	-	-	225,000	732	225,000	-	-	225,000	-
TOTAL LABOR	15,002,568	17,100,454	136,500	309,600	17,546,554	2,543,986	17,607,420	140,600	318,900	18,066,920	520,366
BENEFITS											
PERS	2,730,273	2,898,400	12,700	29,600	2,940,700	210,427	3,102,100	13,000	30,400	3,145,500	204,800
INSURANCE	3,701,148	3,947,500	32,000	32,000	4,011,500	310,352	4,460,675	36,160	36,160	4,532,995	521,495
IN LIEU INSURANCE	159,588	158,400	-	9,600	168,000	8,412	163,200	-	9,600	172,800	4,800
OTHER FRINGE BENEFITS	25,080	25,200	-	-	25,200	120	25,200	-	-	25,200	-
PAYROLL TAXES	305,250	339,600	2,700	6,400	348,700	43,450	346,200	2,800	6,500	355,500	6,800
WORKERS COMPENSATION EXPENSE	921,936	900,000	14,000	15,100	929,100	7,164	927,000	14,500	15,600	957,100	28,000
HOLIDAYS	760,752	863,300	6,700	15,100	885,100	124,348	892,300	6,900	15,500	914,700	29,600
PERSONAL LEAVE	1,830,144	1,888,700	14,800	31,100	1,934,600	104,456	1,951,300	15,200	32,000	1,998,500	63,900
UNIFORMS	86,964	79,800	300	2,000	82,100	(4,864)	84,400	300	2,000	86,700	4,600
AUTO ALLOWANCE	28,896	34,000	-	-	34,000	5,104	35,020	-	-	35,020	1,020
TUITION REIMBURSEMENT	9,000	9,000	-	-	9,000	-	9,000	-	-	9,000	-
SAFETY AWARD & EE RECOGNITION	56,808	58,800	-	-	58,800	1,992	58,800	-	-	58,800	-
TOTAL BENEFITS	10,615,839	11,202,700	83,200	140,900	11,426,800	810,961	12,055,195	88,860	147,760	12,291,815	865,015
ADVERTISING & MARKETING											
MARKETING SERVICES	117,912	153,000	5,000	6,000	164,000	46,088	113,000	5,000	5,000	123,000	(41,000)
TROLLEY MARKETING	5,004	5,000	-	-	5,000	(4)	5,000	-	-	5,000	-
TOTAL ADVERTISING & MARKETING	122,916	158,000	5,000	6,000	169,000	46,084	118,000	5,000	5,000	128,000	(41,000)
PROFESSIONAL & TECHNICAL											
PHYSICAL EXAMS	12,504	13,500	-	-	13,500	996	13,500	-	-	13,500	-
BANK SERVICES	85,008	50,000	-	-	50,000	(35,008)	51,000	-	-	51,000	1,000
AUDITORS	35,328	40,000	-	-	40,000	4,672	41,200	-	-	41,200	1,200
ARMORED CAR	97,392	135,000	-	-	135,000	37,608	137,700	-	-	137,700	2,700
LEGAL SERVICES	123,252	200,000	-	-	200,000	76,748	200,000	-	-	200,000	-
CONTRACT NEGOTIATION	40,008	20,000	-	-	20,000	(20,008)	25,000	-	-	25,000	5,000
DIRECTORS FEES	15,000	15,600	-	-	15,600	600	15,600	-	-	15,600	-
BROCHURE DELIVERY	1,500	1,500	-	-	1,500	-	1,500	-	-	1,500	-
HEARING COSTS	-	-	-	-	-	-	-	-	-	-	-
CONSULTING	593,772	169,000	-	55,000	224,000	(369,772)	59,000	-	50,000	109,000	(115,000)
RECRUITING SERVICES	15,000	15,000	-	-	15,000	-	15,000	-	-	15,000	-
INSPECTION	25,008	56,400	5,000	-	61,400	36,392	57,050	5,000	-	62,050	650
DRUG TESTING	16,008	17,000	-	-	17,000	992	17,000	-	-	17,000	-
OTHER PROFESSIONAL	13,056	23,200	-	-	23,200	10,144	15,000	-	-	15,000	(8,200)
CONSULTING - GRANT FUNDED	-	137,900	-	-	137,900	137,900	-	-	-	-	(137,900)
TOTAL PROFESSIONAL & TECHNICAL	1,072,836	894,100	5,000	55,000	954,100	(118,736)	648,550	5,000	50,000	703,550	(250,550)

Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
OUTSIDE LABOR											
CUSTODIAL SERVICES	324,624	344,500	-	-	344,500	19,876	351,400	-	-	351,400	6,900
SECURITY SERVICES	247,308	321,100	-	-	321,100	73,792	335,100	-	-	335,100	14,000
BUS PAINTING	45,156	42,000	-	-	42,000	(3,156)	74,500	-	-	74,500	32,500
HAZARDOUS WASTE DISPOSAL	75,000	75,000	-	-	75,000	-	77,250	-	-	77,250	2,250
LAUNDRY	164,064	216,500	-	-	216,500	52,436	220,800	-	-	220,800	4,300
SHOP EQUIPMENT REPAIR	11,448	12,700	-	-	12,700	1,252	21,300	-	-	21,300	8,600
SUPPORT VEHICLES REPAIR	28,128	26,000	-	-	26,000	(2,128)	42,300	-	-	42,300	16,300
TOWING	15,828	27,000	-	-	27,000	11,172	27,800	-	-	27,800	800
BUS WASHER MAINTENANCE	5,004	3,600	-	-	3,600	(1,404)	5,200	-	-	5,200	1,600
ELECTRICAL, PLUMBING , ROOFING	50,004	29,000	-	-	29,000	(21,004)	51,500	-	-	51,500	22,500
COPIER & OFFICE EQUIP REPAIR	6,504	5,000	-	1,500	6,500	(4)	5,000	-	1,500	6,500	-
COMPUTER MAINTENANCE	1,199,044	1,227,000	78,000	2,400	1,307,400	108,356	1,273,600	81,900	2,400	1,357,900	50,500
SEAT REPAIRS	4,560	1,300	-	-	1,300	(3,260)	6,400	-	-	6,400	5,100
BUILDING AND EQUIPMENT MAINT	182,820	205,000	-	-	205,000	22,180	188,400	-	-	188,400	(16,600)
TELEPHONE EQUIPMENT REPAIR	1,008	1,000	-	-	1,000	(8)	1,000	-	-	1,000	-
PARTS CLEANING	4,068	5,000	-	-	5,000	932	6,600	-	-	6,600	1,600
RADIO REPAIRS	70,008	70,000	-	-	70,000	(8)	73,500	-	-	73,500	3,500
OTHER OUTSIDE LABOR	182,004	150,000	-	-	150,000	(32,004)	167,800	-	-	167,800	17,800
MAINTENANCE SHOP	15,000	7,500	-	-	7,500	(7,500)	15,000	-	-	15,000	7,500
GROUPS MAINTENANCE	52,296	69,800	-	-	69,800	17,504	69,800	-	-	69,800	-
PEST CONTROL	6,504	8,700	-	-	8,700	2,196	8,700	-	-	8,700	-
TEST UNDERGROUND TANKS	9,204	12,300	-	-	12,300	3,096	12,300	-	-	12,300	-
FIRE EXTINGUISHER SERVICE	5,004	6,700	-	-	6,700	1,696	6,700	-	-	6,700	-
TOTAL OUTSIDE LABOR	2,704,588	2,866,700	78,000	3,900	2,948,600	244,012	3,041,950	81,900	3,900	3,127,750	179,150
FUEL, GAS AND TIRES											
DIESEL - REVENUE	1,000,008	1,833,800	-	112,600	1,946,400	946,392	2,014,000	-	140,700	2,154,700	208,300
LUBRICANTS - REVENUE	120,636	160,000	-	-	160,000	39,364	180,000	-	-	180,000	20,000
ELECTRICITY - REVENUE	26,208	26,200	-	-	26,200	(8)	26,200	-	-	26,200	-
GAS	75,000	81,000	-	-	81,000	6,000	89,100	-	-	89,100	8,100
FUEL PURCHASES - MV	898,992	406,200	548,700	-	954,900	55,908	456,900	617,300	-	1,074,200	119,300
TIRES & TUBES	300,000	255,000	-	-	255,000	(45,000)	262,700	-	-	262,700	7,700
TOTAL FUEL & LUBRICANTS	2,420,844	2,762,200	548,700	112,600	3,423,500	1,002,656	3,028,900	617,300	140,700	3,786,900	363,400

Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
MATERIALS AND SUPPLIES											
MARKETING SUPPLIES	32,004	32,000	-	5,000	37,000	4,996	27,000	-	6,000	33,000	(4,000)
BUS ADVERTISING EXPENSE	-	-	-	-	-	-	-	-	-	-	-
PRINTING	57,264	40,000	8,000	9,250	57,250	(14)	40,000	8,000	11,250	59,250	2,000
RIDERS GUIDES	40,008	20,000	-	-	20,000	(20,008)	20,000	-	-	20,000	-
MAPS	4,008	4,000	-	-	4,000	(8)	4,000	-	-	4,000	-
TICKETS	4,008	-	-	-	-	(4,008)	-	-	-	-	-
PASSES	51,000	25,000	-	-	25,000	(26,000)	25,000	-	-	25,000	-
BROCHURES	5,508	-	2,000	3,500	5,500	(8)	-	2,000	3,500	5,500	-
TRANSFERS	-	-	-	-	-	-	-	-	-	-	-
MISC MARKETING	24,000	65,000	-	9,500	74,500	50,500	50,000	-	10,500	60,500	(14,000)
HAZARDOUS MATERIAL CONTAINMENT	12,000	8,000	-	-	8,000	(4,000)	12,000	-	-	12,000	4,000
COMPUTER SUPPLIES	60,000	60,000	-	-	60,000	-	63,000	-	-	63,000	3,000
SAFETY & PROTECTIVE SUPPLIES	165,576	269,400	-	1,800	271,200	105,624	270,850	-	1,800	272,650	1,450
TROLLEY SUPPLIES	7,884	10,300	-	-	10,300	2,416	10,600	-	-	10,600	300
BUILDING CLEANING SUPPLIES	66,996	89,400	-	-	89,400	22,404	89,400	-	-	89,400	-
TRANSIT CENTER/PLAZA SUPPLIES	6,000	6,000	-	-	6,000	-	6,000	-	-	6,000	-
SHELTER & BUS STOP SUPPLIES	75,000	100,000	-	-	100,000	25,000	100,000	-	-	100,000	-
OTHER SUPPLIES	45,012	40,000	5,000	50,000	95,000	49,988	40,000	5,000	50,000	95,000	-
SHOP SUPPLIES	135,468	226,700	-	-	226,700	91,232	233,400	-	-	233,400	6,700
OFFICE SUPPLIES/EQUIPMENT	95,388	115,500	1,000	3,500	120,000	24,612	115,500	1,000	3,500	120,000	-
POSTAGE & EXPRESS SERVICE	15,672	13,160	4,500	1,200	18,860	3,188	13,160	4,500	1,200	18,860	-
COPY MACHINE PAPER	-	-	-	-	-	-	-	-	-	-	-
REVENUE VEHICLE PARTS	975,000	905,000	-	-	905,000	(70,000)	932,200	-	-	932,200	27,200
SUPPORT VEHICLE PARTS	25,008	25,000	-	-	25,000	(8)	25,000	-	-	25,000	-
FAREBOX PARTS	32,184	57,200	-	-	57,200	25,016	59,000	-	-	59,000	1,800
BUS WASHER SUPPLIES	10,008	10,000	-	-	10,000	(8)	10,000	-	-	10,000	-
WARRANTY LABOR & PARTS	-	-	-	-	-	-	-	-	-	-	-
PARTS CLEANING	-	-	-	-	-	-	-	-	-	-	-
FUEL IS./DISPENSER PARTS	5,004	5,000	-	-	5,000	(4)	5,000	-	-	5,000	-
TOTAL MATERIALS AND SUPPLIES	1,950,000	2,126,660	20,500	83,750	2,230,910	280,910	2,151,110	20,500	87,750	2,259,360	28,450
UTILITIES											
WATER & FIRE PROTECTION	50,004	66,700	-	-	66,700	16,696	66,700	-	-	66,700	-
TELEPHONE LINE SERVICE	140,004	160,000	-	-	160,000	19,996	168,000	-	-	168,000	8,000
PG&E	352,500	356,000	-	-	356,000	3,500	363,120	-	-	363,120	7,120
ALARM SERVICE	83,004	87,000	-	-	87,000	3,996	88,740	-	-	88,740	1,740
DISPOSAL & SEWER	63,000	83,000	-	-	83,000	20,000	84,660	-	-	84,660	1,660
CELLULAR PHONES/PAGERS	72,000	68,640	1,440	1,920	72,000	-	70,100	1,440	1,920	73,460	1,460
TOTAL UTILITIES	760,512	821,340	1,440	1,920	824,700	64,188	841,320	1,440	1,920	844,680	19,980

Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
INSURANCE											
PHYSICAL DAMAGE EXPENSE	90,000	50,000	-	-	50,000	(40,000)	61,300	-	-	61,300	11,300
RECOVERIES PHYSICAL DAMAGES	-	-	-	-	-	-	-	-	-	-	-
LIABILITY EXPENSE	1,150,008	902,400	-	-	902,400	(247,608)	1,039,700	-	-	1,039,700	137,300
OTHER INSURANCE PREMIUMS	115,308	123,000	-	-	123,000	7,692	131,600	-	-	131,600	8,600
TOTAL INSURANCE	1,355,316	1,075,400	-	-	1,075,400	(279,916)	1,232,600	-	-	1,232,600	157,200
TAXES											
PROPERTY TAX	7,584	7,600	-	-	7,600	16	7,600	-	-	7,600	-
VEHICLE LICENSE & REGISTRATION	504	500	-	-	500	(4)	500	-	-	500	-
DIESEL SALES TAX	83,208	162,710	-	-	162,710	79,502	178,700	-	-	178,700	15,990
DIESEL FUEL USE TAX	8,808	9,695	-	-	9,695	887	10,650	-	-	10,650	955
GASOLINE TAX	3,792	3,130	-	-	3,130	(662)	3,440	-	-	3,440	310
OTHER TAXES	18,000	18,000	-	-	18,000	-	18,000	-	-	18,000	-
TOTAL TAXES	121,896	201,635	-	-	201,635	79,739	218,890	-	-	218,890	17,255
PURCHASED TRANSPORTATION											
PURCHASED TRANSPORTATION	7,637,592	3,427,200	5,155,700	656,400	9,239,300	1,601,708	4,134,075	5,467,700	697,725	10,299,500	1,060,200
TAXI VOUCHERS/PILOT TRAVEL REIMB	687,816	-	200,000	487,800	687,800	(16)	-	200,000	526,000	726,000	38,200
TOTAL PURCHASED TRANSPORTATION	8,325,408	3,427,200	5,355,700	1,144,200	9,927,100	1,601,692	4,134,075	5,667,700	1,223,725	11,025,500	1,098,400
MISCELLANEOUS EXPENSES											
SUBSCRIPTIONS	20,004	20,000	-	-	20,000	(4)	20,000	-	-	20,000	-
APTA DUES	36,576	37,300	-	-	37,300	724	37,900	-	-	37,900	600
CTA DUES	16,248	18,600	-	-	18,600	2,352	19,700	-	-	19,700	1,100
CHAMBER AND OTHER DUES	37,008	37,000	-	-	37,000	(8)	37,000	-	-	37,000	-
CAL ACT DUES	1,740	1,740	-	-	1,740	-	1,740	-	-	1,740	-
STAFF TRAVEL	10,008	29,300	-	6,000	35,300	25,292	44,000	-	6,000	50,000	14,700
STAFF TRAINING	35,004	24,800	5,000	7,000	36,800	1,796	35,100	5,000	7,000	47,100	10,300
BOARD TRAVEL	5,004	10,700	-	-	10,700	5,696	16,000	-	-	16,000	5,300
AD & PROMOTION MEDIA	30,000	30,000	-	-	30,000	-	-	-	-	-	(30,000)
LEGAL ANNOUNCEMENTS	15,000	18,000	-	-	18,000	3,000	18,000	-	-	18,000	-
AD MEDIA RECRUITING	4,008	4,000	-	-	4,000	(8)	4,000	-	-	4,000	-
PERMITS	15,000	20,000	-	-	20,000	5,000	20,000	-	-	20,000	-
SALES TAX REVENUE EXPENSE	349,932	-	197,300	132,700	330,000	(19,932)	-	209,800	126,800	336,600	6,600
OTHER MISC. EXPENSE	10,008	10,000	-	-	10,000	(8)	10,000	-	-	10,000	-
INTERFUND TRANSFERS	-	(1,926,990)	-	1,926,990	-	-	(1,638,045)	-	1,638,045	-	-
TOTAL MISCELLANEOUS EXPENSES	585,540	(1,665,550)	202,300	2,072,690	609,440	23,900	(1,374,605)	214,800	1,777,845	618,040	8,600

Monterey - Salinas Transit		FY2022 BUDGET					FY2023 BUDGET				
Budget FY2022 and FY2023		BUDGET FY2021 (ADJ) BUDGET FY2022 VARIANCE OVER/ (UNDER)					BUDGET FY2022 BUDGET FY2023 VARIANCE OVER/ (UNDER)				
	FY2021 TOTAL MID-YEAR BUDGET	FY2022 TOTAL YEAR FIXED ROUTE	FY2022 TOTAL YEAR RIDES	FY2022 TOTAL YEAR MEASURE Q- FR	FY2022 TOTAL YEAR COMBINED		FY2023 TOTAL YEAR FIXED ROUTE	FY2023 TOTAL YEAR RIDES	FY2023 TOTAL YEAR MEASURE Q- FR	FY2023 TOTAL YEAR COMBINED	
OTHER AGENCY EXPENSES											
PASS THROUGH/BEHALF OF OTHERS	-	-	-	-	-	-	-	-	-	-	-
TOTAL OTHER AGENCY EXPENSES	-	-	-	-	-	-	-	-	-	-	-
INTEREST EXPENSE											
INTEREST EXPENSE	180,000	183,600	-	-	183,600	3,600	143,300	-	-	143,300	(40,300)
TOTAL INTEREST EXPENSE	180,000	183,600	-	-	183,600	3,600	143,300	-	-	143,300	(40,300)
LEASES & RENTALS											
ANTENNA/ SATELLITE RENTAL	20,004	20,000	-	-	20,000	(4)	20,000	-	-	20,000	-
RESTROOM - MONTEREY	72,000	74,200	-	-	74,200	2,200	74,200	-	-	74,200	-
EQUIPMENT RENTALS	37,152	108,600	-	-	108,600	71,448	110,500	-	-	110,500	1,900
POSTAGE METER RENTAL	10,008	10,000	-	-	10,000	(8)	10,000	-	-	10,000	-
BUILDING RENT	364,428	305,700	-	134,500	440,200	75,772	334,000	-	136,900	470,900	30,700
TOTAL LEASES & RENTALS	503,592	518,500	-	134,500	653,000	149,408	548,700	-	136,900	685,600	32,600
TOTAL OPERATING EXPENSES	45,721,855	41,672,939	6,436,340	4,065,060	52,174,339	6,452,484	44,395,405	6,843,100	3,894,400	55,132,905	2,958,566
OPERATING SURPLUS (DEFICIT)	10,748,537	1,150,700	45,000	-	1,195,700	(9,552,837)	(9,351,550)	46,350	-	(9,305,200)	(10,500,900)
CAPITAL EXPENDITURE		1,150,700	45,000	-	1,195,700		1,037,000	46,350	-	1,083,350	(112,350)
TOTAL SURPLUS (DEFICIT)		-	-	-	-		(10,388,550)	-	-	(10,388,550)	

FY2022 & FY2023 BUDGET
Part A. Fixed Route Operating Budget

REVENUES

	MID-YEAR FY2021	FY2022	FY2023
Passenger Revenues	1,659,588	2,074,500	2,593,125
Farebox and pass sales			
Special Local Fares	78,540	595,000	1,468,250
Contracts/Partnerships (Department of Defense, Colleges, Trolleys, Amtrak, etc.)			
Associated Transit Revenues	117,024	150,000	300,000
Advertising			
Non-Transportation Revenues	59,940	40,100	40,100
Interest income, Other Auxiliary Revenue			
Local Cash Grants	16,456,704	18,342,184	18,709,000
Local Transportation Funds (LTF), Reserves, Mandated Set-asides			
Other Local Funds	-	-	-
APCD Funds	-	-	-
APCD Funds			
Cap and Trade Funds	275,232	255,000	-
Cap and Trade Funds			
Sales Tax	-	-	-
Sales Tax Measure Q			
State Cash Grants	3,006,756	3,992,555	4,072,406
State Transit Assistance			
Federal Cash Grants	25,095,456	17,374,300	7,860,974
Includes Federal Transit Administration Section 5307, Section 5311, Section 5311(f), CARES/CRRSAA/ARPA Act 5307, CARES Act 5311, 5311(f), Other Federal Funds			
TOTAL REVENUES	\$ 46,749,240	\$ 42,823,639	\$ 35,043,855

FY2022 & FY2023 BUDGET
Part A. Fixed Route Operating Budget

EXPENSES

	MID-YEAR FY2021	FY2022	FY2023
Salaries and Wages	14,602,320	17,100,454	17,607,420
Wage increase due to Amalgamated Transit Union Local No. 1225 and MSTEAs contractual agreements			
Fringe Benefits	10,384,623	11,202,700	12,055,195
Increase in wages causes personal leave and holiday benefits to increase			
Services	3,726,664	3,918,800	3,808,500
Security services, outside labor, computer maintenance, marketing, auditors, armored car, consulting, and other services			
Fuel, Gas and Tires	1,912,152	2,762,200	3,028,900
Costs for diesel, unleaded, lubricants and tires			
Materials and Supplies	1,892,076	2,126,660	2,151,110
Vehicle maintenance parts, cleaning and office supplies, postage and printed materials			
Utilities	757,224	821,340	841,320
Telephone, power, gas, water/sewer and alarm services			
Insurance	1,355,316	1,075,400	1,232,600
Liability, property and other insurance			
Taxes	121,896	201,635	218,890
Fuel, sales and property taxes			
Purchased Transportation	3,466,248	3,427,200	4,134,075
Purchased transportation contracts for MV Transportation for fixed-route, On Call and trolley services			
Pass Through Expense	-	-	-
Pass through on behalf of others			
Miscellaneous	(2,590,584)	(1,481,950)	(1,231,305)
Training, travel, ad media, dues, subscriptions, permits, sales tax revenue expense, interfund transfer to Measure Q, and interest expense			
Leases and Rentals	672,768	518,500	548,700
MST's radio antenna site, Watsonville Transit Center, 19 Upper Ragsdale Assoc. Fees, JLW, Restroom facilities lease, and Storage unit rental			
TOTAL EXPENSES	\$ 36,300,703	\$ 41,672,939	\$ 44,395,405
FY2022 & FY2023 OPERATING SURPLUS/(DEFICIT)	\$ 10,448,537	\$ 1,150,700	\$ (9,351,550)

FY2022 & FY2023 BUDGET
Part B. MST RIDES Operating Budget

REVENUES

	MID-YEAR FY2021	FY2022	FY2023
Passenger Revenues	91,956	115,000	143,750
Farebox and ticket book sales			
Special Local Fares	-	-	-
Contracts/Partnerships (Department of Defense, Colleges, Trolleys, Amtrak, VTA, etc.)			
Sales Tax	4,598,076	6,366,340	6,745,700
Sales Tax Measure Q			
State Cash Grants	-	-	-
State Transit Assistance			
TOTAL REVENUES	<u>\$ 4,690,032</u>	<u>\$ 6,481,340</u>	<u>\$ 6,889,450</u>

EXPENSES

	MID-YEAR FY2021	FY2022	FY2023
Salaries and Wages	115,248	136,500	140,600
Two FTE equivalents			
Fringe Benefits	95,796	83,200	88,860
Health, dental, life and vision insurance, PERS retirement benefits, personal leave and workers compensation insurance			
Services	122,796	88,000	91,900
Professional Services			
Fuel, Gas and Tires	423,684	548,700	617,300
Unleaded, lubricants and tires			
Materials and Supplies	24,600	20,500	20,500
Vehicle maintenance parts, cleaning and office supplies, postage and printed materials			
Utilities	1,440	1,440	1,440
Telephone, power, gas, water/sewer and alarm services, cellular phones			
Purchased Transportation	3,736,344	5,355,700	5,667,700
MV Transportation, Inc., taxi vouchers			
Miscellaneous	170,124	202,300	214,800
Sales tax revenue expense and staff travel and training			
TOTAL EXPENSES	<u>\$ 4,690,032</u>	<u>\$ 6,436,340</u>	<u>\$ 6,843,100</u>
FY2022 & FY2023 OPERATING SURPLUS/(DEFICIT)	<u>\$ -</u>	<u>\$ 45,000</u>	<u>\$ 46,350</u>

FY2022 & FY2023 BUDGET
Part C. MST Measure Q Operating Budget

REVENUES

	MID-YEAR FY2021	FY2022	FY2023
Passenger Revenues	-	-	-
Farebox and ticket book sales			
Sales Tax	5,031,120	4,065,060	3,894,400
Sales Tax Measure Q			
Federal Cash Grants	-	-	-
CARES Act 5307			
TOTAL REVENUES	<u>\$ 5,031,120</u>	<u>\$ 4,065,060</u>	<u>\$ 3,894,400</u>

EXPENSES

	MID-YEAR FY2021	FY2022	FY2023
Salaries and Wages	285,000	309,600	318,900
Mobility staff			
Fringe Benefits	135,420	140,900	147,760
Health, dental, life and vision insurance, PERS retirement benefits, personal leave and workers compensation insurance			
Services	50,880	64,900	58,900
Professional Services			
Fuel, Gas and Tires	85,008	112,600	140,700
Unleaded, lubricants and tires			
Materials and Supplies	33,324	83,750	87,750
Vehicle maintenance parts, cleaning and office supplies, postage and printed materials			
Utilities	1,848	1,920	1,920
Telephone, power, gas, water/sewer and alarm services			
Purchased Transportation	1,122,816	1,144,200	1,223,725
MV Transportation, Inc., taxi vouchers			
Miscellaneous	3,186,000	2,072,690	1,777,845
Sales tax revenue expense and staff travel and training and Interfund transfer from Fixed Route			
Leases and Rentals	130,824	134,500	136,900
MST's radio antenna site, and 201 Pearl Street in Monterey, and 15 Lincoln Street Salinas			
TOTAL EXPENSES	<u>\$ 5,031,120</u>	<u>\$ 4,065,060</u>	<u>\$ 3,894,400</u>
FY2022 & FY2023 OPERATING SURPLUS/(DEFICIT)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Monterey-Salinas Transit

Personnel Staffing - Fiscal Years 2022 and 2023

Operations:

Assistant General Manager/Chief Operating Officer
 Coach Operators - Full Time*
 Coach Operators - Full Time Extra Board
 Coach Operators - Occupational Injuries*
 Coach Operators - Part Time (Limited Duty)
 Director of Transportation Services
 Chief Operating Officer
 Transit Manager
 Operations Superintendent
 Operations Supervisor
 Operations Analyst
 Communications System Supervisor
 Communications System Specialists
 ITS Technician
 Contract Services Manager
 Mobility Services Manager
 Mobility Services Coordinator
 Mobility Specialist
 Mobility Assistant
 Trainer

Total Operations

FY2021 Mid Year Budget Adj	Net Additions (Reductions)	FY2022 Budget	FY2023 Budget
-		-	-
126		126	126
-		-	-
1		1	1
-		-	-
-		-	-
1		1	1
1		1	1
2		2	2
9		9	9
1		1	1
1		1	1
6		6	6
2		2	2
1		1	1
1		1	1
1		1	1
4		4	4
1		1	1
2		2	2
160	-	160	160

Vehicle Maintenance:

Maintenance Manager
 Fleet Superintendent
 Fleet Supervisors
 Maintenance Analyst
 Mechanics
 Electronic Technician
 Utility Service Worker
 Inventory Supervisor
 Inventory Clerk

Total Vehicle Maintenance

1		1	1
1		1	1
3		3	3
-	1	1	1
23		23	23
2		2	2
10	2	12	12
1	(1)	-	-
3		3	3
44	2	46	46

Facilities:

Facilities Manager
 Facilities Technician III
 Facilities Technician II
 Facilities Technician I

Total Facilities

1		1	1
1		1	1
1		1	1
5	1	6	6
8	1	9	9

Monterey-Salinas Transit

Personnel Staffing - Fiscal Years 2022 and 2023

Administration:

	FY2021 Mid Year Budget Adj	Net Additions (Reductions)	FY2022 Budget	FY2023 Budget
General Manager/CEO	1		1	1
Assistant General Manager	1		1	1
Director of Information Technology	1		1	1
Director of Human Resources/Risk Management	1		1	1
Director of Planning and Innovation	1		1	1
General Accounting & Budget Manager	1		1	1
Capital Projects Manager	1		1	1
Civil Rights Officer	1		1	1
Planning Manager	1		1	1
Procurement and Contracts Manager	1		1	1
Human Resources Manager	1		1	1
Information Technology Administrator	1		1	1
Marketing and Customer Service Manager	1		1	1
Risk & Security Manager	1		1	1
Business Development/Transit Planner	-		-	-
Compliance Analyst	1		1	1
Grants Analyst	1		1	1
Schedule/Planning Analyst	1		1	1
Transit Scheduler	1		1	1
Accountant	1		1	1
Transit Planning Assistant	1	(1)	-	-
Associate Planner		1	1	1
Executive Assistant to the GM	1		1	1
Community Relations Coordinator	1		1	1
Information Technology Technician	1		1	1
Customer Service Supervisor	1		1	1
Payroll Specialist	1		1	1
Human Resources Assistant	2		2	2
Accounting Technician	1		1	1
Marketing Assistant	-		-	-
Office Administrator	1		1	1
Scheduling Assistant	1		1	1
Customer Service Representative/Spanish Translator	5		5	5
MST interns	-		-	-
CSUMB Interns (part-time)**	1		1	1
Total Administration	36	-	36	36
MST Total Personnel Staffing	248	3	251	251

* As Coach Operators with occupational injuries recover, they return to work as full-time Coach Operators.

** Position funded by CSUMB

FY 2022-2023 BUDGET

CAPITAL

Appendix: FY2022-2026 Capital Improvement Program



Monterey-Salinas Transit District

FY 2022-2026

Capital Improvement Program

June 2021



Acknowledgments

With support from the Board of Directors and the Executive Leadership Team, MST staff work to align, optimize, and manage financial resources. This Capital Improvement Program helps to guide the District's financial planning efforts; supports the prioritization of projects; helps inform the development of MST's operating budget, capital budget and other management plans and reports; and supports special programs and projects.

MST Board of Directors

Chair, Dan Albert, City of Monterey
Vice-chair, Anna Velazquez, City Soledad
Jeff Baron, City of Carmel-by-the Sea
John Gaglioti, City of Del Rey Oaks
Lorraine Worthy, City of Gonzales
Yanely Martinez, City of Greenfield
Mike LeBarre, City of King
David Burnett, City of Marina
Joe Amelio, City of Pacific Grove
Tony Barrera, City of Salinas
Mary Ann Carbone, City of Sand City
Dave Pacheco, City of Seaside
Luis Alejo, County of Monterey

MST Contributors

Carl Sedoryk, General Manager/CEO
Lisa Rheinheimer, Assistant General Manager
Norman Tuitavuki, Chief Operating Officer
Mark Eccles, Director of Information Technology
Frank Marcos, Maintenance Manager
Paul Lopez, Facilities Manager
Scott Taylor, IT Manager
Andrea Williams, General Accounting & Budget Manager
Michelle Overmeyer, Director of Planning & Innovation
Matt Deal, Grants Analyst

Cover page photo credit: David Williams, Superintendent for Diede Construction on the South County Operations and Maintenance Facility Project

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1. Introduction

This Capital Improvement Program (CIP) summarizes Monterey-Salinas Transit District's (MST's) capital financial plan for the period FY22-FY26. The CIP aims to:

- Develop a fiscally constrained 5-year program of projects to support the MST transit system.
- Review and forecast capital revenue sources between FY 22-26 and assess the District's financial capacity to carry out proposed capital investments.
- Allow regional transportation partners, the MST Board of Directors, and MST staff to formulate strategies in advance of potential financial challenges.
- Inform federal, state, and regional partners about the financial challenges and opportunities to implementing the Innovative Clean Transit rule.
- Inform requests for federal, state, and regional funds.
- Provide transparent and accessible information to the MST Board and community about transit projects and programs of regional significance.
- Serve as an implementation tool to support the MST Strategic Plan's goals, objectives, and strategies.

MST's capital plans are driven by the MST Strategic Plan, as adopted by the Board of Directors as part of the FY2021/22-FY2022/23. The District has committed to advancing the Mission statement: "Advocating and delivering quality public transportation as a leader within our community and industry." The financial and project readiness forecast in the CIP is based on the best available information at the time of publication and outlines a financial scenario based on that information. The CIP will be updated as new information becomes available during the annual budget preparation process.

2. Overview of the MST System

2.1 History

MST began operations in 1973 as Monterey Peninsula Transit formed by a joint-powers agreement and, by 1981, included the City of Salinas by consolidating two separate municipal public transit systems into a viable network of local service throughout a 110 square-mile service area. In 1997, MST began operation of RIDES, a demand-response paratransit service for persons with disabilities which had been previously operated by the County government. Over the years, MST's service area has expanded to what is as of fiscal year 2020 approximately 295 square miles.

As of July 1, 2010, the MST Joint Powers Agency was replaced by the Monterey-Salinas Transit District, which was created through legislation (AB 644 Caballero) passed by the California Legislature and signed into law by Governor Arnold Schwarzenegger. The borders of the MST District are contiguous with those of the County of Monterey. Monterey County is located along the Central Coast of California, bordered to the south by San Luis Obispo County, the west by the Pacific Ocean, the east by San Benito County, and the north by Santa Cruz County.

2.2 Governance

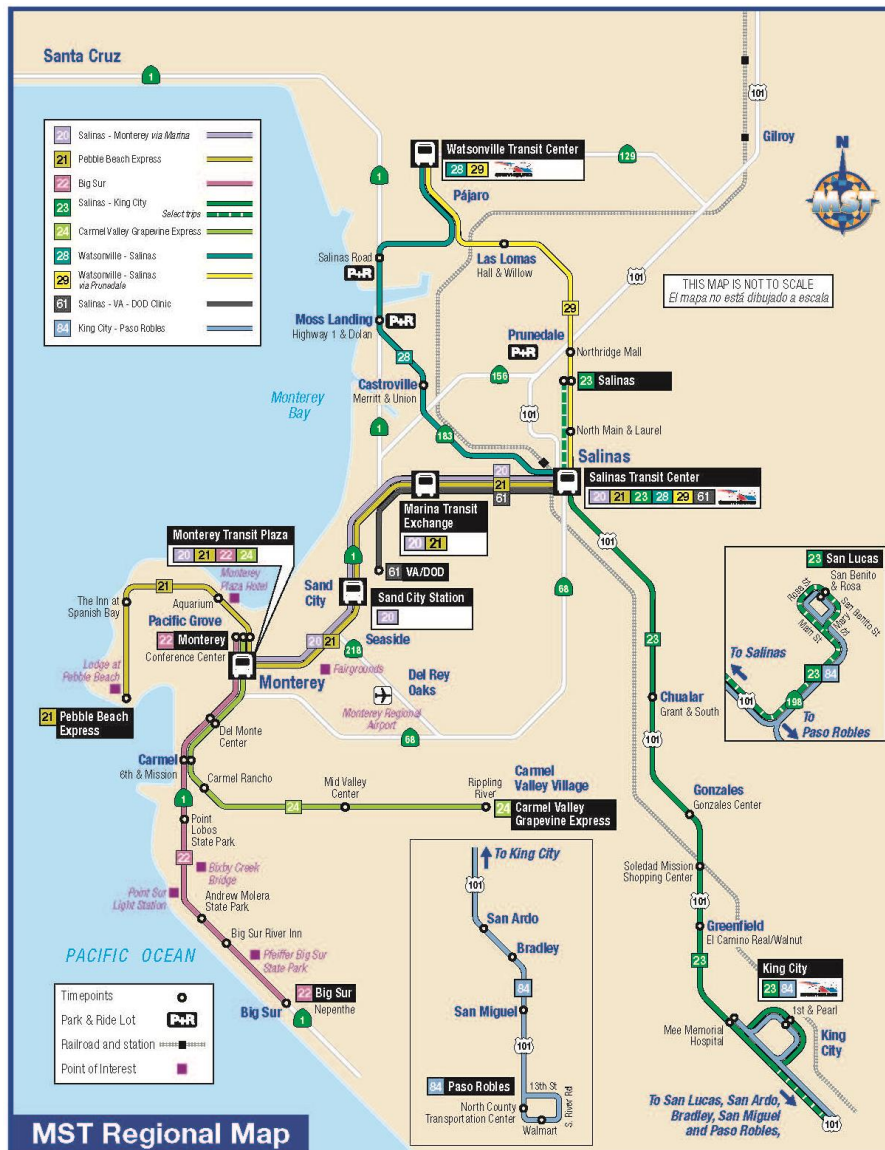
MST is governed by a board of directors composed of one representative from each member jurisdiction. Each member jurisdiction will appoint a regular member as well as an alternate member to the MST board of directors. Each member has one vote. Membership in the District is limited by the County of Monterey and the incorporated cities within the County. Board members may be elected officials or officers or employees of the appointing member. The current membership includes only elected officials.

At the present, thirteen Board members form MST's governing board. Members of the MST Board provide strategic and policy guidance to achieve MST's mission. The Chair of the MST Board of Directors serves a two-year term along with a Vice-chair.

2.3 Areas Served and Services Provided

MST provides bus transit services throughout Monterey County and north into downtown Watsonville, as well as south to San Miguel, Paso Robles, and Templeton in northern San Luis Obispo County. There is no other organization within Monterey County with a similar scope of public transportation service.

Figure 2: MST Regional Map



Note: MST served Aptos and Santa Cruz in Santa Cruz County, Gilroy and San Jose in Santa Clara County prior to the COVID-19 pandemic and plans to serve these out of county areas in the future as part of recovery.

In FY 2021, MST's fixed-route bus system consisted of thirty-four routes, down from sixty-one the previous year. Of the thirty-four routes, sixteen are operated by MST personnel, eighteen routes are operated by MV Transportation, Incorporated (MV).

In FY 2020, vehicles on MST routes traveled approximately 3,785,000 miles and carried 3,082,463 passengers. RIDES, MST's paratransit service, transported approximately 196,000 persons with disabilities on 39 specially equipped minibuses, minivans, and sedans.

In addition to MST's fixed-route and ADA paratransit services, MST provides an On Call demand-response service in the cities of Marina, Gonzales, Soledad, Greenfield, and King City. Mobility services, funded with Measure Q revenues, support special transportation including taxi vouchers, special medical trips to Santa Clara, Palo Alto, and San Francisco, a travel reimbursement program, travel training, and navigators to help others ride the bus.

2.4 Physical Infrastructure and Capital Assets

2.4.1 Bus – Rolling Stock

MST's fleet consists of 100 heavy duty Gillig buses, 2 BYD and 2 GILLIG battery electric buses, 9 trolley-style buses, 105 light duty buses, and support vehicles.



2.4.2 Bus Support Equipment, Facilities & ITS

MST support equipment, facilities and ITS infrastructure consist of equipment which support bus maintenance, unforeseen facility improvements, and information technology hardware to support the work of MST staff. From time to time, these pieces of equipment, facilities and technology need replacing or new technology becomes available to support ongoing operations.

2.2.3 Communications and Radio Equipment

MST communications and radio equipment support the necessary function of operating a transit system. From time to time, communication and radio equipment needs to be replaced or upgraded.

2.2.4 Safety and Security

The safety and security system consists of access control to MST facilities, onboard cameras, and station area cameras to provide for the Department of Homeland Security measures and Federal Transit Administration (FTA) requirements necessary of

transit operations. From time to time, safety and security equipment must be replaced or upgraded.

2.2.5 Preventative Maintenance

Preventative maintenance includes major components to keep buses running longer as well as shop tools and equipment. An efficient and well-functioning preventative maintenance program is vital to ensuring that the MST bus fleet is in a state of good repair.

2.2.6 Bus Stations and Stops

Bus stations and stops includes upgrades, renovations, or replacements of existing stops and stations as well as new major new transit infrastructure. The new SURF! Busway and Bus Rapid Transit Project is considered new transit infrastructure. Keeping the existing bus stops and stations in a state of good repair helps defer major investments in the future and extends its useful life.



2.2.7 Major Facilities Expansion and Rehabilitation

Major facilities expansion and rehabilitation includes facilities used for operations and maintenance, mobility services, administration, and customer service. Efficient and well-functioning facilities are vital to ensuring that MST is meeting the mission of the organization and expectations of the public.

3. MST Strategic Plan, Goals, and 2-Year Action Plan

3.1 Strategic Plan

On an annual basis, the MST Board of Directors conducts a strategic planning session at its January meeting. The result is a Strategic Plan which represents the collaboration of the MST Board of Directors and staff to develop a multi-year vision and identify strategic priorities to focus MST resources and energies.

Monterey-Salinas Transit District Mission

Advocating and delivering quality public transportation as a leader within our community and within our industry.

Our Vision

A fully funded public transit system providing quality, valued, and affordable mobility and transportation services for the people in Monterey County.

We Believe In...

- Using Good Judgment
- Achieving Win/Win Outcomes
- Mutual Respect
- Teamwork
- Acting with Dignity, Trust, Cooperation, and Loyalty
- Constant Measurable Improvement
- Recognizing Achievement of Results

3.2 Strategic Plan Goals

- Goal #1: Develop and Maintain Adequate and Stable Long-Term Revenues.
- Goal #2: Provide Quality Transit and Mobility Service for the Communities We Serve.
- Goal #3: Improve Board Protocols and Recommend Best Practices to Achieve Effective and Efficient Board Operations and Board Meeting Management.
- Goal #4: Promote Policies and Practices that Encourage Environmental Sustainability and Resource Conservation.

- Goal #5: Educate the Public on MST Services Through Promotion, Communication and Advocacy.
- Goal #6: Promote Organizational Values to Maintain High-Quality Relationships with MST Employees, Contractors, Vendors, Board Members, and Community Stakeholders.
- Goal #7: Enhance Industry Leadership for Like-Sized Agencies within California and the United States.

3.3 2-Year Action Plan

The 2-Year Action Plan accompanies the Strategic Plan to support the mission, vision, goals, objectives, outcomes, indicators and tactics. The 2-Year Action Plan is updated annually during the Board's strategic planning session in January ahead of the budget preparation process.

Below is a list of actions to be taken over the next two years which support the Strategic Plan and CIP actions are specifically identified in *italics* and **bold**:

FY 2021/22 and FY 2022/23: 2 Year Project Action Plan

1. Initiate development and implementation plan of MST Branding initiative per Marketing Plan. July 2021
2. Initiate comprehensive campaign to promote increased inclusivity, diversity, and equity of employment of underrepresented groups within MST's workforce. September 2021
3. ***Complete construction and commence operations from South County Operations and Maintenance Facility. December 2021***
4. ***Complete demonstration of contactless fare payment and mobile ticketing solution and determine feasibility of continuing technology on MST fixed route, MST RIDES and MST subsidized taxi services. October 2021***
5. ***Begin implementation of Zero Emission Bus (ZEB) Roll Out Plan: Focus on ZEB vehicles, equipment, infrastructure, and develop long term funding plan to include public-private partnerships. December 2021.***
6. ***Initiate East Alisal BRT and Salinas Transit Center (STC) Relocation Study as funding allows. January 2022***
7. Upgrade/replace MST voice communication systems. December 2021

8. ***Develop plan to address outdated information technology legacy systems and continue implementation of 2019 – 2021 Information Technology Strategic Action Plan. December 2021***
9. Finalize Comprehensive Operational Analysis and begin implementation of board approved service changes to fixed route and Measure Q funded services along with supporting staffing plan. March 2022
10. Execute contract for purchased transportation services to include Fixed Route, On Call, and RIDES Paratransit service. May 2022.
11. ***Complete environmental and preliminary engineering (October 2021), and begin final design, and continue documentation for FTA Capital Investment Grant (CIG) project evaluation, rating, and approval for SURF! Busway and Bus Rapid Transit Project (BRT). June 2022***
12. ***Conduct fixed facility review for location new/rehabilitated Salinas Operations and Maintenance Facility. June 2022***
13. Determine feasibility of MST administered Vanpool Program to supplement existing fixed-route and mobility services. June 2022
14. Refine and renew post-COVID partnership programs for Hartnell College, Monterey Peninsula College, CSUMB, City of Monterey/Monterey Bay Aquarium, Naval Post Graduate School and Presidio of Monterey. July 2022
15. Seek opportunities to identify how MST services and amenities can better support the mobility needs of Monterey County homeless populations. September 2022
16. Promote and participate in planning efforts for autonomous vehicle infrastructure where such technology would best support MST operations. June 2023
17. Initiate research to determine levels of community support for local funding initiatives to support long term investments including fixed route operations, BRT and ZEB infrastructure investments. June 2023

FY 2022: Ongoing and Recurring Action Items

1. Continue efforts to ensure passenger and employee safety and security.
2. Continue transit activities within board adopted operational and financial performance standards.
3. ***Continue efforts to finance and maintain a state of good repair for MST fleet, facilities and supporting infrastructure.***
4. Maintain ongoing community partnerships and seek new opportunities as appropriate.

5. *Develop and implement service levels, **facilities**, policies, and procedures appropriate to funding availability and community requirements.*
6. Actively participate in state and national trade associations to support issues of local concern.
7. Continue employee training and development opportunities through partnerships with local colleges, universities, trade associations, and vendors.
8. Provide administrative support in service to Monterey County Regional Taxi Authority and Monterey-Salinas Transit Corporation.
9. Ensure compliance with federal, state, and local regulations, and conduct regular review of policies and practices.
10. Adopt and execute federal and state legislative programs.
11. Continue marketing and community outreach programs to promote and educate the communities we serve regarding the benefits of MST mobility services.
12. Continue board development/educational activities and policy reviews.
13. Continue to adopt policies and adapt practices to existing Emergency Operations plan to address impacts to the operations and workforce of MST and ensure safety and cyber security of MST data and telecommunications systems, networks, and programs.
14. Continue to seek funding from grant sources and extra governmental partnerships to maintain and expand mobility services.
15. Continue programs to support employment diversity, inclusiveness and equity for MST employees and customers.

4. Capital Improvement Program

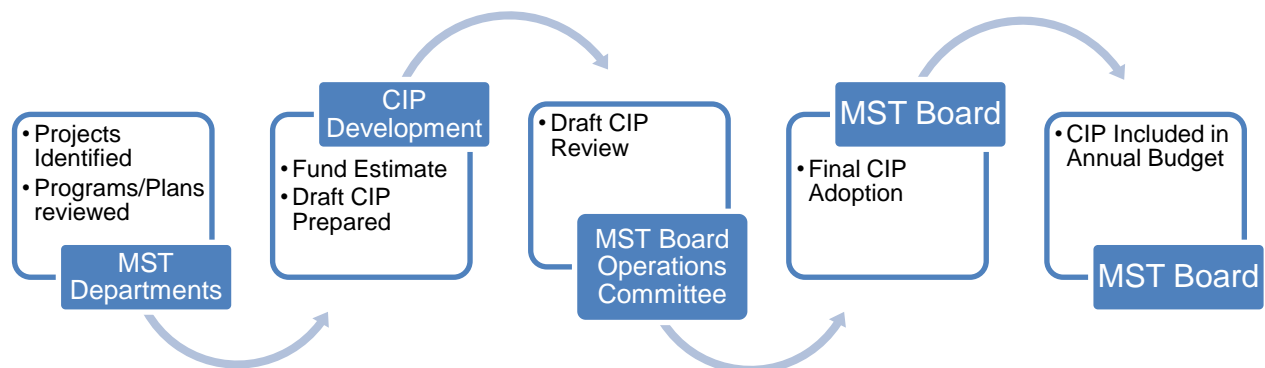
4.1 About the CIP

The MST FY 2022-2026 Capital Improvement Program includes projects that will receive funding over the next 5 years and represents over \$85.8 million in region-wide investment. Projects include new transportation infrastructure, vehicle and equipment purchases, as well as investments in technology.

4.2 CIP Development Process

MST staff from the Capital, Facilities, Maintenance, and Information Technology departments contributed to the identified needs contained in this CIP. Focus was given to safety and maintaining a state of good repair as well as technology advancements in the transit industry.

After capital projects are nominated by MST departments, a 5-year estimate of capital funding helps to narrow the number of projects to match reasonably expected revenue. Following review by the Board Operations Performance Committee of the Draft CIP, the first two years of projects are included in the annual 2-year Budget. The following flow chart shows the CIP development process and how it supports the annual Budget:



4.3 CIP Consistency with Other Programs and Plans

This CIP is internally and externally consistent with these programs and plans:

- Adopted MST FY 2021 Operating and Capital Budget

- TAMC 2045 RTP Project List as presented to the Association of Monterey Bay Area Governments Board of Directors on March 10, 2021 for the MTP/SCS
- FFY 2020-2021 to 2023-2024 Metropolitan Transportation Improvement Program prepared by the Association of Monterey Bay Area Governments

4.4 Capital Improvement Program Categories

The CIP projects are segregated into 7 categories which match federal funding categories. The following provides a brief description of each category:

4.4.1 Bus – Rolling Stock

Rolling stock includes MST's heavy duty buses, battery electric vehicles, trolley-style buses, cutaway mini-buses, and support vehicles. Most things with wheels are included on this list of rolling stock.

4.4.2 Bus Support Equipment, Facilities & ITS

MST support equipment, facilities and ITS infrastructure consist of equipment which support bus maintenance, unforeseen facility improvements, and information technology hardware to support the work of MST staff.

4.4.3 Communications and Radio Equipment

MST communications and radio equipment support the necessary function of operating a transit system.

4.4.4 Safety and Security

The safety and security system consists of access control to MST facilities, onboard cameras, and station area cameras to provide for the Department of Homeland Security measures necessary of transit operations.

4.4.5 Preventative Maintenance

Preventative maintenance includes major components to keep buses running longer as well as shop tools and equipment. An efficient and well-functioning preventative maintenance program is vital to ensuring that the MST bus fleet is in a state of good repair.

4.4.6 Bus Stations and Stops

Bus stations and stops includes upgrades, renovations, or replacements of existing stops and stations as well as new major new transit infrastructure.

4.4.7 Major Facilities Expansion and Rehabilitation

Major facilities expansion and rehabilitation includes facilities used for operations and maintenance, mobility services, and customer service. Efficient and well-functioning facilities are vital to ensuring that MST is meeting the mission of the organization and expectations of the public.

4.5 Capital Funding: Committed and Secure Funds

MST LOCAL AND VOTER-APPROVED FUNDING

MST is eligible for and receives local funds to support public transportation capital projects through competitive grants as well as from two local measures. The CIP anticipates \$7 million in local funding between FY22 and FY26, including:

Measure Q

MST placed Measure Q on the November 2014 ballot and Monterey County voters approved Measure by 72% of the vote. Measure Q is a 15 year and authorizes the imposition of a retail transactions and use tax with the proceeds to be invested in services and projects which benefit seniors, Veterans, and people with disabilities. The Measure extends from 2015 through 2030. Planned investments are summarized in the Measure Q Transit Investment Plan and associated updates. Consistent with spending objectives reported to the Measure Q Oversight Committee, this Capital Improvement Program assumes that the majority of funding will be spent delivering service with \$256,000 being set aside as the local match for federal 5310 funding for vehicle replacements. A total of 16 RIDES vehicles will be replaced over the programming period.

Measure X

The Transportation Agency for Monterey County placed the Transportation Safety & Investment Plan known as Measure X on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters.

The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of three-eighths' of one percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County. Measure X funds will be used for the SURF! Busway and Bus Rapid Transit Project (\$15 million) as well as for the South County Operations and Maintenance Facility project (\$10.4 million).

AB 2766

Since 1991, the AB 2766 Subvention Fund Program provides a funding source to cities and counties to develop clean transportation programs and reduce vehicle emissions. These funds are managed locally through the Monterey Bay Air Resources District and distributed yearly on a competitive basis. When grants have been awarded to MST, funding has been used as a local match to leverage other state and federal programs. Funding from this source is dependent on Air Resources District grant awards on a yearly basis.

Fort Ord Reuse Authority (dissolved as of July 1, 2020)

The Fort Ord Reuse Authority issued bonds in June 2020 to remove blighted buildings in the former Fort Ord. MST's allocation from the bond sale was \$186,000 and will be used to demolish an old building in a severe state of disrepair.

MST Financing

From time to time, MST has the need to finance capital projects including rolling stock, property and buildings, and construction. Financial loans are available from the commercial banking market as well as through the Build America Bureau under the TIFIA program. In October 2020, MST entered into an agreement under the TIFIA Rural Project Initiative and will repay this loan with a pledge of Local Transportation Funds provided through the Transportation Development Act. This \$8.5 million loan was necessary to fill a funding gap for the South County Operations and Maintenance Facility.

STATE FUNDING OPPORTUNITIES

MST is eligible for and receives State of California funds through the competitive grant process as well as from formula programs. The CIP anticipates \$33.5 million in state funding between FY22 and FY26, including:

California Transit and Intercity Rail Capital Program (TIRCP)

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (2014), to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. MST, in

partnership with the Transportation Agency for Monterey County, will seek funding for the construction phase of the SURF! Busway and Bus Rapid Transit Project.

Low Carbon Transit Operations Program (LCTOP)

The Low Carbon Transit Operations Program provides operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is a voucher whereby purchasers (MST) can buy vehicles that are cleaner, quieter, and in line with California Air Resources Board regulations. The vouchers incentive the purchase of zero-emission vehicles that reduce the incremental cost of commercial vehicles.

Senate Bill (SB) 1

State of Good Repair Senate Bill (SB) 1, passed in April 2017, provides for new operating and capital funding sources for public transit. SB1 establishes a new “Transportation Improvement Fee” (TIF) under the Vehicle License Fee law. The TIF is based on a vehicle’s current market value and ranges from \$25 to \$175. Fee revenues are dedicated to the STA program (\$105 million per year) for state of good repair investments. MST anticipates that State of Good Repair funding will be \$1.6 M but dependent on market value.

Another program that receives funding under SB1 is the Local Partnership Program (LPP). LPP provides funding to counties, cities, transit districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. The program provides funding to local and regional agencies to improve aging Infrastructure, road conditions, active transportation, transit and rail. There is both a formulaic and competitive component to LPP. MST anticipates that LPP funding at \$5.5 million over the next 5 years.

FEDERAL TRANSIT ADMINISTRATION – CAPITAL FUNDS

MST is eligible for and receives Federal Transit Administration (FTA) funds through the competitive grant process as well as from formula programs. The CIP anticipates \$43.8 million in federal funding between FY 2021/22 and FY2025/26, including:

FTA Section 5310

The 5310 program for the Enhanced Mobility of Seniors and Individuals with Disabilities improves mobility by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation service plans, designs, and construction to meet the special transportation needs of seniors and individuals with disabilities in large urbanized (more than 200,000), small urbanized (50,000 - 200,000), and rural (fewer than 50,000) areas. Eligible projects include both traditional capital investment and non-traditional investment which go beyond the Americans with Disabilities Act complementary paratransit services. Funding is anticipated to range from \$180,000-\$270,000 on an annual basis.

FTA Section 5339

The federal Bus and Bus Facilities program funds new and replacement buses in addition to bus-related equipment and facilities. Eligible projects include fleet or service expansions, maintenance and transfer facilities, terminals, passenger shelters, the bus portion of intermodal facilities, computers, garage equipment and bus rebuilds. Grants are awarded by the Federal Transit Administration to states and local governments, as well as to sub-recipients including public agencies, private companies and non-profit organizations in public transportation. The program has both discretionary and competitive components. MST anticipates receiving nearly \$8 million in Section 5339 funding in this CIP.

FTA Section 5307 (traditional, CARES, CRRSAA, and ARPA)

The Federal Section 5307 Urbanized Area Formula program provides funds to urbanized areas and state Governors for transit capital and operating assistance, and for transportation-related planning. Eligible uses include planning, engineering, design, and evaluation of transit projects; technical transportation-related studies; capital investments in bus and bus-related activities; capital investments in new and existing fixed guideway systems; and signals, communications, and computer hardware and software. The Federal Transit Administration administers 5307 grants. These formula-based grants are awarded on population, population density, passenger miles, and revenue/route miles for various modes.

The addition of funding under the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and the American Rescue Plan Act of 2021 (ARPA) supports the ongoing operational and capital improvement program needs of transit agencies across the U.S. in response to the COVID-19 pandemic and requires no local match.

In total, MST anticipates receiving \$1.8 million in Section 5307 traditional funding for capital needs over the 5-year period.

Capital Investment Grants (CIG)

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years. MST will continue to seek small starts project approval under the CIG program. MST anticipates that it will seek \$27 million in funding under the CIP program for construction of the SURF! Busway and Bus Rapid Transit Project to match State TIRCP funding.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

MST received a federal very low-interest loan for construction of the South County Operations and Maintenance Facility project in October 2020. The federal loan will be used in FY 2021/22 to fund the remaining cost of the project (\$4.4 million), scheduled to be operational in fall 2021.

4.6 Capital Improvement Program Summary

MST is actively working on multiple fronts to create a safer and more reliable experience both on and off transit. MST brings together in one place a long list of projects and planning efforts underway to support the goals of the Strategic Plan. Route changes and service improvements will be implemented after the Comprehensive Operational Analysis concludes in 2021. The result may be to reallocate limited resources where they are needed most. Implementation and expansion of the bus rapid transit JAZZ service with the new SURF! Busway and Bus Rapid Transit Project is a major component of the CIP where frequent and reliable service will be at the core.

Updating and replacing our transit fleet which complies with the Innovative Clean Transit (ICT) Rule is a focus in years 2 and 4 of the CIP. The ICT requires that 25% of new buses purchased in years 2026, 2027 and 2028 need to be zero-emission buses (ZEB). The physical infrastructure to support ZEBs will begin in earlier years. Making safety improvements are also an important focus of this CIP.

Over the next five years, the MST will roll out an unprecedented investment in transit infrastructure and service improvements, including:

- Replacing aging buses and expanding our transit fleet to increase service capacity, improve safety, comfort, reliability, and maintaining a state of good repair.
- Completing the South County Operations and Maintenance Facility.
- Completing the planning, design and construction of the SURF! Busway and Bus Rapid Transit project.
- Maintaining a state of good repair at MST facilities.
- Making the transit system smarter and more reliable by investing in new technology, improving integration between traffic signals and transit, and improving real-time transit information.



CIP Program Summary Table

Capital Program	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	5-Year Total	Unfunded
A - Bus Rolling Stock	\$4,991,260	\$6,179,725	\$1,660,460	\$2,528,374	\$1,922,371	\$17,282,190	\$14,089,967
B - Bus Support Equipment and Facilities/ITS	\$1,535,000	\$1,315,000	\$0	\$0	\$0	\$2,850,000	\$4,443,520
C - Communication/ Radio Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D - Safety & Security	\$12,000	\$1,332,000	\$13,000	\$13,000	\$14,000	\$1,384,000	\$0
E - Preventative Maintenance	\$43,700	\$25,000	\$25,000	\$25,000	\$25,000	\$143,700	\$0
F - Bus Stations / Stops	\$2,236,000	\$2,000,000	\$0	\$52,000,000	\$0	\$56,236,000	\$0
G - Major Facilities Expansion / Rehab	\$6,419,000	\$635,000	\$275,000	\$275,000	\$275,000	\$7,879,000	\$20,700,000
Grand Total	\$15,236,960	\$11,486,725	\$1,973,460	\$54,841,374	\$2,236,371	\$85,774,890	\$39,233,487
<i>ICT Compliance</i>	<i>\$0</i>	<i>\$4,695,000</i>	<i>\$0</i>	<i>\$719,919</i>	<i>\$0</i>	<i>\$5,414,919</i>	<i>\$280,081</i>

5.0 CIP Program Detail

Capital Improvement Program
5-Year Capital Fund Estimate

Source Funding Program		FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	5-Year Total
Federal Funding	FTA 5310	180,000	185,400	190,962	196,691	270,122	1,023,176
	FTA 5311(f)	264,000	339,900	280,078	360,600	371,418	1,615,995
	FTA 5339	4,221,985	3,757,000	-	-	-	7,978,985
	FTA 5307 Traditional	328,500	363,075	316,679	376,991	388,300	1,773,545
	FTA 5307 CARES Act	-	-	-	-	-	-
	FTA TIFIA	4,434,000	-	-	-	-	4,434,000
	FTA CIG	-	-	-	27,000,000	-	27,000,000
State Funding	LCTOP	400,000	1,213,000	275,000	594,919	275,000	2,757,919
	TIRCP				25,000,000		25,000,000
	HVIP						
	SB 1 SGR	240,000	1,320,000	-	-	-	1,560,000
	SB1 LPP	1,786,775	1,225,000	825,000	825,000	825,000	5,486,775
Local Funding	Measure Q	45,000	46,350	47,741	49,173	67,531	255,794
	Measure X	2,000,000	2,000,000	-	-	-	4,000,000
	AB 2766	-	-	-	400,000	-	400,000
	FORA	186,000	-	-	-	-	186,000
	MST Finance	-	-	-	-	-	-
	MST Capital Budget	1,150,700	1,037,000	38,000	38,000	39,000	2,302,700

A - Bus Rolling Stock

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	A1	Replace Heavy-Duty Fixed Route Buses (5 Units)	\$2,925,000															\$0	\$0	\$2,925,000	\$0
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (4 Units)	\$480,000		\$264,000		\$216,000											\$480,000	\$0	\$0	\$480,000
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$225,000	\$180,000									\$45,000					\$225,000	\$0	\$0	\$225,000
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (6 Units)	\$150,000				\$75,000					\$75,000						\$150,000	\$0	\$0	\$150,000
	A5	Replace Non-Revenue Vehicles: Transit Connect (1 Units)	\$30,000				\$15,000					\$15,000						\$30,000	\$0	\$0	\$30,000
	A6	Replace Non-Revenue Vehicles: Shop Truck (1 Units)	\$45,000				\$22,500					\$22,500						\$45,000	\$0	\$0	\$45,000
	A7	Purchase Replacement Heavy-Duty & Medium Duty Buses (4 & 4 Units)	\$4,061,260			\$2,521,985						\$1,539,275						\$4,061,260	\$0	\$0	\$4,061,260
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$7,916,260	\$180,000	\$264,000	\$2,521,985	\$328,500	\$0	\$0	\$0	\$0	\$1,651,775	\$45,000	\$0	\$0	\$0	\$0	\$4,991,260	\$0	\$2,925,000	\$4,991,260

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	A1	Replace Heavy-Duty Fixed Route Buses (6 Units)	\$3,615,300									\$740,025						\$740,025	\$0	\$2,875,275	\$740,025
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (5 Units)	\$618,000		\$339,900		\$278,100											\$618,000	\$0	\$0	\$618,000
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$231,750	\$185,400									\$46,350					\$231,750	\$0	\$0	\$231,750
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$77,250				\$38,625					\$38,625						\$77,250	\$0	\$0	\$77,250
	A5	Replace Non-Revenue Vehicles: Transit Connect (0 Units)	\$0				\$0					\$0						\$0	\$0	\$0	\$0
	A6	Replace Non-Revenue Vehicles: Shop Truck (2 Units)	\$92,700				\$46,350					\$46,350						\$92,700	\$0	\$0	\$92,700
	A7	ICT Compliance Electric Buses & Charging Infrastructure (2 Gillig / 2 BYD / 4 ChargePoint)	\$4,420,000			\$3,757,000				\$663,000								\$4,420,000	\$0	\$0	\$4,420,000
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$9,055,000	\$185,400	\$339,900	\$3,757,000	\$363,075	\$0	\$0	\$663,000	\$0	\$825,000	\$46,350	\$0	\$0	\$0	\$0	\$6,179,725	\$0	\$2,875,275	\$6,179,725

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	A1	Replace Heavy-Duty Fixed Route Buses (5 Units)	\$3,103,133									\$737,476						\$737,476	\$0	\$2,365,658	\$737,476
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (4 Units)	\$509,232		\$280,078		\$229,154											\$509,232	\$0	\$0	\$509,232
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$238,703	\$190,962									\$47,741					\$238,703	\$0	\$0	\$238,703
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$79,568				\$39,784					\$39,784						\$79,568	\$0	\$0	\$79,568
	A5	Replace Non-Revenue Vehicles: Transit Connect (0 Units)	\$0				\$0					\$0						\$0	\$0	\$0	\$0
	A6	Replace Non-Revenue Vehicles: Shop Truck (2 Units)	\$95,481				\$47,741					\$47,741						\$95,481	\$0	\$0	\$95,481
	A7																	\$0	\$0	\$0	\$0
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$4,026,117	\$190,962	\$280,078	\$0	\$316,679	\$0	\$0	\$0	\$0	\$825,000	\$47,741	\$0	\$0	\$0	\$0	\$1,660,460	\$0	\$2,365,658	\$1,660,460

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	A1	Replace Heavy-Duty Fixed Route Buses (6 Units)	\$3,835,472									\$743,045						\$743,045	\$0	\$3,092,427	\$743,045
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (5 Units)	\$655,636		\$360,600		\$295,036											\$655,636	\$0	\$0	\$655,636
	A3	Replace Cutaway Paratransit Buses (3 Units)	\$245,864	\$196,691									\$49,173					\$245,864	\$0	\$0	\$245,864
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$81,955				\$40,978					\$40,978						\$81,955	\$0	\$0	\$81,955
	A5	Replace Non-Revenue Vehicles: Transit Connect (1 Units)	\$32,782				\$16,391					\$16,391						\$32,782	\$0	\$0	\$32,782
	A6	Replace Non-Revenue Vehicles: Shop Truck (1 Units)	\$49,173				\$24,587					\$24,587						\$49,173	\$0	\$0	\$49,173
	A7	ICT Compliance Electric Bus Purchase (1 Unit)	\$1,000,000							\$319,919					\$400,000			\$719,919	\$0	\$280,081	\$719,919
	A8																	\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$5,900,882	\$196,691	\$360,600	\$0	\$376,991	\$0	\$0	\$319,919	\$0	\$825,000	\$49,173	\$0	\$400,000	\$0	\$0	\$2,528,374	\$0	\$3,372,508	\$2,528,374

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	A1	Replace Heavy-Duty Fixed Route Buses (3 Units)	\$3,292,113									\$740,587						\$740,587	\$0	\$2,551,526	\$740,587
	A2	Replace Medium-Duty / Light-Duty Fixed Route Buses (3 Units)	\$675,305		\$371,418		\$303,887											\$675,305	\$0	\$0	\$675,305
	A3	Replace Cutaway Paratransit Buses (4 Units)	\$337,653	\$270,122									\$67,531					\$337,653	\$0	\$0	\$337,653
	A4	Replace Non-Revenue Vehicles: Passenger Vehicles RU's (3 Units)	\$84,413				\$42,207					\$42,207						\$84,413	\$0	\$0	\$84,413
	A5	Replace Non-Revenue Vehicles: Transit Connect (1 Units)	\$33,765				\$16,883					\$16,883						\$33,765	\$0	\$0	\$33,765
	A6	Replace Non-Revenue Vehicles: Shop Truck (1 Units)	\$50,648				\$25,324					\$25,324						\$50,648	\$0	\$0	\$50,648
	A7	ICT Compliance Heavy-Duty ZEB buses (1 unit)																\$0	\$0	\$0	\$0
	A8	ICT Compliance Light-Duty ZEB buses (1 unit)																\$0	\$0	\$0	\$0
	A9																	\$0	\$0	\$0	\$0
	A10																	\$0	\$0	\$0	\$0
	A11																	\$0	\$0	\$0	\$0
	A12																	\$0	\$0	\$0	\$0
Subtotal Bus Rolling Stock:			\$4,473,897	\$270,122	\$371,418	\$0	\$388,300	\$0	\$0	\$0	\$0	\$825,000	\$67,531	\$0	\$0	\$0	\$0	\$1,922,371	\$0	\$2,551,526	\$1,922,371
5 Year Total			\$31,372,156	\$1,023,176	\$1,615,995	\$6,278,985	\$1,773,545	\$0	\$0	\$982,919	\$0	\$4,951,775	\$255,794	\$0	\$400,000	\$0	\$0	\$17,282,190	\$0	\$14,089,967	\$17,282,190

B - Bus Support Equipment and Facilities/ITS

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	B1	USSC Air Treatment Device - Heavy Duty Fleet (84 Units)	\$318,845															\$0	\$0	\$318,845	\$0
	B2	On-Board Air Treatment Device - Cut Away Fleet (75 Units)	\$174,675															\$0	\$0	\$174,675	\$0
	B3	Purchase Replacement Servers for Navision, Fixed Route IVR, and Share File (3 Units)	\$30,000															\$0	\$0	\$30,000	\$0
	B4	TrapBlaster JR DPF Cleaning Equipment (TBD Units)	\$40,000															\$0	\$0	\$40,000	\$0
	B5	Upgrade / Purchase of Stop-Based Camera Security System (\$6k / 23 Units)	\$138,000															\$0	\$0	\$138,000	\$0
	B6	TDA & CJW GFI Garage Computers & Network Manager Upgrade	\$466,000															\$0	\$0	\$466,000	\$0
	B7	Purchase Laptops & Docking Stations for Remote Work (20 Units)	\$30,000															\$0	\$0	\$30,000	\$0
	B8	Replace CJW Fuel Dispensers (2 Diesel, 1 Gasoline)	\$75,000									\$75,000						\$75,000	\$0	\$0	\$75,000
	B9	Purchase Scissor Lift (1 Unit)	\$45,000															\$0	\$0	\$45,000	\$0
	B10	Replace Shop Floor Scrubbers (3 Units)	\$60,000									\$60,000						\$60,000	\$0	\$0	\$60,000
	B11	Mobile Ticketing / Validators	\$400,000							\$400,000								\$400,000	\$0	\$0	\$400,000
	B12	New ERP System (replace Navision) (50% FY22 and 50% FY23 of \$2.0m)	\$1,000,000															\$0	\$1,000,000	\$0	\$1,000,000
Subtotal Bus Support & Equip:			\$2,777,520	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$535,000	\$1,000,000	\$1,242,520	\$1,535,000

FY 2022/23	B1	Replace ITS Software & Hardware for Fixed Route Fleet	\$2,000,000															\$0	\$0	\$2,000,000	\$0
	B2	Replace ITS Software & Hardware for Paratransit & Smaller Fleet	\$1,000,000															\$0	\$0	\$1,000,000	\$0
	B3	Replace CJW Shop Air Compressors (2 Units)	\$40,000									\$40,000						\$40,000	\$0	\$0	\$40,000
	B4	Replace CJW Bus Wash System	\$130,000															\$0	\$0	\$130,000	\$0
	B5	Purchase Striping Machine	\$6,000															\$0	\$0	\$6,000	\$0
	B6	Upgrade / Purchase of Hybrid (Cell, Data/Radio) AVL System (\$8.5k / 123 Units)	\$1,045,500															\$0	\$0	\$65,000	\$0
	B7	ICT Compliance Charging Infrastructure CJW	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	B8	New ERP System (replace Navision) (50% FY22 and 50% FY23 of \$2.0m)	\$1,000,000															\$0	\$1,000,000	\$0	\$1,000,000
	B9																	\$0	\$0	\$0	\$0
	B10																	\$0	\$0	\$0	\$0
	B11																	\$0	\$0	\$0	\$0
	B12																	\$0	\$0	\$0	\$0
Subtotal Bus Support & Equip:			\$5,496,500	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$1,000,000	\$3,201,000	\$1,315,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	B1																	\$0	\$0	\$0	\$0
	B2																	\$0	\$0	\$0	\$0
	B3																	\$0	\$0	\$0	\$0
	B4																	\$0	\$0	\$0	\$0
	B5																	\$0	\$0	\$0	\$0
	B6																	\$0	\$0	\$0	\$0
	B7																	\$0	\$0	\$0	\$0
	B8																	\$0	\$0	\$0	\$0
	B9																	\$0	\$0	\$0	\$0
	B10																	\$0	\$0	\$0	\$0
	B11																	\$0	\$0	\$0	\$0
	B12																	\$0	\$0	\$0	\$0
Subtotal Bus Support & Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	B1	ICT Compliance - Support Infrastructure																\$0	\$0	\$0	\$0
	B2																	\$0	\$0	\$0	\$0
	B3																	\$0	\$0	\$0	\$0
	B4																	\$0	\$0	\$0	\$0
	B5																	\$0	\$0	\$0	\$0
	B6																	\$0	\$0	\$0	\$0
	B7																	\$0	\$0	\$0	\$0
	B8																	\$0	\$0	\$0	\$0
	B9																	\$0	\$0	\$0	\$0
	B10																	\$0	\$0	\$0	\$0
	B11																	\$0	\$0	\$0	\$0
	B12																	\$0	\$0	\$0	\$0
Subtotal Bus Support & Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	B1																	\$0	\$0	\$0	\$0
	B2																	\$0	\$0	\$0	\$0
	B3																	\$0	\$0	\$0	\$0
	B4																	\$0	\$0	\$0	\$0
	B5																	\$0	\$0	\$0	\$0
	B6																	\$0	\$0	\$0	\$0
	B7																	\$0	\$0	\$0	\$0
	B8																	\$0	\$0	\$0	\$0
	B9																	\$0	\$0	\$0	\$0
	B10																	\$0	\$0	\$0	\$0
	B11																	\$0	\$0	\$0	\$0
	B12																	\$0	\$0	\$0	\$0
Subtotal Bus Support & Equip:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

5 Year Total \$8,274,020 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$675,000 \$0 \$175,000 \$0 \$0 \$0 \$0 \$0 \$850,000 \$2,000,000 \$4,443,520 \$2,850,000

Cost escalation at 3% starting in FY 2022/23

[illegible]

D - Safety & Security

Cost escalation at ~3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	D1	Natural / Man-Made Disaster Funding	\$12,000															\$0	\$12,000	\$0	\$12,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$12,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	D1	Upgrade/ Purchase Vehicle Based Security Camera System (165 Units)	\$1,320,000								\$1,320,000							\$1,320,000	\$0	\$0	\$1,320,000
	D2	Natural / Man-Made Disaster Funding	\$12,000															\$0	\$12,000	\$0	\$12,000
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$1,332,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320,000	\$12,000	\$0	\$1,332,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	D1	Natural / Man-Made Disaster Funding	\$13,000															\$0	\$13,000	\$0	\$13,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$13,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	D1	Natural / Man-Made Disaster Funding	\$13,000															\$0	\$13,000	\$0	\$13,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$13,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	D1	Natural / Man-Made Disaster Funding	\$14,000															\$0	\$14,000	\$0	\$14,000
	D2																	\$0	\$0	\$0	\$0
	D3																	\$0	\$0	\$0	\$0
	D4																	\$0	\$0	\$0	\$0
	D5																	\$0	\$0	\$0	\$0
	D6																	\$0	\$0	\$0	\$0
	D7																	\$0	\$0	\$0	\$0
	D8																	\$0	\$0	\$0	\$0
	D9																	\$0	\$0	\$0	\$0
	D10																	\$0	\$0	\$0	\$0
	D11																	\$0	\$0	\$0	\$0
	D12																	\$0	\$0	\$0	\$0
Subtotal Safety & Security :			\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$0	\$14,000

5 Year Total \$1,384,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,320,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,320,000 \$64,000 \$0 \$1,384,000

E - Preventative Maintenance

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	E1	Catalyst & DPF Stock for South County O&M	\$18,700															\$0	\$18,700	\$0	\$18,700
	E2	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
	Subtotal Preventative Maintenance:			\$43,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,700	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
	Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
	Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
	Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	E1	Shop Tools and Equipment	\$25,000															\$0	\$25,000	\$0	\$25,000
	E2																	\$0	\$0	\$0	\$0
	E3																	\$0	\$0	\$0	\$0
	E4																	\$0	\$0	\$0	\$0
	E5																	\$0	\$0	\$0	\$0
	E6																	\$0	\$0	\$0	\$0
	E7																	\$0	\$0	\$0	\$0
	E8																	\$0	\$0	\$0	\$0
	E9																	\$0	\$0	\$0	\$0
	E10																	\$0	\$0	\$0	\$0
	E11																	\$0	\$0	\$0	\$0
	E12																	\$0	\$0	\$0	\$0
	Subtotal Preventative Maintenance:			\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0

5 Year Total	\$143,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$143,700	\$0	\$143,700
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F - Bus Stations / Stops

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	F1	SURF! Busway - CIG, PS&E	\$2,000,000											\$2,000,000				\$2,000,000	\$0	\$0	\$2,000,000
	F2	Fort Ord Blight Removal	\$186,000													\$186,000		\$186,000	\$0	\$0	\$186,000
	F3	South County Bus Stops	\$50,000															\$0	\$50,000	\$0	\$50,000
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$2,236,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$186,000	\$0	\$2,186,000	\$50,000	\$0	\$2,236,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2022/23	F1	SURF! Busway - CIG, PS&E, CON	\$2,000,000											\$2,000,000				\$2,000,000	\$0	\$0	\$2,000,000
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2023/24	F1	SURF! Busway	\$0															\$0	\$0	\$0	\$0
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRC P*/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2024/25	F1	SURF! Busway- CON, CM	\$52,000,000						\$27,000,000	\$25,000,000								\$52,000,000	\$0	\$0	\$52,000,000
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$52,000,000	\$0	\$0	\$0	\$0	\$0	\$27,000,000	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000,000	\$0	\$0	\$52,000,000

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2025/26	F1	SURF! Busway	\$0															\$0	\$0	\$0	\$0
	F2																	\$0	\$0	\$0	\$0
	F3																	\$0	\$0	\$0	\$0
	F4																	\$0	\$0	\$0	\$0
	F5																	\$0	\$0	\$0	\$0
	F6																	\$0	\$0	\$0	\$0
	F7																	\$0	\$0	\$0	\$0
	F8																	\$0	\$0	\$0	\$0
	F9																	\$0	\$0	\$0	\$0
	F10																	\$0	\$0	\$0	\$0
	F11																	\$0	\$0	\$0	\$0
	F12																	\$0	\$0	\$0	\$0
Subtotal Bus Stations / Stops:			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

5 Year Total \$56,236,000 \$0 \$0 \$0 \$0 \$0 \$0 \$27,000,000 \$25,000,000 \$0 \$0 \$0 \$4,000,000 \$0 \$186,000 \$0 \$56,186,000 \$50,000 \$0 \$56,236,000

G - Major Facilities Expansion / Rehab

Cost escalation at 3% starting in FY 2022/23

Fiscal Year	No.	Description	Cost	5310	5311(f)	5339	5307 Traditional	5307 CARES Act	FTA CIG / TIFIA Program	LCTOP/ TIRCP/HVIP	SB1 SGR	SB1 LPP	Measure Q	Measure X	AB 2766	FORA	MST Finance: Bank Loan	Total Grant, Measure Q, or Loan Funded (a)	MST Capital Budget (b)	Unfunded	Total Grant & MST Funded (a)+(b)
FY 2021/22	G1	CJW Fixed Facility Analysis	\$45,000															\$0	\$45,000	\$0	\$45,000
	G2	South County Operations & Maintenance	\$6,134,000			\$1,700,000			\$4,434,000									\$6,134,000	\$0	\$0	\$6,134,000
	G3	LAB Generator Upgrades	\$240,000								\$240,000							\$240,000	\$0	\$0	\$240,000
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$1,700,000	\$0	\$0	\$4,434,000	\$0	\$240,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,374,000	\$45,000	\$0	\$6,419,000
FY 2022/23	G1	MTX Repair, Refurbish, and Beautify	\$65,000									\$65,000						\$65,000	\$0	\$0	\$65,000
	G2	STC Exterior Improvements	\$250,000									\$250,000						\$250,000	\$0	\$0	\$250,000
	G3	CJW Storage Areas	\$45,000									\$45,000						\$45,000	\$0	\$0	\$45,000
	G4	Repair Concrete at CJW Yard	\$150,000															\$0	\$0	\$150,000	\$0
	G5	Replace Concrete at CJW Yard	\$300,000															\$0	\$0	\$300,000	\$0
	G6	CJW Arch/Design/Env	\$250,000															\$0	\$0	\$250,000	\$0
	G7	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$360,000	\$0	\$0	\$0	\$0	\$0	\$635,000	\$0	\$700,000	\$635,000
FY 2023/24	G1	CJW Rehab / Reconstruction	\$0															\$0	\$0	\$0	\$0
	G2	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G3																	\$0	\$0	\$0	\$0
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000
FY 2024/25	G1	CJW Rehab / Reconstruction	\$0															\$0	\$0	\$0	\$0
	G2	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G3																	\$0	\$0	\$0	\$0
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$275,000
FY 2025/26	G1	CJW Rehab / Reconstruction	\$20,000,000															\$0	\$0	\$20,000,000	\$0
	G2	Solar / Battery Charging Infrastructure	\$275,000							\$275,000								\$275,000	\$0	\$0	\$275,000
	G3																	\$0	\$0	\$0	\$0
	G4																	\$0	\$0	\$0	\$0
	G5																	\$0	\$0	\$0	\$0
	G6																	\$0	\$0	\$0	\$0
	G7																	\$0	\$0	\$0	\$0
	G8																	\$0	\$0	\$0	\$0
	G9																	\$0	\$0	\$0	\$0
	G10																	\$0	\$0	\$0	\$0
	G11																	\$0	\$0	\$0	\$0
	G12																	\$0	\$0	\$0	\$0
Subtotal Major Facilities Expansion / Rehab:				\$20,275,000	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$275,000	\$0	\$20,000,000	\$275,000
5 Year Total			\$20,275,000	\$0	\$0	\$1,700,000	\$0	\$0	\$4,434,000	\$1,100,000	\$240,000	\$360,000	\$0	\$0	\$0	\$0	\$0	\$7,834,000	\$45,000	\$20,700,000	\$7,879,000