



FY 2023 Annual Business Plan

October 1, 2022 to September 30, 2023
San Antonio, Texas

VIAINFO.NET

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FY23 ANNUAL BUSINESS PLAN

OCTOBER 1, 2022 – SEPTEMBER 30, 2023

Annual Budget and
Five-Year Financial and Capital Plan

VIA METROPOLITAN TRANSIT
SAN ANTONIO, TEXAS

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Our Mission Statement

VIA provides regional multimodal transportation options that connect our community to opportunity, support economic vitality, and enhance quality of life throughout the region.

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GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**VIA Metropolitan Transit
Texas**

For the Fiscal Year Beginning

October 01, 2021

Christopher P. Morill

Executive Director

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to **VIA Metropolitan Transit, Texas**, for its Annual Budget for the fiscal year beginning **October 1, 2021** (fiscal year 2022). In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

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Louis R. Cooper (appt'd 11/15/17)	Suburban Mayors
Ayda Gonzalez (appt'd 1/25/22)	Bexar County Commissioners Court
Javier Paredes (appt'd 1/14/21)	San Antonio City Council
Melanie Tawil (appt'd 1/14/21)	San Antonio City Council
Kevin Wolf (appt'd 1/19/22)	Suburban Mayors



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Elected by VIA Board of Trustees



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Ayda Gonzalez
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Javier Paredes
Member

City of San Antonio Appointee



Melanie Tawil
Member

City of San Antonio Appointee

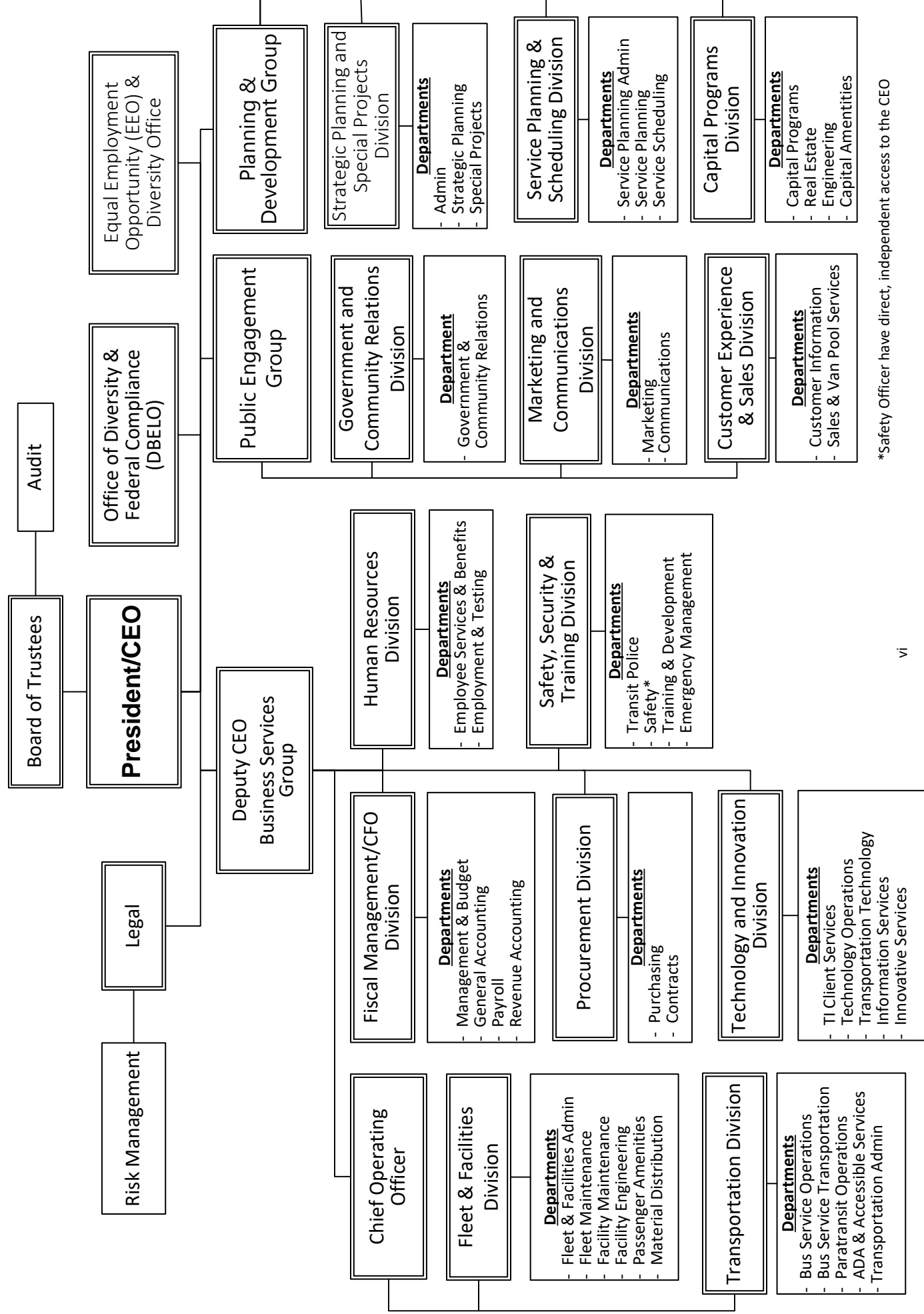


Kevin Wolff
Member

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VIA METROPOLITAN TRANSIT ORGANIZATIONAL CHART

October 1, 2022 – September 30, 2023



*Safety Officer have direct, independent access to the CEO

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Comments regarding any of the information contained in this document may be addressed to:

Vice President Fiscal Management/Chief Financial Officer
Fiscal Management Division
VIA Metropolitan Transit
P.O. Box 12489
San Antonio, Texas 78212

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INTRODUCTION



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The transformation of our agency in the past three years has been both remarkable and challenging. Fiscal Year 2022 was a year of rebuilding and refocusing efforts and resources to realize our vision for a brighter, more mobile future. It was a year for restoring balance and reconnecting with the communities we serve, while finding opportunities in every new test.

As we emerge from the worst effects of the pandemic that began in 2020, we remain committed to the VIA Mission and Vision—to connect our community through safe, reliable transportation options and access to trip options that meet diverse mobility needs.

At the end of another year, we also find ourselves at a new beginning, a transition point for mobility in San Antonio and Bexar County. We are moving in the right direction with a focus on the voter-approved Keep San Antonio Moving (KSAM) plan goals, ongoing health and safety initiatives for employees and customers, and maintaining momentum for key projects, including VIA's capital program, system rebalancing, and service delivery improvements to retain and recover ridership.

We began FY 2022 with a plan to continue the sustainable recovery of ridership and revenue lost during the height of the pandemic that began in 2021. Our budget office provided a financial map that accounted for the value of partnerships, innovation, and good service.

Some key achievements in 2022 include:

- Adding 8.5% more passenger trips on fixed-route bus service, 28.6% on VIAtrans paratransit service, and 53.9% on VIA Link service, indicating our recovery campaign and outreach efforts are producing results.
- Graduating 231 new bus and van operators and hiring 37 skilled mechanics to ensure we can keep rolling out safe, convenient service each day and keep improving frequency and reliability.
- Launching a new VIA Link service zone that introduced on-demand transit options to the fast-growing South Side.
- Opening the VIAtrans Operations Center and Maintenance Facility (VTOC), the first facility of its kind built by VIA, for VIA, and the first transit maintenance facility in San Antonio since World War II.
- Installing an air purification system on all vehicles to fight the spread of harmful germs.
- Exceeding on-time performance standards in both bus and paratransit as well as goals for complaint rates and performance safety—all reasons to celebrate.

The FY 2023 budget keeps us on a positive path toward not only recovery but also new growth. , with no fare increases planned and funds in place to support key investments. We continue to save and spend carefully, leveraging local and federal support to help deliver on key parts of the Keep SA Moving (KSAM) plan.

The KSAM plan is designed to move more people faster and farther, preserve core service and dedicate resources where they're most needed, including more frequency on key routes, innovative trip options, and partnerships with transportation partners.

The KSAM Plan was endorsed by more than two-thirds of voters in the Advanced Transportation District who approved Proposition A in November 2020, to advance transit improvements in the region through reallocation of a 1/8-cent local sales tax. The dedicated share of taxes will transfer to the Advanced Transportation District (ATD) starting on January 1, 2026.

Parts of the KSAM vision are already being realized.

In FY22, we continued the expansion of VIA Link service. A new alliance with Toyota provided start-up funding for the VIA Link South Zone to serve Palo Alto College, Texas A&M University-San Antonio, the Toyota Plant, and surrounding areas. Two more zones are planned in FY23. The on-demand service model replaces fixed routes with more frequent service at a lower cost to VIA.

We made significant progress on capital projects, including the Eastside Mobility Hub, Naco Pass Mobility Hub, Randolph Park & Ride, Scobey Transit Oriented Community project and others.

Some of the most important milestones of the past year are tied to VIA's Advanced Rapid Transit (ART) project that received a favorable rating from the Federal Transit Administration early in the year and then was included in the President's Budget with a recommendation for \$185 million in support—the only such project in Texas mentioned in the FY23 federal budget.

It was another year of firsts for VIA and San Antonio and a fast-paced trajectory toward modern mobility for our region.

This includes implementing strategic technology programs to meet changing needs and improve system operations.

For example, VIA has implemented the goMobile+ app with a new cash-loading options and integrations with multi-modal options like B Cycle. We also adopted and will expand the NaviLens Wayfinding Technology program to help blind and low-vision riders find bus stops and track arrival times.

As part of our 5-year Capital Plan, beginning in FY23, VIA will purchase 103 new CNG buses, and 154 vans; and VIA will purchase 17 Primo buses as part of KSAM project spending.

Passenger facility capital projects coming up include the IH10 Park & Pool, Alamo Ranch Park & Ride, Northeast Mobility Hub, Randolph Park & Ride, Eastside Mobility Hub, and the Mobility Hub Program.

Every program and all the service we work to make successful and reliable is designed to put opportunities that support and uplift the community within reach. But our service to the community goes beyond routes and schedules.

Outreach to customers is ongoing with three public meeting series for ART in 2022, continuation of our Tele-Town Hall series reaching over 6,000 participants in 2022, improved technology options to have more inclusive conversations, and the opening of a project office on San Pedro Avenue in January 2023 to provide a community touchpoint along the corridor. We also implemented a comprehensive customer satisfaction measurement process.

Our strategic sponsorship, partnership, and social responsibility programs continue to grow with over 1,000 volunteer hours contributed since 2020 and new, impactful partnerships continuing into 2023.

VIA has always been part of compassionate response to community needs—from safety protocols implemented during the pandemic, fare-free trips to/from vaccination sites, complimentary fares to election sites, connecting people to warm, safe shelters or cooling centers during extreme heat and volunteering to help families meet basic needs—we have redefined “service” beyond mobility for San Antonio.

At the close of another year and in a new era for VIA and San Antonio, we are recommitting to our core values and sharpening our focus on advancing key projects and strengthening relationships with our customers and partners.

In 2022, we moved into the fast lane to deliver significant progress on the transformative ART program and revved up key KSAM projects, customer experience improvements, and new approaches to solving transit challenges—always with innovation at the heart.

We took the next steps into a more mobile future where transit puts opportunity within everyone’s reach. Looking back on another tough but successful year, and looking forward to transformative work ahead, means we are entering our most exciting years yet. I’m proud to be part of the team that is making history and forging progress, 365 days each year.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeffrey C. Arndt', with a stylized, flowing script.

Jeffrey C. Arndt
President and CEO

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FISCAL YEAR 2023 BUDGET

FY22: A YEAR IN REVIEW

In FY22, VIA continued to take steps to begin realizing the goals outlined in the Keep SA Moving (KSAM) plan:

- Building a Better Bus System through improvements to our core transit network.
- Expanding innovative programs like mobility on demand and contactless boarding options.
- Planning for an Advanced Rapid Transit (ART) system to run high-occupancy, high-frequency, low/no emission vehicles, mainly in transit-only lanes.
- Planning for the second operations and maintenance facility to support VIA's system improvements and future fleet.

The Keep SA Moving Plan was endorsed by more than two-thirds of voters in the Advanced Transportation District who approved Proposition A in November 2020, to advance transit improvements in the region through reallocation of a 1/8-cent local sales tax. The dedicated share of taxes will transfer to the Advanced Transportation District (ATD) starting on January 1, 2026.

VIA has received a solid rating on the ART North/South (ART N/S) project from the Federal Transit Administration (a Medium High rating), and the project has been recommended in the President's Budget. Phase 1 (ART N/S) has been accepted into project development. Progress in FY22 also includes ART East/West advanced project definition and dedication of project development funding, as well as a 2nd operations and maintenance facility study.

In FY22, VIA spent remaining federal stimulus funds awarded in the prior year. VIA, like all transit providers in the United States, received one-time federal funding that was intended to offset revenue shortfalls and expenses related to COVID-19, and assist with continued delivery of service.

This funding allowed VIA to retain the entire workforce and helped keep over 50,000 passenger trips a day moving in and around San Antonio as we drive the community toward recovery. The federal infusion also made it possible to accelerate parts of the KSAM plan.

With federal funding to address financial challenges brought on by COVID and to bridge progress to 2026, we have moved key projects forward, including an expansion of VIA's on-demand service model that replaces fixed routes with more frequent service at a lower cost to VIA and a better experience for the customer.

VIA launched VIA Link on-demand service in two additional zones in FY22, in the Northwest Zone and the South Zone. Additional zones are in VIA's plans for the future.

Significant progress was made on other key projects in FY22. The new VIAtrans Operations Center that will house the fleet and the staff that operates our ADA paratransit service opened in September 2022. Construction began on the Naco Pass Mobility Hub and I-10 Park & Pool, and final design was completed for the Randolph Transit Center.

Continuing to adapt to conditions that are often beyond our control has been key to the successes we counted in FY22 such as maintaining safe riding and working environments for our customers and employees through the ongoing pandemic, avoiding staff layoffs or furloughs, making sound fiscal decisions, and implementing cost-saving measures across the agency to ensure we keep quality service on the street.

These accomplishments, achieved through teamwork and collaboration, will be foundational for our work in the new fiscal year as we continue driving the region toward recovery.

Highlights

Highlights of FY22 include:

- Made significant progress on the Keep San Antonio Moving (KSAM) project:
 - ART N/S received a Medium High rating
 - ART N/S recommended in President's Budget
 - Phase 1 (ART N/S) accepted into project development
 - ART E/W advanced project definition and dedication of Project Development funding
 - 2nd Operations and Maintenance facility study
- New paratransit operations facility – completed in 2022
- Naco Pass Mobility Hub and I-10 Park & Pool – began construction
- Randolph Transit Center – completed final design
- Other projects with forward movement – Eastside Mobility Hub and Alamo Ranch Park & Ride
- Launched VIA Link service in Northwest Zone (October 2021) and South Zone (August 2022)
- Installed air purification system on all active VIA revenue vehicles (buses and vans)
- Integrated B Cycle to Transit App for more complete trip planning
- Launched NaviLens Wayfinding Technology Pilot

Key Capital Projects

Key capital projects – designed to provide accessible, comfortable and reliable transit options, and funded through partnerships with our local, regional, state, and federal partnerships – advanced in FY22. The Naco Pass Mobility Hub and I-10 Park & Pool are scheduled to be completed by the second quarter of 2023.

Ongoing facilities and passenger amenities projects include upgraded bus stops, additional sheltered stops, additional solar lighting at stops, and improved pedestrian and/or bike infrastructure and connection to stops safely linking different modes of travel.

Of the capital program highlights in FY22, one of the most significant in terms of potential long-term impact for improving the transit system in San Antonio is having the KSAM ART N/S project accepted into the President's budget. VIA received a Medium-High rating on the project, which is considered a very solid rating.

VIA's slate of projects being pursued is foundational to the modernization of transit in our region. In FY23 and beyond, we will continue to work on expanding ART, VIA Link on-demand service, and other innovations that make it easier to choose and use VIA.

Federal Grant Awards

In addition to building new facilities and introducing new transit services, VIA has pursued federal grants to help modernize the system and expand current services. VIA's current capital program is being funded in part by discretionary grant awards that VIA has successfully secured over the past several years, and an anticipated Capital Investment Grant (CIG) for the KSAM ART N/S project.

Funding from discretionary grants already awarded include funds from a \$23.9M Congestion Mitigation and Air Quality Improvement Program (CMAQ) award for compressed natural gas (CNG) buses and related operating expenses, \$35.1M of funds through the MPO's FY23-27 Call for Projects (to be used for the purchase of CNG buses, Alamo Ranch Park & Ride service, and Rigsby frequency improvement), and \$1.6M grant for transit amenities.

Additionally, VIA has received a pilot TOD grant for \$760K for the ART E/W corridor, a \$895K community project grant for VIA's NaviLens wayfinding project, a \$780K Route Restoration Planning Grant, an \$8M Surface Transportation Block Grant for planning studies and an \$825K TOD/UDC Planning Grant.

For KSAM ART N/S, VIA has included \$212.4M of CIG funds from the FTA's New Starts program.

In recent years, VIA spent other discretionary capital grant funds for facilities and buses – a \$6M grant for VIA's Paratransit Operations & Maintenance Facility, a Texas Clean Fleet Program grant of \$4M for buses, two FTA no/low emissions grants totaling \$3.7M for the purchase of electric buses, and an \$8M grant for VIA's CNG facility.

VIA will continue to aggressively pursue grant opportunities for transit use.

Recognitions & Awards

VIA Team efforts have earned welcome recognition from local, state, and national organizations who have commended the dedication and commitment of VIA employees. Recent commendations include:

Above and Beyond Workplace Well-being Award, Gold-level – Aetna (for VIA's comprehensive wellness strategy)

Supplier Diversity Champion - Subcontractors USA, Texas (for efforts to foster business growth in minority communities by supporting small business enterprise diversity initiatives)

AdWheel Award, First Place Comprehensive Campaign: Best Marketing and Communications to Support Ridership - American Public Transportation Association (for "It's So Easy Campaign")

Pinnacle Certified Recycler – ReWorksSA (for VIA's commitment to sustainability, waste reduction, emissions reduction, water conservation and, recycling)

Above and Beyond Workplace Well-being Award, Silver-level – Aetna (for VIA's comprehensive wellness strategy)

AdWheel Award, First Place Special Event: Best Marketing and Communications to Highlight Transit Needs/Funding - American Public Transportation Association (for Keep SA Moving Tele-Town Hall events)

AdWheel Award, First Place Print Media: Best Marketing and Communications to Highlight Transit Needs/Funding - American Public Transportation Association (for Keep SA Moving Summary Brochure)

Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association (GFOA) for our Comprehensive Annual Financial Report for fiscal year 2021.

Certificate of Achievement for Excellence in Financial Reporting from the GFOA for the financial report for VIA's Retirement Plan for fiscal year 2021.

Fiscal Year 2023

VIA's FY23 Budget includes the following goals:

- Recover and grow ridership
- Advance the KSAM Plan
- Build strategic partnerships
- Invest in staff development

Key goals of the KSAM acceleration plan include:

- Rebalancing the system
- Providing diverse, high-quality options
- Improving the customer experience

FY23 will be a year of continued progress on several fronts, including new technologies to improve customer convenience, building on our positive brand message, and advancing KSAM. The FY23-27 Capital Plan includes new Compressed Natural Gas (CNG) buses, new/renovated passenger facilities, KSAM (ART N/S, 2nd O&M facility, some ART E/W capital spending, and mobility hub support capital spending), and other projects.

FY23: RECOVERING AND GROWING RIDERSHIP AND DELIVERING “KEEP SA MOVING” PLAN

Key Budget Objectives

Focus areas for the FY23 budget are guided by the Keep SA Moving Plan goals and include ongoing employee/rider health and safety initiatives, as well as projects in progress, such as the Scobey Redevelopment, system rebalancing, and service delivery improvements to retain and recover ridership.

VIA will be accelerating key elements of the KSAM plan, particularly those that enhance mobility for economic opportunity, provide diverse, high-quality transit options, and improve the customer experience. Federal funding and additional ATD sales tax revenue beginning in January 2026 have made funding of the KSAM program possible.

Looking ahead, VIA will be making a variety of strategic investments to help better meet the transit needs of the community.

- Enhanced revenue vehicle fleet
 - Purchase of 120 buses in FY23-27 (this includes 17 Primo buses for ART N/S)
 - Purchase of 154 new paratransit vans (15 in FY23, 62 in FY26, and 77 in FY27)
- Pursue Advanced Rapid Transit funding and begin design
 - Begin Preliminary Engineering and NEPA for N/S Corridor
 - Pursue FTA Capital Investment Grants Program
 - Advanced project definition and FTA Project Development for E/W Corridor
 - Corridor schematic development
 - Environmental Fatal Flaw Analysis
 - Ridership Model + Service Plans
- Move Projects into Final Design & Construction
 - Randolph Transit Center
 - I-10 Park & Pool (construction began September 2022)
 - Alamo Ranch Park & Ride
 - Eastside Mobility Hub
- Advance Programming and Conceptual Design
 - Second Maintenance/Operations Facility
 - Site Selection/Acquisition
- Other Planning Initiatives
 - Mobility-on-Demand Expansion
 - Facility Master Planning
 - Update of Long-Range Plan
- Development Initiatives
 - Scobey Complex

For the past several years, VIA has engaged the community in developing a plan to provide the San Antonio region a truly multimodal transit system. VIA has asked for the public to imagine a different VIA, a VIA that offers a greater variety of transportation choices, a VIA that invests in technology and infrastructure to bring transit into the 21st century. Acceleration of the KSAM plan and a budget that helps build on a more mobile future puts us on that path.

Progress on Key Projects Underway

VIA will make significant progress on new facilities and other projects in FY23. Key projects underway are noted in the section below, and the transit technologies included in VIA's Long-Range Comprehensive Transportation Plan will continue to be explored, even as that plan undergoes an update in the coming year.

Randolph Transit Center – The reconstruction of the Randolph Transit Center is currently in the solicitation stage as interested construction teams review the final design plans and submit a proposal to execute the project. The existing facility is located at the interchange of Loop 410 and I-35. A brand-new Transit Center will be constructed on site to replacing this 20-year-old facility. Improvements include new boarding platform and exterior waiting areas, interior customer lobby and waiting area, restrooms, customer service, real-time arrival information, public art, landscaping, passenger pick up/drop off and overall improved site circulation.

Naco Pass Mobility Hub – The Naco Pass Mobility Hub project is under construction, but nearing completion in December 2022. The location serves three bus routes and is a hub for the northeast VIA Link service. This project will modify and improve the on-street passenger amenities for passengers transferring at this location.

I-10 Park & Pool – This project is in the far edge of northwest Bexar County and is in partnership with Alamo College District. Once complete it will provide a parking and a meet-up area for car/vanpool users with direct connection to I-10 HOV lanes. Bus service is planned to be introduced in future years. Construction activities began in August 2022, and it is anticipated to be operational in spring 2023.

Alamo Ranch Park and Ride – VIA has identified the need for Park & Ride in the far-West Side of the service area. The facility will have parking, shelters, and other improvements to ensure sufficient access and circulation for multiple transportation routes. It will include enhanced pedestrian access, lighting, security camera, wi-fi and real-time bus arrival information. This project is in the design stage with property acquisition happening concurrently.

Eastside Mobility Hub – This project includes an off-street layover and transfer area for two eastside routes as well as future VIA Link services. This project is at 60% of final design with property acquisition expected by the end of the calendar year.

Advanced Rapid Transit (ART) – VIA is currently working to develop and construct a Bus Rapid Transit Project (locally referred to as Advanced Rapid Transit) along the North/South corridor, with capital limits from the San Antonio Airport to Steves via the San Pedro and St. Mary's/Roosevelt Corridors. The project will include dedicated transit lanes, uniquely branded stations, off-board fare collection, transit signal priority, and frequent service. The project was accepted into the Project Development phase of the Federal Transit Administration's Capital Investment Grant program. Concurrently, VIA will continue utilizing Alamo Area Metropolitan Planning Organization funds to continue Advanced Project Definition activities for a second ART line along the East/West corridor, with capital limits from the General McMullen and W. Commerce intersection to the Coca Cola Place and E. Houston intersection via the Commerce, Buena Vista/Dolorosa/Market Corridors.

Second Operations and Maintenance Facility – VIA is beginning the development of a new operations and maintenance facility to address growth constraints and challenges at the current facility as well as prepare VIA for emerging propulsion technologies and VIA's Advanced Rapid Transit system. Over the next fiscal year, sites will be identified for evaluation and selection which will lead to NEPA study prior to the acquisition of land. The facility will be planned for full-build out however it will be broken into several phases of construction to address need over the next 10-15 years. The first phase is expected to open by 2027 and will accommodate a portion of the existing fleet as well as new Advanced Rapid Transit vehicles.

In summary, FY23 will be a year of significant progress for VIA, as the vision of a multimodal transit system for the San Antonio region continues to develop, and investments are made in transit system assets and

improvements throughout the region. VIA remains fiscally sound with Stabilization Fund (“Rainy Day” Fund) and working capital balances at Board policy levels (60 days each).

FY23: BUDGET BIG PICTURE

VIA’s FY23 Budget, Five-Year Capital Plan, and Five-Year Financial Plan are discussed below under the following sections:

- FY23 Income Statement Summary
- Revenues
- Operating Expenses
- Capital Budget
- Five-Year Financial Plan

VIA enters FY23 with sound reserves, as both the Stabilization Fund and working capital are at 60 days of expenses. VIA’s unrestricted cash reserve is projected to have a balance of \$271.3M at the end of FY22. Since the COVID pandemic began in FY20, VIA has been awarded slightly more than \$271M in federal relief funds, which has helped VIA maintain a sound financial position. As of June 2022, all of these funds have been drawn. Federal relief funds include Coronavirus Aid, Relief and Economic Security Act (CARES Act) funds, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds, and American Recovery Plan (ARP) funds. Federal relief funds were drawn down based on operating costs to maintain service during the coronavirus public health emergency. This freed up local funds that had been budgeted to provide service. VIA will be using some of the current unrestricted cash reserve balance as local funding for the KSAM acceleration project.

As reflected in the FY23 Revenues and Expenses Summary below, in the FY23 budget, operating revenue is up 0.8% (\$0.1M) from the FY22 budget. Operating expenses are up 5.6% (\$14.6M), and net non-operating revenue is down 4.8% (\$16M). Operating revenue is up slightly due to increased ridership. For operating expenses, approximately 54% of the increase is due to KSAM East/West project definition and project development expenses (\$7.8M). Savings from favorable investment returns lowered pension expense by \$11.9M and help offset other operating expense increases. Net non-operating revenue is down due mainly to \$63.5M of federal stimulus grant funds that were included in the FY22 budget (none in FY23, as all those funds have been spent), partially offset by higher sales tax revenue, up \$38.4M.

VIA’s budgeted FY23 net income before depreciation and capital contributions is \$58.4M, which is \$30.4M lower than in the FY22 budget, due mainly to lower federal stimulus grant funds, partially offset by higher sales taxes. The sales tax budget in FY23 is up \$38.4M from the FY22 budget, mainly reflecting strong sales tax results in FY22 (with forecasted actual results \$28.5M higher than budget).

Capital contributions are budgeted at \$50.4M in FY23, up \$23.3M from the budget of \$27.1M budget in FY22 due primarily to federal funds that VIA was awarded through the FY23-27 Call for Projects. Capital contributions are funds that VIA receives, primarily from the Federal Transit Administration, for capital projects (rather than for operating expense items). Capital contributions also include state funds received for capital projects, such as those received from the Texas Commission on Environmental Quality (TCEQ).

FY23 Revenues and Expenses Summary (\$M)

	Budget 2022	Forecast 2022	Budget 2023	Budget 2023 vs. Budget 2022 Variance [Better/(Worse)]	% Variance [Better/ (Worse)]
Condensed Statement of Revenues and Expenses					
Operating Revenues	\$ 15.69	\$ 15.51	\$ 15.81	\$ 0.12	0.8%
Operating Expenses	259.44	234.55	274.00	(14.56)	(5.6%)
Non-Operating Revenue/(Expense):					
Sales Tax	220.19	248.67	258.61	38.42	17.4%
Investment Income	0.27	1.04	3.90	3.63	1344.4%
Bond Interest and Issuance Cost	(3.57)	(3.57)	(3.42)	0.15	4.2%
Grants - VIA	107.40	98.99	52.49	(54.91)	(51.1%)
Grants - Pass-Thru In	1.78	1.79	1.81	0.03	1.7%
Grants - Pass-Thru Out	(1.78)	(1.79)	(1.81)	(0.03)	(1.7%)
Intergovernmental Revenue	10.00	10.00	5.00	(5.00)	(50.0%)
Intergovernmental Expense	(1.70)	(1.70)	-	-	100.0%
Total Non-Operating Revenue/(Expense)	332.59	353.43	316.58	(16.01)	(4.8%)
Net Income before Deprec. and Capital Contributions	\$ 88.84	\$ 134.39	\$ 58.39	\$ (30.45)	(34.3%)
Capital Contributions	\$ 27.15	\$ 21.78	\$ 50.40	\$ 23.25	85.6%

Revenue and Expense Summary

Net Revenues	\$ 353.55	\$ 374.21	\$ 335.81	\$ (17.74)	(5.0%)
Net Expenses	264.71	239.82	277.42	12.71	4.8%
Net Income before Deprec. and Capital Contributions	\$ 88.84	\$ 134.39	\$ 58.39	\$ (5.03)	(5.7%)
Capital Contributions	\$ 27.15	\$ 21.78	\$ 50.40	\$ 23.25	85.6%
Total Revenues and Capital Contributions	\$ 380.70	\$ 395.99	\$ 386.21	\$ 5.51	1.4%

Revenue Budget

Revenue Summary. The adopted FY23 budget includes \$335.8M in revenue, down \$17.7M (5.0%) from the FY22 budget. Budgeted capital contributions are up \$23.3M in FY23, compared to the prior year budget. Revenue and capital contribution comparisons are shown below (in \$M):

	Budget 2022	Forecast 2022	Budget 2023	Budget 2023 vs. Budget 2022 Variance [Better/(Worse)]	% Variance [Better/ (Worse)]
Sales Taxes	\$ 220.19	\$ 248.67	\$ 258.61	\$ 38.42	17.4%
Grant Revenue	107.40	98.99	52.49	(54.91)	(51.1%)
Farebox Revenue	13.55	13.16	13.45	(0.10)	-0.7%
CoSA Funding Revenue	10.00	10.00	5.00	(5.00)	(50.0%)
Other Net Revenue	2.41	3.39	6.26	3.85	159.8%
Total Revenue	\$ 353.55	\$ 374.21	\$ 335.81	\$ (17.74)	(5.0%)
Capital Contributions	\$ 27.15	\$ 21.78	\$ 50.40	\$ 23.25	85.6%
Total Revenue and Capital Contributions	\$ 380.70	\$ 395.99	\$ 386.21	\$ 5.51	1.4%

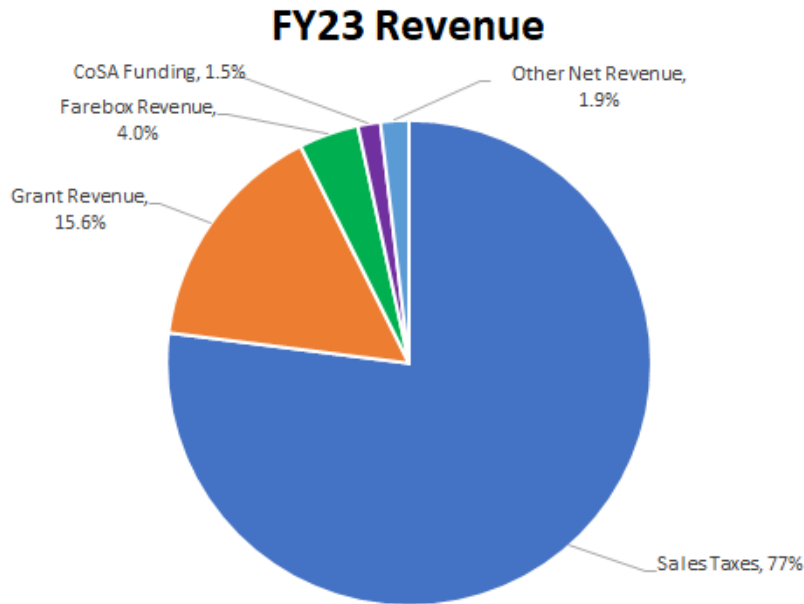
Budgeted FY23 sales taxes are up 17.4% compared to the FY22 budget, and up 4.0% compared to the FY22 forecast. According to Moody's Analytics (in a May 2022 analysis), the San Antonio-New Braunfels economy will grow at a pace comparable to the national average in the coming year, lifted by increased home-building and a recovery in hospitality. They noted that the large military presence will be a stabilizing force, and that longer term, the metro area's highly robust population gains and low costs of doing business should contribute to above-average overall performance.

Grant revenue is down due to \$63.5M of American Recovery Plan Act (ARPA) funds included in the FY22 budget. Those funds have all been spent as of June 2022, and no federal stimulus funds are included in the FY23 budget. FY23 budgeted farebox revenue is within 1% of the FY22 budgeted revenue, and up slightly from the FY22 forecast. City of San Antonio (CoSA) funding is down \$5M.

Farebox revenue (passenger fare revenue) is projected to be down slightly in FY23, compared to the FY22 budget, due to lower ridership. Although actual FY22 ridership was lower than budgeted in FY22, ridership was up compared to the prior year. Systemwide ridership is projected at 23.9 million passengers in FY23, compared to 25.8 million in the FY22 budget (and 22.9 million for the FY22 forecast). VIA’s budget includes 2,118,807 hours of service in FY23.

Other revenues, which account for approximately 1.9% of VIA’s revenues, are expected to be up \$3.8M. Other revenues include investment income, bus advertising, real-estate development, asset sales, and other miscellaneous items. The increase is mainly due to higher investment income resulting from higher interest rates.

Revenue by Source. Following is a chart depicting VIA’s revenues:



Sales tax receipts account for \$258.6M, or 77%, of VIA’s FY23 revenue budget. MTA sales taxes are projected to be \$211.1M, and ATD-VIA sales taxes are projected to be \$47.5M. Grant revenues are the second largest category of FY23 revenue, with these revenues totaling \$52.5M (15.6% of budgeted revenue). Section 5307 grant funds account for \$46.8M, and various other grants make up the remaining \$5.7M. The third largest revenue category is passenger fares, accounting for \$13.4M (4.0% of budgeted revenue). Funding from the City of San Antonio for improved bus service on partnership routes accounts for \$5.0M (1.5% of budgeted revenue). Remaining items account for \$6.3M (1.9% of budgeted revenue).

Operating Expense Budget

Operating Expense Summary. The adopted FY23 operating expense budget is \$274.0M, up \$14.6M (5.6%) from the FY22 budget, as shown below (in \$M):

	Budget 2022	Forecast 2022	Budget 2023	Budget 2023 vs. Budget 2022 Variance	% Variance
Operating Expenses	259.44	234.55	274.00	14.56	5.6%

VIA's FY23 operating expense budget includes \$29.1M of projected increases, partially offset by \$14.5M of savings, as summarized below:

Description	\$M	Explanation
FY22 Budget	259.4	
Reconciliation to FY23 Budget:		
<u>Increases</u>		
Other Post-Employment Benefits	7.9	FY22 budget had one-time \$8.8M credit for Medicare Advantage Plan
Wages Increase	3.9	Net impact of various increases to hourly and salaried pay, and vacancy assumption
Inflation Costs	3.2	Mainly +\$1.4M VIAcare, +\$1.2M parts, and +\$0.5M in other materials & supplies
ART/KSAM Support	7.2	Mainly ART E/W corridor (partially offset by lower ART N/S in FY23)
Rate Increases	3.4	Insurance premiums, leases, utilities and contractual services
VIA Link (New Zones) & Marketing	1.7	New VIA Link zones (Kel-Lac, Kirby/Converse) and Marketing
Disparity Study	0.8	Disparity study budget is \$750K
Other Increases	1.0	Marketing initiatives, legal fees increase, safety initiatives, TI consultant services
Total Increases	29.1	
<u>Savings</u>		
Pension Plan	(11.9)	Higher FY21 investment returns
COVID Cleaning (Labor)	(1.2)	No longer using temporary labor to clean buses
VIA Link Zones Reduced/Delayed	(0.7)	Impact of Sandy Oaks, Southeast, and Innovation Zones
Purchased Transportation Reduced Hours	(0.7)	Reflects matching service to demand
Total Savings	(14.5)	
Total Net Change	14.6	
FY23 Budget	274.0	

The largest increase in the FY23 budget results from the impact of the FY22 budget including a one-time \$8.8M credit for a Medicare Advantage Plan that VIA began offering. The credit reflects the difference in the other post-employment benefit (OPEB) expense before and after offering the Medicare Advantage Plan. OPEB expense in the FY23 budget is up \$7.9M.

Wages are up \$3.9M (3%) due to wage increases and differences in the vacancy assumption. For budgeting purposes, VIA assumes that not all vacancies will be filled at the start of the new fiscal year.

Inflation has been running at historically high levels lately, and this has impacted VIA's operating expense budget. Some of the largest increases are in VIAcare (healthcare), parts, and other materials and supplies.

Keep San Antonio Moving (KSAM) support, including Advanced Rapid Transit (ART), is up \$7.2M in the FY23 budget, due primarily to project definition and project development expenses for the ART East-West corridor. Operating expense spending on the ART North-South corridor is down in the FY23 budget, although capital spending for ART East-West is up.

Rate increases account for a \$3.4M increase in the FY23 budget, due mainly to insurance premiums, leases, utilities, and contract services. VIA has a variety of contracts and services that are being impacted by higher rates in FY23.

Remaining increases in the FY23 budget are attributable to New VIA Link zones, marketing costs, a disparity study, and other increases from items such as legal fees, safety initiatives, and Technology &

Innovation consultant services. VIA is planning new VIA Link service in the Kel-Lac and Kirby/Converse zones. VIA Link is an on-demand transportation service offered in areas that are not good candidates for fixed route service.

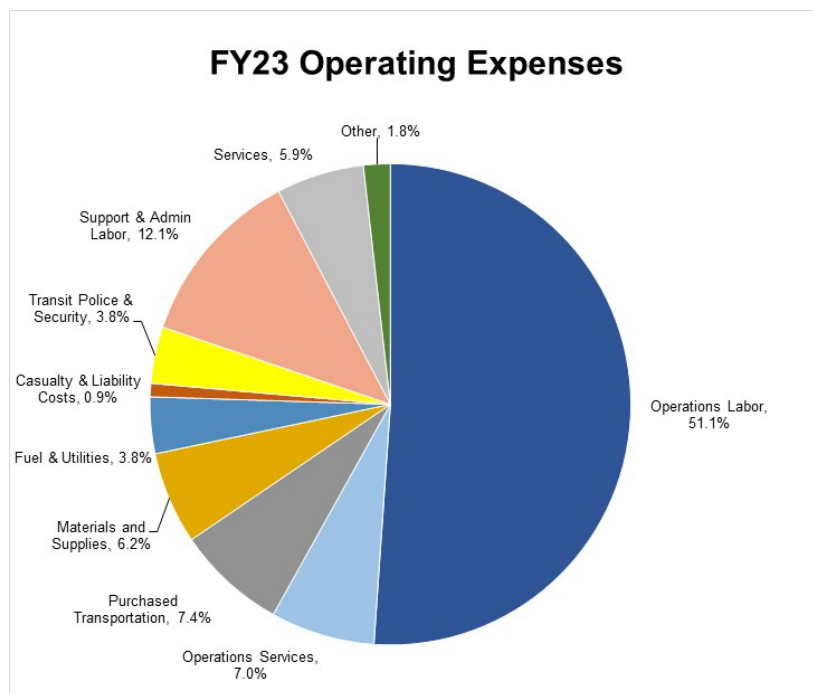
The largest saving in the FY23 budget relative to the FY22 budget is in pension expense. Investment returns in FY21 were slightly more than \$50M higher than the actuarially assumed returns (based on 7.25%). This difference in investment experience is recognized over five years. Other factors had a relatively minor impact on pension expense.

Temporary labor costs associated with COVID cleaning are down in the FY23 budget, since temporary labor is no longer being used for COVID cleaning. In FY22, was able to use remaining bond funds to purchase and install air purification systems on buses, which is a health-related improvement that VIA was able to implement.

VIA Link zone reductions/delays impacting Sandy Oaks, Southeast, and Innovation Zones resulted in savings in the FY23 budget. VIA Link increases resulting from other zones were noted above in the section on budgetary increases.

Additional FY23 budget savings resulted from a reduction in purchased transportation service. This reduction in purchased transportation hours reflects matching service to demand.

Operating Expenses by Account. In VIA's FY23 budget, total operating expenses are \$274.0M. Operations labor accounts for 51.1% of this amount, and most costs are directly tied to providing service (see chart below).



Other costs of providing service include operations services, purchased transportation, materials and supplies, fuel and utilities, casualty and liability, and transit police and security. Together with operations labor, these costs are 80.2% of total projected spending.

Operations services accounts for 7.0% of spending. This category includes professional & technical services in Maintenance, Operations, and Strategic Planning and Project Development, along with contract maintenance services and other services.

Purchased transportation accounts for 7.4% of spending, and includes costs of purchased VIAtrans service, taxi service, and VIA Link (mobility-on-demand) service. VIA has included costs for new VIA Link service in the Kel-Lac and Kirby/Converse zones in FY23.

Materials and supplies account for 6.2% of the FY23 budget. This category includes parts used to maintain vehicles, along with supplies for maintaining bus shelters and various other supplies, such as office supplies.

Fuel and utilities accounts for 3.8% of VIA's FY23 budget. This category includes fuel, lubricants, fuel taxes and utilities, with utilities accounting for \$3.7M of the \$10.5M total for this category. Budget prices for fuel in FY23 are \$4.19/gallon for diesel, \$4.00/gallon for gasoline, \$1.83/gallon for propane, and \$0.66/gallon for CNG. These prices do not take into account an alternative fuels credit of \$0.50/gallon for CNG and propane (after this credit, amounts shown above for CNG and propane are \$0.50/gallon lower).

Of the fuel total (including lubricants), the spending breakdown is the following: ultra-low sulfur diesel, 27.8%; unleaded gasoline, 33.4%; propane, 15.6%; CNG, 11.5%; and lubricants, 11.7%. Nearly 85% of VIA's bus fleet is CNG-powered buses, however, CNG only accounts for 11.5% of the fuel spending total, due mainly to a \$2.6M alternative fuels credit. VIA also has budgeted \$0.4M for an alternative fuels credit on propane. Propane is used for vans that provide paratransit service, both for directly operated and purchased service.

The remainder of VIA's FY23 budget is accounted for by: support and administrative labor, 12.1%; services, 5.9%; transit police & security, 3.8%; casualty & liability costs, 0.9%; and other, 1.8%. The "other" category includes all other spending, such as for advertising, dues and subscriptions, and training.

Capital Budget

Capital Budget Summary – FY23. Capital spending for FY23 is projected to be \$132.6M. Revenue vehicles and revenue vehicle replacement components together account for 38.9% (\$51.6M) of spending. Passenger facilities account for 22.5% (\$29.8M) of spending. The Advanced Rapid Transit (ART) North-South project and the second operations and maintenance facility, which are both part of the KSAM acceleration, account for 15.5% (\$20.6M) of spending. The next largest spending category is computer hardware/software, which accounts for 12.1% (\$16.1M) of spending, followed by operational facilities at 6.3% (\$8.3M). Remaining categories (service vehicles, administrative facilities, and maintenance tools and equipment) account for 4.7% (\$6.2M) of total spending.

Details of capital project amounts by project, including a spending chart, are provided in the "Five-Year Capital Plan" section of this book.

Capital Budget Summary – FY23-27. VIA's capital spending for FY23-27 is projected to be \$748.4M. KSAM accounts for 67.0% (\$499.0M) of the total spending, as VIA will be spending on the ART North-South project, ART East-West project, second operations and maintenance facility, and mobility hub support. Of the remaining spending, the largest spending amount is for revenue vehicles and revenue vehicle replacement components, which together account for 19.6% (\$146.7M) of total spending.

Again, capital spending details, including a spending chart, are included in the "Five-Year Capital Plan" section of this book.

Five-Year Financial Plan. VIA's Five-Year Financial Plan for FY23-27 shows that the agency will have an estimated \$2.4B in sources of funds for that period and about \$2.4B in uses of funds.

SOURCES OF FUNDS

<u>Description</u>	<u>Amount (\$M)</u>
Sales taxes	1,489.0
Grant funds	332.8
Grant funds - CIG (for KSAM)	212.4
Farebox revenue	90.2
Bond proceeds	69.2
TIFIA loan proceeds	116.9
Funding contributions	20.0
Investment income	37.6
Other	12.2
Total	<u>2,380.3</u>

USES OF FUNDS AND RESERVE CHANGES

<u>Description</u>	<u>Amount (\$M)</u>
Operating expenses	1,585.8
Capital projects	748.4
Debt service	90.3
Other uses	2.5
Reserve changes	(46.7)
Total	<u>2,380.3</u>

The resulting net change in cash and capital reserves is a \$46.7M decrease, as projected cash balances as of September 30, 2022 are spent down on projects for which they are programmed, such as KSAM, TxDOT-funded projects, and vehicles. Projected FYE22 cash balances are high due to receipt of federal relief funds (funds from CARES Act, CRRSAA, and ARP) over the past few years.

For the Five-Year Financial Plan, key assumptions include:

- Systemwide service levels are up 16.2% when comparing the FY27 forecast to the FY22 budget. Line service is up 5.4%, paratransit service is up 15.7%, and VIA Link service is up 174.3%.
- FY23 spending budgets were compiled based on divisional and departmental input, input from consultants, and known/projected changes. For instance, actuarial estimates were used for pension and Other Post-Employment Benefits (OPEB), VIACare costs are based on expected medical cost inflation, and service cost changes are based on service hours changes.
- Consistent with projections used for the KSAM project, used 6.0% for inflation in FY24, and 3%/year inflation in subsequent years; for capital spending, revenue vehicle price projections include 6.5% inflation in FY24 and 3.5%/year inflation in subsequent years.
- Potential \$0.10 fare increase to the base bus fare is included in FY25, along with commensurate increases for other fares (in terms of percentage increase)
- Sales taxes, VIA's key source of revenue, are assumed to increase by 4%/year in the FY23-27 timeframe, and ATD II sales tax begins in January 2026
- VIA's Section 5307 grant fund awards are assumed to grow modestly in the FY23-27 timeframe, at close to 2.3%/year on average
- Except for KSAM, no new discretionary grant fund awards, although funding for FY23-27 expenditures includes some discretionary grant funds already awarded
- Assumed that VIA would be awarded \$212.4M FTA New Starts program grant funds for KSAM ART North/South
- The FY23 budget includes the impact of a 3.5% hourly wage increase effective August 1, 2022, a 3.5% salaried increase effective on October 1, 2022, and 3%/year increase hourly wage increase effective August 1, 2023

- For fuel, assumed that the alternative fuels credit would continue for both CNG and propane. The credit is \$0.50/gallon, which equates to approximately \$3M/year.
- Estimated incremental operating costs have been included for the new paratransit facility (opened in September 2022) and new passenger facilities in the capital plan
- Any staffing needed in connection with the capital program is included in the budget.

The Five-Year Financial Plan shows the Stabilization Fund and working capital at Board policy level amounts of 60 days expense at the end of each year in the five-year period. The unrestricted cash reserve has a projected \$237.2M balance at the end of FY27. This higher than usual balance is attributable to funds freed up from federal relief funds, and these unrestricted funds will be used to help provide local funding for the KSAM project.

VIA uses debt financing to help fund capital projects. A listing of public debt outstanding as of fiscal yearend 2022, and additional bonds projected to be issued in FY23-27 is shown below:

Description	Issuing Entity	Bond Term (Years)	Projected Bonds Payable	Use of Funds
			as of 9/30/22 (\$M)	
<u>Projected Bonds Outstanding as of 9/30/22</u>				
2013 Farebox Revenue Bonds	MTA	25	5.56	Passenger facilities and misc. other items
2014 ATD Sales Tax Bonds	ATD	25	6.01	Passenger facilities and misc. other items
2017 Contractual Obligation Bonds	MTA	12	55.47	Revenue vehicles: buses
2020 Contractual Obligation Bonds	MTA	5	6.67	Primarily vans
2020 Farebox Revenue Refunding Bonds	MTA	18	27.91	Refunding bonds
2020 ATD Sales Tax Refunding Bonds	ATD	18	22.91	Refunding bonds
Total			<u>124.53</u>	
<u>Additional Bonds Projected to be Issued in FY23-27</u>			<u>Par Amount (\$M)</u>	
2023 Contractual Obligation Bonds - Buses	MTA		12.65	
2025 Contractual Obligation Bonds - Buses	MTA		23.41	
2026 Contractual Obligation Bonds - Vans	MTA		12.01	
2027 Contractual Obligation Bonds - Buses	MTA		5.65	
2027 Contractual Obligation Bonds - Vans	MTA		15.44	

The only planned bonds to be issued in FY23-27 are those that will be used to help finance revenue vehicles purchases.

In the FY23-27 planning horizon, VIA will make significant capital investments that will bring important transit benefits to the community and will continue to take steps to ensure that we operate very cost efficiently. VIA is in sound financial position and is focused on working towards bringing the Keep San Antonio Moving plan to fruition. VIA looks forward to continued success as we continue working diligently to improve transportation services in San Antonio.

FORMAT OF THE BUDGET DOCUMENT

Overview

This document is the Annual Business Plan for VIA Metropolitan Transit Authority and the Advanced Transportation District for the period October 1, 2022 - September 30, 2023. VIA's Business Plan is a formal plan of action for a specified time period that is reflected in this document's text and monetary figures. This document details VIA's Business Plan for fiscal year 2023 (FY23).

Sections of Budget Document

VIA's budget document is divided into seven sections: Introduction, Budget Overview, Financial Overview, Operating Detail by Division, Five-Year Financial Plan, Five-Year Capital Plan and Appendices. The budget document is organized with the summary information at the beginning and the detailed information toward the back. Each section contains information related to the budget process and/or the Board-approved budget.

Budget Overview

This section presents a profile on the community that VIA serves, an outline of the budget development process, as well as a description of the various assumptions used, and policies that affect the development of the budget.

Financial Overview

This section contains a summary of the annual budget as well as more detailed information including the service levels that drive the budget. Revenues are presented by source. Expenses are detailed by service category and by major account class. The major account classes of expenses are the same as those used by other transit agencies as required by the Federal Transit Administration (FTA) for comparability of expense information among transit systems. Finally, personnel levels required to provide service are presented in this section.

Operating Detail

This section consists of the following information for each group/division: goals/strategies; performance measures; and expense budgets.

Five-Year Financial Plan

This section includes the adopted five-year financial plan which details planned revenues, expenses and capital expenditures over the next five years, along with related financial and statistical information.

Five-Year Capital Plan

The five-year capital plan includes a listing of all projects programmed over the five-year planning horizon, along with a funding plan and other related information.

Appendices

This section lists a glossary of terms used throughout this document, a copy of the authorizing resolution and an index to facilitate the location of a particular topic within this document.

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BUDGET OVERVIEW



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The Community VIA Metropolitan Transit Serves

History

VIA is a metropolitan transit authority that was created according to Article 1118X of the revised Texas Civil statutes (superseded by Chapter 451 Texas Transportation Code) to provide public transportation services for Bexar County which includes the City of San Antonio, Texas.

Subchapter O of Chapter 451 authorized an election on November 2, 2004, and the creation of an Advanced Transportation District (ATD) for mobility enhancement and advanced transportation. The ATD was authorized to impose a sales and use tax of one-fourth of one percent to be allocated 50% to the ATD, 25% to the Texas Department of Transportation and 25% to the City of San Antonio. The funds are used for transportation services, operations, transportation amenities, equipment, construction, maintenance and improvements to streets and sidewalks, and, as the local share for state and federal grant funds spent for advanced transportation and mobility enhancement purposes.

According to Census 2020 information, San Antonio, Texas is the twelfth largest city by land area and seventh by population in the United States; and the second largest in Texas in both land area and population. However, in terms of metropolitan areas, San Antonio ranks third in Texas in terms of population, behind the Dallas-Fort Worth area and the Houston-Galveston area. Bexar County is the sixteenth largest county in the United States.

San Antonio's recorded history began in 1691 with the arrival of the first Spanish missionaries and soldiers at Yanaguana, the Native American village at the headwaters of the San Antonio River. In 1718, at an Indian village in a wooded area of spring-fed streams at the southern edge of the Texas Hill Country, Spain established Mission San Antonio de Valero (later called the Alamo). A customary accompanying fort, San Antonio de Bexar, protected the mission. Today's city and county names derive from those 18th-Century Spanish beginnings that predate founding of the United States by over 50 years.

Year	Bexar County Population	Percent Increase	TX County Population Ranking	San Antonio Population	Percent Increase	TX City Population Ranking	Percent of City to County
1910	119,676	72.39%	2	96,614	81.19%	1	80.73%
1920	202,096	68.87%	2	161,379	67.03%	1	79.85%
1930	292,533	44.75%	3	231,542	43.48%	3	79.15%
1940	338,176	15.60%	3	253,854	9.64%	3	75.07%
1950	500,460	47.99%	3	408,442	60.90%	3	81.61%
1960	687,151	37.30%	3	587,718	43.89%	3	85.53%
1970	830,460	20.86%	3	654,153	11.30%	3	78.77%
1980	988,800	19.07%	3	785,940	20.15%	3	79.48%
1990	1,185,394	19.88%	3	935,933	19.08%	3	78.96%
2000	1,392,931	17.51%	4	1,144,646	22.30%	2	82.18%
2010	1,714,773	23.11%	4	1,334,359	16.57%	2	77.82%
2020	2,009,324	17.17%	4	1,434,625	7.51%	2	71.40%

Source: 2020 Decennial Census

Culture

Prominent local cultural and historical attractions include the Alamo and the San Antonio Missions World Heritage Site and the Mission National Historical Park, Market Square area, Arneson River Theatre, Halsell Conservatory and the Botanical Center, the San Antonio Museum of Art, the Witte Museum, the McNay Art Museum, the DoSeum (children's museum), the Hertzberg Circus Collection, the Mexican Cultural Institute, La Villita, the Spanish Governor's Palace, San Fernando Cathedral, the Institute of Texan Cultures and the King William and Monte Vista Historic Districts.

Education

Institutions of higher learning include the University of Texas at San Antonio (Northwest Campus), the University of Texas at San Antonio (Downtown campus), University of the Incarnate Word, St. Mary's University, Our Lady of the Lake University, Trinity University, Texas A&M University - San Antonio; San Antonio College, St. Phillip's College, Palo Alto College, Northwest Vista College, National University of Mexico, and the University of Texas Health Science Center.

Area Attractions/Recreation

Tourism is an important, multi-billion dollar industry in San Antonio. In fact, it is San Antonio's second largest industry. The millions of tourists who visit San Antonio annually are drawn by the area's rich Southwestern cultural heritage, and historical and cultural sites. San Antonio's allure to visitors has made it one of the top tourist destinations in Texas.

San Antonio offers every attraction one would expect of a world-class city. Fun can be found at the many activities in Brackenridge Park, the San Antonio Zoo, the Paseo del Rio (River Walk), Sea World of Texas, and Fiesta Texas. Sports fans can cheer on the San Antonio Spurs, the San Antonio Missions baseball team and the UTSA Roadrunner football team. Annual events include Fiesta, Livestock Show and Rodeo, Texas Folklife Festival, and the Texas Open (PGA).

Much of the popularity of San Antonio as a destination city may be attributable to its central location. It serves as an excellent hub for day trips to the hill country towns of New Braunfels, Fredericksburg, Kerrville and Boerne and enjoying the sand and surf of the Texas Gulf Coast.

San Antonio Metropolitan Area Economic Profile

Since the late 1980's, the economy of the San Antonio metropolitan statistical area (MSA), which includes Bexar, Comal, Guadalupe and Wilson Counties, has expanded at a steady pace. Significant employment growth in the MSA has occurred in the trade and services industry and the area's military bases. Medical research and higher education also boost the area's economy. Additionally, the discovery of significant gas and oil deposits in the Eagle Ford shale has resulted in the addition of thousands of jobs to the San Antonio area.

VIA's Service Area

The VIA service area is comprised of approximately 1,210 square miles of which almost all are in Bexar County.

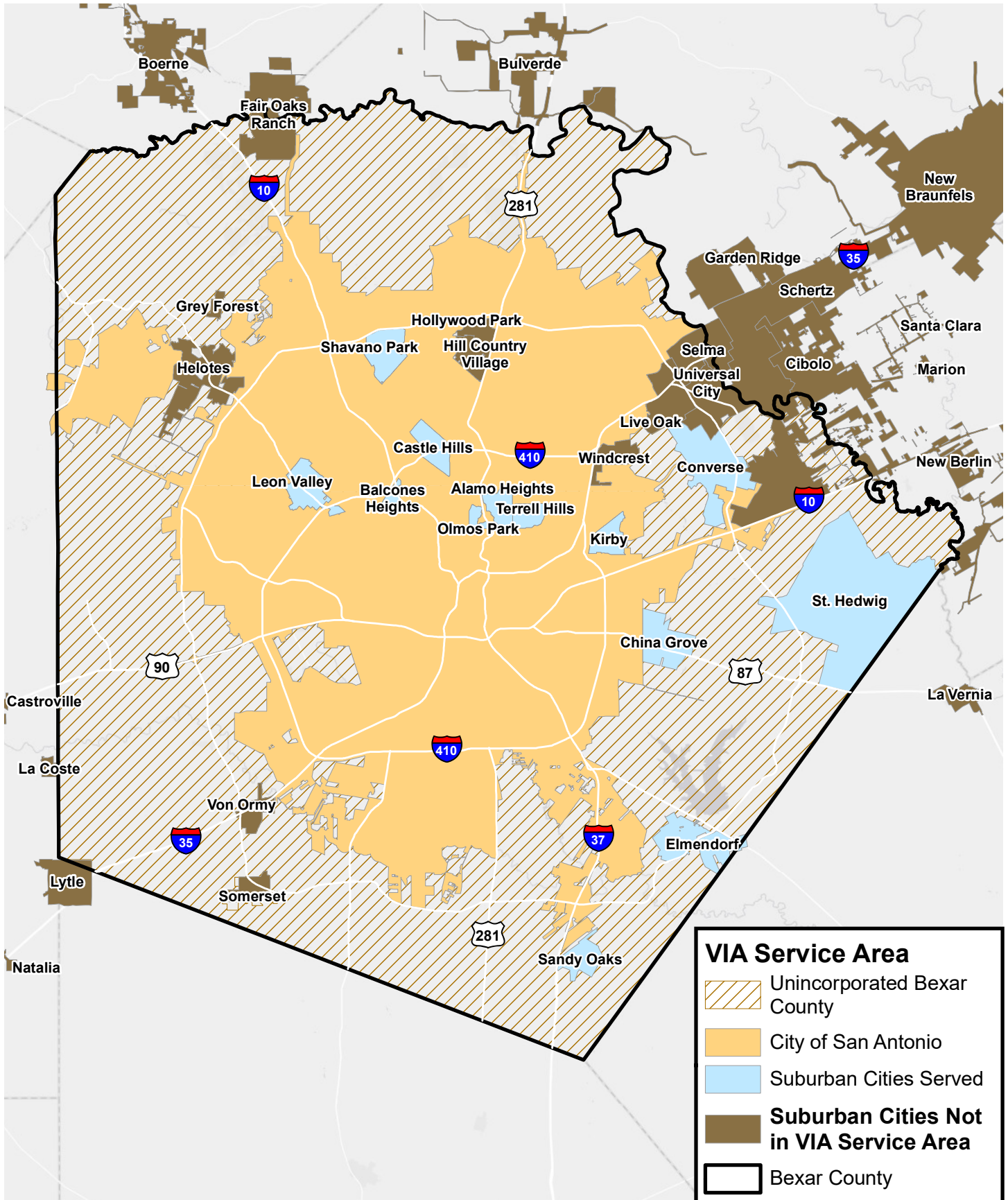
Areas of Bexar County not in the VIA service area are:

Area	Population
Fair Oaks Ranch	6,732
Grey Forest	489
Helotes	9,178
Hill Country Village	940
Hollywood Park	3,106
Live Oak	15,840
Lytle	24
Schertz	5,873
Selma	7,598
Somerset	1,765
Universal City	19,808
Von Ormy	1,177
Windcrest	5,828

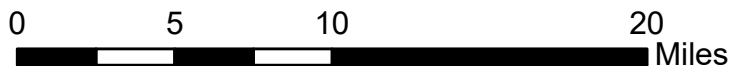
Source: The County Information Program, Texas Association of Counties, POPULATION OF PLACES IN BEXAR COUNTY - 2021 Estimates (Census Bureau):
<https://txcip.org/tac/census/profile.php?FIPS=48029>

VIA carried approximately 71,316 passengers on weekdays in FY2022.

VIA Service Area



VIA Metropolitan Transit



Bexar County Profile

Gender Composition

Male	49.4%
Female	50.6%

Age Distribution

Under 5 years	7.0%
Age 5 to 14 years	14.2%
Age 15 to 24 years	14.5%
Age 25 to 54 years	41.6%
Age 55 to 64 years	10.5%
65 years and older	12.1%

Ethnic Composition

Hispanic	60.5%
White	27.1%
Black	7.0%
Other	5.4%

Disability Status - Percent of Bexar County that is Disabled (Civilian Noninstitutionalized)

Age 5 to 17 years	1.5%
Age 18 to 34 years	2.2%
Age 35 to 64 years	5.8%
Age 65 years and older	<u>4.9%</u>
	14.4%

Educational Attainment

Less than high school graduate	15.2%
High school graduate (includes equivalency)	26.6%
Some college or associate's degree	32.4%
Bachelor's degree or higher	25.8%

Household Income

Less than \$15,000	11.2%
\$15,000 to \$24,999	9.0%
\$25,000 to \$34,999	9.6%
\$35,000 to \$49,999	13.1%
\$50,000 to \$74,999	18.8%
\$75,000 to \$99,999	12.5%
\$100,000 or more	25.6%

Average Persons per Household	3.0
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Commute Mode

Drove Alone	76.6%
Carpooled	11.4%
Public transportation (excluding taxicab)	2.2%
Walked	1.9%
Taxicab, Motorcycle, Bicycle, or other means	1.5%
Worked at home	6.3%

Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

(Bexar County Profile Continued)

Climate

Record Highest Temperature ¹	111° (September 2000)
Record Lowest Temperature ¹	0° (January 1949)
Average High Max August ¹	95.4°
Average Low Min January ¹	40.5°
Average First Freeze ²	November 18
Average Last Freeze ²	March 5
Average Annual Precipitation ³	30.66"

Source: ¹ Climate Spy, San Antonio, TX

² The Old Farmer's Almanac, San Antonio, TX

³ The Edwards Aquifer Website

Civilian Labor Force Information (San Antonio MSA)

<u>Year</u>	<u>Employment</u>	<u>Average Unemployment Rate</u>
2004	883,892	5.60%
2005	896,886	5.00%
2006	914,917	4.60%
2007	921,968	4.10%
2008	942,671	4.70%
2009	965,670	6.70%
2010	988,724	7.30%
2011	1,011,200	7.70%
2012	1,026,700	6.60%
2013	1,030,300	6.00%
2014	1,058,800	4.70%
2015	1,096,800	3.70%
2016	1,120,579	3.75%
2017	1,157,602	3.57%
2018	1,183,269	3.33%
2019	1,210,947	3.05%
2020	1,201,147	7.27%
2021	1,225,453	5.30%

Source: Bureau of Labor Statistics - Metropolitan Area Employment and Unemployment

(Bexar County Profile Continued)

Industrial Composition (San Antonio MSA)

Educational services and health care and social assistance	23.11%
Retail trade	11.89%
Professional, scientific, and management, and administrative and waste management services	11.88%
Arts, entertainment, and recreation, and accommodation and food services	11.71%
Construction	8.07%
Finance and insurance, and real estate and rental leasing	8.97%
Other services, except public administration	4.87%
Transportation and warehousing, and utilities	4.85%
Manufacturing	5.27%
Public administration	4.69%
Wholesale trade	2.24%
Information	1.64%
Agriculture, forestry, fishing and hunting, and mining	1.01%

Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates

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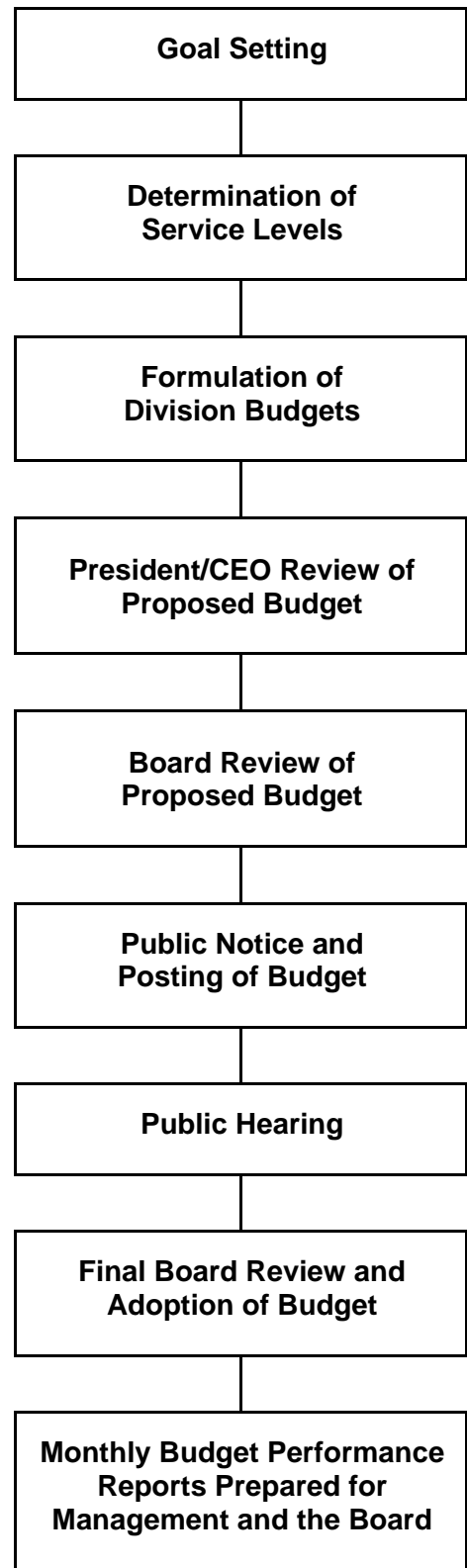
VIA Metropolitan Transit Budget Process

The State of Texas requires that transit authorities, such as VIA Metropolitan Transit, adopt an annual operating budget before the start of a new fiscal year. The fiscal year for VIA Metropolitan Transit begins on October 1 of each year. This year, the Board meeting for budget approval was on Tuesday, September 27, 2022.

VIA's budgeting process involves the VIA Board of Trustees, management, and the public. VIA's Board of Trustees establishes goals for the agency that drive the short-term strategic planning process and the five-year financial plan. The Operations division is responsible for developing the detailed service plan. With the corporate goals and the estimated service levels in hand, the vice presidents establish division budgets that are sufficient to support the proposed service levels. The proposed operating budget is then drafted and submitted to the Board for their review. Next, there is a required 14-day public review and comment period that includes a public hearing held in conjunction with the Board of Trustees meeting at which adoption of the budget by the Board is to occur. The flow chart of the budget process shows the management, Board, and public involvement in the budget process.

The detailed expenses by division are prepared by the division vice presidents and can be found in the operating detail section of this document. Expenses are budgeted by month. Once the vice presidents have completed preparation of the budget information, the budget accountant is able to compile the information electronically and consolidate the division budgets into an overall VIA budget.

The President/CEO is responsible for enforcing the limits set in the budget. The budget is approved and monitored by the Board at the cost center level. The vice presidents are given monthly financial reports that detail the budget performance. Any significant variances are investigated and explained. The Board of Trustees also receives a budget performance packet monthly. This information is in a summarized format and is provided/reviewed monthly at the Board meeting.



FY 2022-2023 Budget Schedule

May - June	<ul style="list-style-type: none">- Obtain Board input on key plan elements/assumptions- Determine service levels- Begin developing draft annual budget and five-year financial and capital plans
June - July	<ul style="list-style-type: none">- Division vice presidents review/discuss proposed operating and capital budgets with President/CEO- Revise budget as needed
September	<ul style="list-style-type: none">- Budget made available to public (September 5, 2022 - September 19, 2022)- Board review of division budgets- Public hearing on annual budget (September 19, 2022)- Budget modifications made as needed- Approval of annual budget and five-year capital plan (September 27, 2022)

Budget Amendment Process

VIA may not have operating expenses in excess of the total budgeted expenses for a fiscal year unless the Board amends the operating budget after a public notice and hearing.

The following steps are required to amend the annual operating budget if necessary:

- 1) A presentation is made to the Board detailing the reasons for the budget overruns.
- 2) A proposed budget amendment document is prepared and made available to the public 14 days prior to the scheduled adoption of the budget amendment.
- 3) A public hearing is held prior to the adoption of the budget amendment.
- 4) The Board is requested to vote for the approval of the proposed budget amendment.

Budget Assumptions

The assumptions listed below were used in the development of the approved operating budget.

Reporting Entity

The reporting entity is VIA Metropolitan Transit, which includes all the operations controlled or dependent on VIA. VIA is governed by an eleven-member Board of Trustees. VIA is not included in any other governmental “reporting entity” as defined by GASB codification in section 2100, *Defining the Financial Reporting Entity*. Control and dependence are determined based on financial interdependence, selection of governing authority, designation of management, ability to significantly influence operations and accountability for fiscal matters.

Based on the oversight criteria, no other entities are included in this document. The Board members are appointed by the City of San Antonio, the Bexar County Commissioners Court, and the Suburban Council of Mayors. VIA is not included in the reports of these entities since the organization is not part of these entities and has its own Board. Members of the Board have the authority to make decisions, the power to designate management, the responsibility to significantly influence operations, and primary responsibility for fiscal matters.

The Advanced Transportation District (ATD) is a financing vehicle, designed and existing to support and enhance the operations of and services provided by VIA. ATD was approved by voters in November 2004, and began collecting sales taxes in April 2005. ATD makes payments for VIA employee services rendered, but has no employees.

Board of Trustees Governance

The Board of Trustees, an eleven-member group of individuals representing the community VIA serves, works with staff to carry out a leadership vision that is committed to VIA's mission of providing regional multimodal transportation options that connect our community to opportunity, support economic vitality and enhance the quality of life throughout our region. The Board, through standing committees, provides strategic and policy-level direction and oversight. To this end, the Board plays an active role in both the budget preparation process and the monitoring of budget performance.

Basis of Budget and Basis of Accounting

VIA Metropolitan Transit operates as an enterprise fund (specifically, a proprietary fund). VIA applies all applicable GASB pronouncements, and presents its financial statements in accordance with the GASB Codification of Governmental Accounting and Financial Reporting Standards. An enterprise fund is used to account for operations (a) that are financed and operated in a manner similar to private business enterprises where the intent of the governing body is that the expenses of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

As an enterprise fund, the budget is prepared on a full accrual basis of accounting. That is, expenses are recognized when incurred and revenues are recognized when earned. The Annual Comprehensive Financial Report (ACFR) is developed in accordance with Governmental Accounting Standards Board (GASB) using the accrual basis of accounting as well.

The goal of VIA's budgeting process is to produce a "balanced budget" - one in which projected expenses are less than, or equal to, the amount of revenues projected. VIA also strives to earn through operations the local funding required to procure capital assets and keep reserves funded at policy levels. The estimated required funding for the fiscal year for these purposes is considered during the budget formulation process.

Service Area

In FY23, the service area will include the expansion of VIA Link service.

Inflation

From July 2021 through July 2022, the increase in the consumer price index was 8.5%.

Fare Policy

There will be no fare structure change in FY23.

Sales Tax Rate

It is assumed the sales tax rate will remain at ½ cent for VIA Metropolitan Transit, and ¼ cent for the Advanced Transportation District. VIA's portion of the ATD tax is 50%, which equates to ⅛ cent.

Service Levels

In FY 2023, VIA's service will improve by creating a direct network, increasing frequencies, and expanding the first mile and last mile connection through VIA Link.

Debt

Debt is used to help finance capital programs when necessary.

Compensation

Hourly employees received a salary increase of 3.5% effective 08/01/2022, as well as a 3% increase effective 08/01/2023, and salaried employees received an increase of 3.5% effective 10/01/2022.

Financial Policies

VIA maintains a wide variety of policies and procedures throughout the organization to help ensure that the organization operates efficiently and effectively, and that fiscal resources are prudently managed. VIA's financial policies and procedures include numerous internal controls, such as segregation of duties, multi-approval requirements, physical controls (e.g., a safe for storing petty cash and duplicate keys), and timely reconciliations of financial information. Examples of these policies include Restricted/Unrestricted Funds Policy, Investment Policy, Debt Policy, Fare Policy, Travel Policy, Capital Assets Policy, and Records Management Policy.

VIA's Board of Trustees reviews and approves key financial policies on an annual basis. Each year, they approve the Restricted/Unrestricted Funds Policy, Investment Policy, and Debt Policy. Per requirements noted in these financial policies, in addition to annual review by the Board, VIA's financial advisors review all three policies each year, external bond counsel reviews the Debt Policy, and VIA's external auditors review the Restricted/Unrestricted Funds Policy. VIA's Board reviews and approves VIA's Fare Policy when revisions are made that impact fares.

Some examples of VIA's financial policies and a discussion of the process for balancing the budget appear below:

Restricted/Unrestricted Funds Policy

VIA's Restricted/Unrestricted Funds Policy provides a policy for earmarking VIA's cash and investment balances for various restricted and unrestricted uses in a way that meets the legal and contractual requirements and helps ensure that the agency's funds are managed in a fiscally prudent manner. The policy is updated as needed and is approved by the Board of Trustees at least annually. Funds which are constrained by local or state laws or contractual agreements are categorized as restricted funds. Examples include bond funds and grant funds received from TxDOT. Other funds are considered unrestricted. Examples of unrestricted funds include the Stabilization Fund (or "rainy day fund") and the working capital fund. The Stabilization Fund was created to address temporary cash flow shortages, emergencies, unanticipated economic downturns, and one-time opportunities. The working capital fund serves to provide VIA with sufficient operating funds to pay its day to day contracted obligations. The Stabilization Fund and working capital fund are each targeted to equal 60 days of operating expenses. Other unrestricted funds include funds such as a capital grant local share fund (to provide the local match on grants) and an unrestricted cash reserve fund that can be used to cover any operating or capital expenditures of the agency (this fund is used to capture funds remaining after all other reserves are funded at policy levels). VIA is in compliance with this policy. Fund balances are shown on Schedule 3 in the Five-Year Financial Plan section in this document.

Investment Policy

The Investment Policy of VIA is reviewed and approved annually by the Board of Trustees as required by The Public Funds Investment Act of the State of Texas. The investment policy outlines the objectives of the investment program which are: preservation and safety of principal, maintenance of adequate liquidity to meet current obligations, maximization of yield on invested funds within the constraint of preservation and safety of principal, conformance with applicable legal constraints, and diversification of the portfolio to avoid unreasonable risks. The policy delegates responsibility for oversight of the program, defines the standard of prudence to be used in managing the portfolio, outlines the investment strategy, provides for the formulation of a system of internal controls, and defines the investments that are considered allowable under the policy and the parameters of diversification. Quarterly reports of the performance of the portfolio are provided to the Board of Trustees. VIA is in compliance with this policy.

Debt Policy

VIA has a debt policy that is updated as needed and approved by VIA's board on an annual basis. VIA/ATD debt policy guidelines apply to all "Debt Instruments." Debt Instruments may include sales and use tax bonds, sales and use tax contractual obligations, ATD contract revenue bonds, farebox revenue bonds, commercial paper, bank lines, standby purchase agreements or letters of credit, variable rate demand notes, variable rate auction rate notes, capital leases, and grant anticipation notes. Debt included within the period is covered by the five-year financial plan as needed to help fund capital projects. There is no limit on VIA's ability to issue bonds, provided that VIA is in compliance with the law and with debt covenants (debt limit is controlled by debt service coverage ratios and additional bonds test). VIA's Debt Policy has a 1.15x minimum internal debt service coverage ratio. Performance relative to this requirement can be found on Schedule 14 of VIA's Five-Year Financial Plan section.

Fare Policy

VIA has a Fare Policy that covers the fares that VIA charges for the various types of service that the agency provides. This policy is reviewed annually during the budget cycle.

The fares charged for scheduled bus and demand response van service must be approved by the Local Government Approval Committee (LGAC). This committee includes elected officials representing the County, City and Suburban Mayors. San Antonio has many transit dependent citizens who have very limited financial resources. The committee and the VIA Board of Trustees recognizes the need in the community for transportation services and attempts to keep fare at an attractive level.

Balancing the Operating Budget

VIA is committed to balancing the annual budget and works toward this goal during each budget process. The State of Texas does not have a statutory balanced budget requirement for transit agencies. A "balanced budget" is one in which projected expenses are less than, or equal to, the amount of revenues projected. The budget process as required by the laws of the State of Texas that created the transit authority is described in this document under the section titled "VIA Metropolitan Transit Budget Process". While there is currently no formal balanced budget policy, the Board of Trustees and staff of VIA realize that the community depends on the service provided and that a balanced budget is important in the achievement of long-term goals. Each budgeting cycle, VIA evaluates operating, capital, and cash reserve requirements over a five-year time horizon. Any desired service enhancements and other proposed expenditures are evaluated based on available funding.

Best Practices in Budgeting

The National Advisory Council on State and Local Budgeting (NACSLB), formed in the spring of 1995, has issued a paper on “best practices” in state and local budgeting. The Government Finance Officers Association (GFOA) was one of the participants in this process. The GFOA adopted the NACSLB framework for improved state and local budgeting on March 26, 1998 and has recommended that governments look at the NACSLB documents as a model for evaluating and improving their own budget processes. VIA is continuing to review the principles and practices outlined in the paper in order to improve the budget process. VIA staff will be working on implementing more of the suggested policies in the coming year.

Debt

VIA has used long-term debt to finance capital asset purchases. Six bond issues are currently outstanding. In December 2020, to take advantage of lower interest rates, VIA and the ATD issued bonds that refunded a portion of the principal amounts of bonds issued in 2013 and 2014. On December 29th, 2020, VIA issued \$28,940,000 of Farebox Revenue Refunding Bonds, Taxable Series 2020. These bonds refunded \$24,875,000 of the \$39,365,000 principal amount of Farebox Revenue Bonds, Series 2013. Also on December 29th, 2020, the Advanced Transportation District issued \$23,790,000 of Sales Tax Revenue Refunding Bonds. These bonds refunded \$19,700,000 of the \$32,925,000 principal amount of ATD Sales Tax Revenue Bonds, Series 2014. VIA’s two other outstanding bonds issues are Contractual Obligations, Series 2017, and Contractual Obligations, Series 2020, issued for par amounts of \$81,995,000 and \$11,000,000, respectively.

Bonds issued have been used to help finance various capital projects including purchase of buses and paratransit vans. VIA’s 2013 farebox bond proceeds were spent on high-capacity transit, a new paratransit facility, and buses. The ATD’s 2014 sales tax revenue bond proceeds were spent on Centro Plaza, Brooks Transit Center, Stone Oak Park & Ride, Robert Transit Thompson Center, fare collection system purchases, and buses. The 2017 and 2020 contractual obligation bond proceeds were used for revenue vehicle purchases. The other two outstanding bond issues are refunding bonds that refunded a portion of the 2013 farebox revenue bonds and 2014 ATD sales tax revenue bonds, and therefore, funded capital projects already noted.

VIA has a rating of AA+ on its three outstanding sales tax revenue bonds (includes contractual obligation bonds), the ATD has a rating of AA+ on its outstanding sales tax revenue bonds, and VIA has a rating of AA- on its two farebox revenue bonds. VIA and ATD obtain their bond ratings from Standard and Poor’s.

VIA’s bond covenants do not stipulate maintenance of a debt service requirement. However, there are requirements relating to the issuance of new bonds. For sales tax revenue bonds, in order to issue additional parity bonds, the pledged revenue for the preceding fiscal year or any consecutive 12-month period out of the 18-month period preceding the month in which the resolution authorizing such parity bonds is adopted must be at least 200% of the maximum annual debt service on all bonds similarly secured, after giving effect to the issuance of the additional parity bonds. For farebox revenue bonds, the requirement is similar, although there is a 300% requirement for maximum annual debt service coverage, rather than 200%.

Future principal and interest payments on VIA’s outstanding bond issues, covering FY23 to maturity, are shown below:

Description	Interest Rate Payable	Payments Due FY23 through Maturity		
		Principal	Interest	Total Debt Service
Series 2013 MTA Farebox Revenue and Refunding Bonds	1.00%-5.25%	\$ 5,560,000	\$ 652,200	\$ 6,212,200
Series 2014 ATD Sales Tax Revenue and Refunding Bonds	2.00%-5.00%	6,005,000	930,250	6,935,250
Series 2017 MTA Sales Tax Revenue Bonds	3.00%-5.00%	55,465,000	12,289,750	67,754,750
Series 2020 MTA Contractual Obligations	1.05%	6,670,000	140,543	6,810,543
Series 2020 MTA Farebox Revenue and Refunding Bonds	0.46%-2.52%	27,905,000	6,909,463	34,814,463
Series 2020 ATD Sales Tax Revenue and Refunding Bonds	0.35%-2.39%	22,910,000	5,574,409	28,484,409
Total Bonds		<u>\$ 124,515,000</u>	<u>\$ 26,496,615</u>	<u>\$ 151,011,615</u>

Appropriations

The capital appropriations reflected in the budget include VIA's match for any capital grant received from the Federal Transit Administration (FTA) and the planned purchase of any capital item with VIA funds. See the Capital Budget section for details on the anticipated capital outlays.

Net Position

Net position is the excess amount of assets over liabilities (or Fund Balance). An adequate fund balance is necessary to ensure funds are available to provide cash for both current and future operations. VIA accounts for its operations using enterprise (proprietary type) funds.

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FINANCIAL OVERVIEW



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Introduction to the Financial Overview Section

The following section gives details of the assumptions used to formulate the fiscal year 2023 budget and an overview of budgeted financial figures including revenues, expenses and projected net income. Information presented includes details for the Metropolitan Transit Authority (MTA), the Advanced Transportation District (ATD) and the combined totals for VIA. The Operating Budget schedule on the following page summarizes the adopted budget and is presented in cost center format.

VIA's account structure allows for budgeted expenses to be identified by division, department, expense object, expense function, cost center and project. The Federal Transit Administration requires transit systems to use a uniform system of accounts based on object and function elements as required by Federal Transit laws. Use of the uniform system of accounts allows transit systems throughout the nation to compare their performance with the performance of other transit systems.

The expense object class groups the expenses based on the types of goods or services purchased. Examples of object classes include salaries and wages, fringe benefits, services, materials and supplies, and other expenses.

Expense functions group expenses based on the transportation function that the expense supports. Examples of functions include Vehicle Operations, Vehicle Maintenance, Non-Vehicle Maintenance and General Administration.

A transit budget is formulated based on the amount of service that is planned for the fiscal year. The Service Level Summary gives a five-year history of the transportation service. Details of the service levels by cost center are also provided.

The Passenger Summary shows the passengers related to the service provided by cost center. Summary and detail numbers are shown in the information included.

The Revenue Summary describes the major revenue categories and the method used to estimate the budgeted numbers. Also related to the revenue information is a schedule which compares sources of operating funds as reported throughout the transit industry and those specific to VIA. This chart illustrates the fact that VIA receives a higher proportion of its revenues from directly-generated sources than is typical of other transit agencies. Included in directly-generated sources are the VIA Metropolitan Transit Authority sales tax, Advanced Transportation sales tax, fares, investment income and other miscellaneous income.

The Expense Summary portion of the document includes analyses that show expenses by cost center, service type, expense function, and expense object class. Included in this section is an industry-wide comparison of expenses by object class.

The final pages of this section give details on personnel budgeted for the upcoming fiscal year and a comparison to recent fiscal years. The company-wide organizational chart concludes this section.

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**Operating Budget Revenue and Expense Summary
By Cost Center**

	MTA				ATD				Total			
	2021 Actual	2022 Budget	2022 Forecast	2023 Budget	2021 Actual	2022 Budget	2022 Forecast	2023 Budget	2021 Actual	2022 Budget	2022 Forecast	2023 Budget
<u>Operating Revenues</u>												
Line	\$ 8,445,355	\$ 9,739,661	\$ 9,461,957	\$ 9,408,859	\$ 1,845,723	\$ 2,524,371	\$ 2,281,326	\$ 2,495,502	\$ 10,291,078	\$ 12,264,032	\$ 11,743,283	\$ 11,904,361
Robert Thompson Terminal	2,734	19,901	16,900	18,442	-	-	-	-	2,734	19,901	16,900	18,442
Special Events	10,336	65,833	59,153	64,944	-	-	-	-	10,336	65,833	59,153	64,944
Promotional Service	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Bus Revenues	\$ 8,458,425	\$ 9,825,395	\$ 9,538,010	\$ 9,492,245	\$ 1,845,723	\$ 2,524,371	\$ 2,281,326	\$ 2,495,502	\$ 10,304,148	\$ 12,349,766	\$ 11,819,336	\$ 11,987,747
VIATrans	1,091,265	1,123,705	1,334,698	1,396,849	-	-	-	-	1,091,265	1,123,705	1,334,698	1,396,849
VIA Link	14,977	75,482	18,400	61,705	-	-	-	-	14,977	75,482	18,400	61,705
Bus Advertising	337,694	1,574,994	1,574,994	1,624,998	-	-	-	-	337,694	1,574,994	1,574,994	1,624,998
Parking Lot Revenue	57,650	10,008	80,000	60,000	-	-	-	-	57,650	10,008	80,000	60,000
Real Estate Development	1,560,834	297,210	297,210	288,564	-	-	-	-	1,560,834	297,210	297,210	288,564
Miscellaneous	353,757	260,000	388,000	387,000	-	-	-	-	353,757	260,000	388,000	387,000
Total Operating Revenues	\$ 11,874,602	\$ 13,166,794	\$ 13,231,312	\$ 13,311,361	\$ 1,845,723	\$ 2,524,371	\$ 2,281,326	\$ 2,495,502	\$ 13,720,325	\$ 15,691,165	\$ 15,512,638	\$ 15,806,863
<u>Operating Expenses</u>												
Line	\$ 154,744,533	\$ 155,358,912	\$ 141,719,735	\$ 154,505,002	\$ 34,465,494	\$ 39,187,241	\$ 37,209,642	\$ 44,351,646	\$ 189,210,027	\$ 194,546,153	\$ 178,929,377	\$ 198,856,648
Robert Thompson Terminal	47,361	454,260	298,068	482,116	-	-	-	-	47,361	454,260	298,068	482,116
Other Special Events	61,046	275,895	244,848	423,439	-	-	-	-	61,046	275,895	244,848	423,439
Promotional Service	63,503	-	13,078	4,550	-	-	-	-	63,503	-	13,078	4,550
Disaster Relief	1,201,474	-	-	-	-	-	-	-	1,201,474	-	-	-
Subtotal Bus Expenses	\$ 156,117,917	\$ 156,089,067	\$ 142,275,729	\$ 155,415,107	\$ 34,465,494	\$ 39,187,241	\$ 37,209,642	\$ 44,351,646	\$ 190,583,411	\$ 195,276,308	\$ 179,485,371	\$ 199,766,753
VIATrans	37,339,063	43,703,495	40,122,628	47,089,095	-	-	-	-	37,339,063	43,703,495	40,122,628	47,089,095
VIA Link	1,235,930	3,982,842	2,856,026	5,781,860	-	-	-	-	1,235,930	3,982,842	2,856,026	5,781,860
Vanpool	-	-	-	-	317,660	726,901	564,300	651,340	317,660	726,901	564,300	651,340
Real Estate Development	954	4,625	2,796	4,789	-	-	-	-	954	4,625	2,796	4,789
Business Development and Planning	6,476,916	15,748,526	11,521,069	11,364,449	-	-	-	9,344,184	6,476,916	15,748,526	11,521,069	20,708,633
Total Expenses	\$ 201,170,780	\$ 219,528,555	\$ 196,778,248	\$ 219,655,300	\$ 34,783,154	\$ 39,914,142	\$ 37,773,942	\$ 54,347,170	\$ 235,953,934	\$ 259,442,697	\$ 234,552,190	\$ 274,002,470
<u>Non-Operating Revenues/(Expenses)</u>												
Sales Tax	\$ 179,541,153	\$ 179,518,589	\$ 202,961,739	\$ 211,080,208	\$ 40,711,426	\$ 40,668,772	\$ 45,706,648	\$ 47,534,912	\$ 220,252,579	\$ 220,187,361	\$ 248,668,387	\$ 258,615,120
Investment Income	(15,076)	272,000	1,000,000	3,600,000	7,926	3,000	40,000	300,000	(7,150)	275,000	1,040,000	3,900,000
Bond Interest and Issuance	(3,300,721)	(2,860,416)	(2,860,416)	(2,836,360)	(728,158)	(709,021)	(709,022)	(584,086)	(4,028,879)	(3,569,437)	(3,569,438)	(3,420,446)
Gain / (Loss) on Sale of Assets	(6,494,550)	-	-	-	-	-	-	-	(6,494,550)	-	-	-
Grants	40,663,346	43,889,134	39,855,814	52,486,515	-	-	-	-	40,663,346	43,889,134	39,855,814	52,486,515
CARES Act/ CRRSAA/ ARPA	119,143,359	63,509,739	59,139,995	-	-	-	-	-	119,143,359	63,509,739	59,139,995	-
Intergovernmental Revenue	10,000,000	10,000,000	10,000,000	5,000,000	-	-	-	-	10,000,000	10,000,000	10,000,000	5,000,000
Intergovernmental Expense	-	(1,700,000)	(1,700,000)	-	-	-	-	-	-	(1,700,000)	(1,700,000)	-
Total Non-Operating Revenues/(Expenses)	\$ 339,537,511	\$ 292,629,046	\$ 308,397,132	\$ 269,330,363	\$ 39,991,194	\$ 39,962,751	\$ 45,037,626	\$ 47,250,826	\$ 379,528,705	\$ 332,591,797	\$ 353,434,758	\$ 316,581,189
Net Income/(Loss) Before Depreciation	\$ 150,241,333	\$ 86,267,285	\$ 124,850,196	\$ 62,986,424	\$ 7,053,763	\$ 2,572,980	\$ 9,545,010	\$ (4,600,842)	\$ 157,295,096	\$ 88,840,265	\$ 134,395,206	\$ 58,385,582

Service Statistics

For VIA Fiscal Years Beginning October 1 and Ending September 30

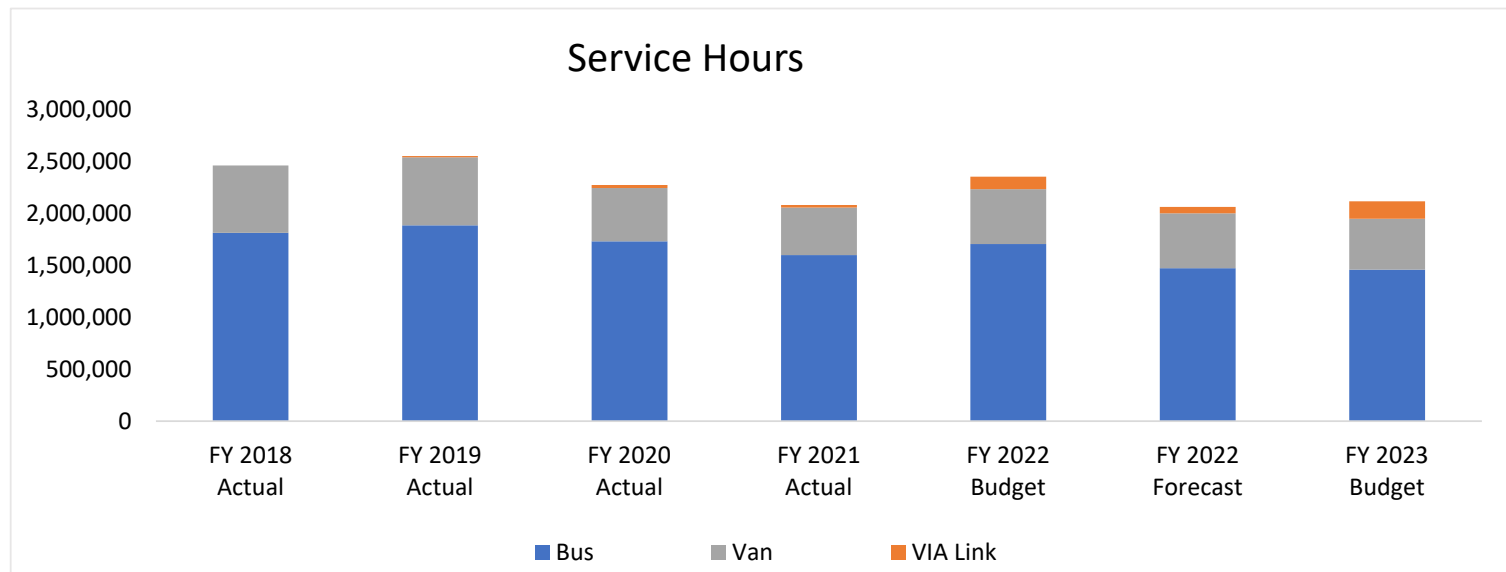
VIA Fiscal Year						Budget	Forecast	Forecast				
Year	2017	2018	2019	2020	2021	2022	2022	2023	2024	2025	2026	2027
Hours												
Bus												
Line - MTA	1,381,105	1,434,631	1,571,666	1,416,262	1,297,039	1,359,525	1,173,372	1,147,662	1,151,138	1,229,940	1,324,575	1,340,173
Line - ATD	366,628	370,239	306,013	311,514	298,073	341,623	294,998	305,746	305,999	346,906	395,652	430,067
Disaster Relief	1,797	-	-	-	-	-	-	-	-	-	-	-
Special Events	7,067	9,079	8,153	2,818	324	5,850	4,375	6,460	6,460	6,460	6,460	6,460
Charter/Promotional	1,179	877	903	2,590	6,117	-	992	120	120	120	120	120
ART N/S	-	-	-	-	-	-	-	-	-	-	-	21,707
Subtotal	1,757,776	1,814,826	1,886,735	1,733,184	1,601,553	1,706,998	1,473,737	1,459,988	1,463,717	1,583,426	1,726,807	1,798,527
Van												
Directly Operated	288,551	280,663	286,328	189,732	170,463	202,844	182,534	196,244	208,019	220,500	233,730	247,754
Purchased	347,887	351,076	329,606	305,244	261,995	301,901	267,584	266,261	282,237	299,171	317,121	336,149
Will Call Taxi	5,164	4,979	6,859	2,742	3,717	3,655	3,202	3,716	3,716	3,716	3,716	3,716
Taxi Subsidy	15,183	12,653	14,786	10,252	6,161	7,478	5,633	6,157	6,157	6,157	6,157	6,157
Taxi ADA	-	-	17,987	4,006	14,704	13,283	15,933	18,619	18,619	18,619	18,619	18,619
Disaster Relief	-	-	-	630	-	-	-	-	-	-	-	-
Subtotal	656,785	649,371	655,566	512,606	457,040	529,161	474,886	490,997	518,748	548,163	579,343	612,395
VIA Link	-	-	12,388	29,455	24,322	119,141	62,076	167,822	289,711	305,356	316,058	326,812
Total	2,414,561	2,464,197	2,554,689	2,275,245	2,082,915	2,355,300	2,010,699	2,118,807	2,272,176	2,436,945	2,622,208	2,737,734
Line Service Total	1,747,733	1,804,870	1,877,679	1,727,776	1,595,112	1,701,148	1,468,370	1,453,408	1,457,137	1,576,846	1,720,227	1,770,240
% Change vs Fcst							-7.9%	-1.0%	0.3%	8.2%	9.1%	2.9%
Miles												
Bus												
Line - MTA	18,307,475	19,033,701	21,144,134	19,468,742	18,144,796	18,557,694	16,385,294	16,158,281	16,207,220	17,316,696	18,649,099	18,868,707
Line - ATD	6,043,854	6,120,037	5,070,613	5,134,727	4,934,559	5,742,839	5,082,111	5,271,930	5,277,974	5,933,589	6,715,324	7,546,901
Disaster Relief	9,219	-	-	3,921	-	-	-	-	-	-	-	-
Special Events	92,095	114,367	91,572	34,793	3,384	79,846	55,880	86,020	86,020	86,020	86,020	86,020
Charter/Promotional	6,752	4,718	4,523	10,131	21,097	-	2,616	600	600	600	600	600
ART N/S	-	-	-	-	-	-	-	-	-	-	-	313,754
Subtotal	24,459,395	25,272,823	26,310,842	24,652,314	23,103,836	24,380,379	21,525,901	21,516,831	21,571,814	23,336,905	25,451,043	26,815,982
Van												
Directly Operated	5,062,700	4,900,387	5,085,099	3,573,238	3,019,230	3,581,864	3,122,628	3,357,165	3,558,595	3,772,111	3,998,438	4,238,344
Purchased	6,871,871	6,694,458	6,441,020	5,636,732	4,896,190	5,685,340	4,892,162	4,867,973	5,160,053	5,469,656	5,797,835	6,145,704
Will Call Taxi	126,172	121,490	150,552	62,797	102,612	101,216	86,394	102,612	102,612	102,612	102,612	102,612
Taxi Subsidy	201,170	167,629	146,729	117,850	86,904	100,033	79,452	86,902	86,901	86,901	86,901	86,901
Taxi ADA	-	-	374,075	103,768	275,084	238,010	305,916	359,008	359,008	359,008	359,008	359,008
Subtotal	12,261,913	11,883,964	12,197,475	9,494,385	8,380,020	9,706,463	8,486,552	8,773,660	9,267,169	9,790,288	10,344,794	10,932,569
VIA Link	-	-	132,697	395,377	317,784	2,418,404	782,464	2,513,742	4,271,168	4,487,008	4,629,875	4,774,293
Total	36,721,308	37,156,787	38,641,014	34,542,076	31,801,640	36,505,246	30,794,917	32,804,233	35,110,151	37,614,201	40,425,712	42,522,844
Line Service Total	24,351,329	25,153,738	26,214,747	24,603,469	23,079,355	24,300,533	21,467,405	21,430,211	21,485,194	23,250,285	25,364,423	26,415,608
% Change vs Fcst							-7.0%	-0.2%	0.3%	8.2%	9.1%	4.1%
Passengers												
Bus												
Line - MTA	28,320,277	27,158,658	28,554,607	21,474,087	15,453,346	18,639,108	16,639,340	16,765,825	17,936,810	22,177,997	23,997,042	24,567,163
Line - ATD	8,173,613	7,826,082	6,309,726	5,546,046	3,996,288	6,042,802	5,252,028	5,791,116	6,177,967	8,631,245	9,807,539	10,811,515
Disaster Relief	-	-	-	-	-	-	-	-	-	-	-	-
Special Events	112,904	136,640	92,896	24,470	4,678	53,245	35,118	51,657	51,657	51,657	51,657	51,657
Charter/Promotional	-	-	-	-	-	-	-	-	-	-	-	-
ART N/S	-	-	-	-	-	-	-	-	-	-	-	622,557
Subtotal	36,606,794	35,121,380	34,957,229	27,044,603	19,454,312	24,735,155	21,926,486	22,608,598	24,166,434	30,860,899	33,856,238	36,052,892
Van												
Directly Operated	535,285	520,167	518,184	292,783	237,471	244,352	286,785	308,325	326,825	346,434	367,220	389,254
Purchased	563,113	541,279	499,533	417,598	334,327	359,261	426,632	424,522	449,993	476,993	505,613	535,949
Will Call Taxi	15,579	17,297	16,694	7,346	11,140	11,565	9,302	11,140	11,140	11,140	11,140	11,140
Taxi Subsidy	86,855	76,013	74,487	59,317	36,831	44,326	32,531	36,831	36,831	36,831	36,831	36,831
Taxi ADA	-	-	32,421	9,185	21,034	15,433	26,134	30,720	30,720	30,720	30,720	30,720
Subtotal	1,200,832	1,154,756	1,141,319	786,229	640,803	674,937	781,384	811,538	855,509	902,118	951,524	1,003,894
VIA Link	-	-	48,519	130,186	80,557	368,485	166,830	504,745	846,196	888,321	915,502	942,906
Total	37,807,626	36,276,136	36,147,067	27,961,018	20,175,672	25,778,577	22,874,700	23,924,881	25,868,139	32,651,338	35,723,264	37,999,692
Line Service Total	36,493,890	34,984,740	34,864,333	27,020,133	19,449,634	24,681,910	21,891,368	22,556,941	24,114,777	30,809,242	33,804,581	35,378,678
% Change vs Fcst							12.6%	3.0%	6.9%	27.8%	9.7%	4.7%

Service Statistics: Service Hours

Service	FY 2018 Actual	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget
Bus							
Line - MTA	1,434,631	1,571,666	1,416,262	1,297,039	1,359,525	1,173,372	1,147,662
Line - ATD	370,239	306,013	311,514	298,073	341,623	294,998	305,746
Disaster Relief - Bus	-	-	-	-	-	-	-
Robert Thompson Terminal	3,433	4,083	2,078	-	2,900	1,425	2,760
Promotional Service	877	903	2,590	6,117	-	992	120
Other Community Events	5,646	4,070	740	324	2,950	2,950	3,700
	1,814,826	1,886,735	1,733,184	1,601,553	1,706,998	1,473,737	1,459,988
VIA Link							
VIA Link	-	12,388	29,455	24,322	119,141	62,076	167,822
	-	12,388	29,455	24,322	119,141	62,076	167,822
Van							
Paratransit Directly Operated	280,663	286,328	189,732	170,463	202,844	182,534	196,244
Paratransit Purchased Transportation	351,076	329,606	305,244	261,995	301,901	267,584	266,261
Disaster Relief - Van	-	-	630	-	-	-	-
Will Call Taxi	4,979	6,859	2,742	3,717	3,655	3,202	3,716
Taxi Subsidy	12,653	14,786	10,252	6,161	7,478	5,633	6,157
Taxi ADA Flex	-	17,987	4,006	14,704	13,283	15,933	18,619
	649,371	655,566	512,606	457,040	529,161	474,886	490,997
Total Hours	2,464,197	2,554,689	2,275,245	2,082,915	2,355,300	2,010,699	2,118,807

Change from FY 2022 Budget

Total Hours: -10.0%
 Line Hours - MTA: -15.6%
 Line Hours - ATD: -10.5%
 Paratransit DO Hours: -3.3%
 Paratransit PT Hours: -11.8%

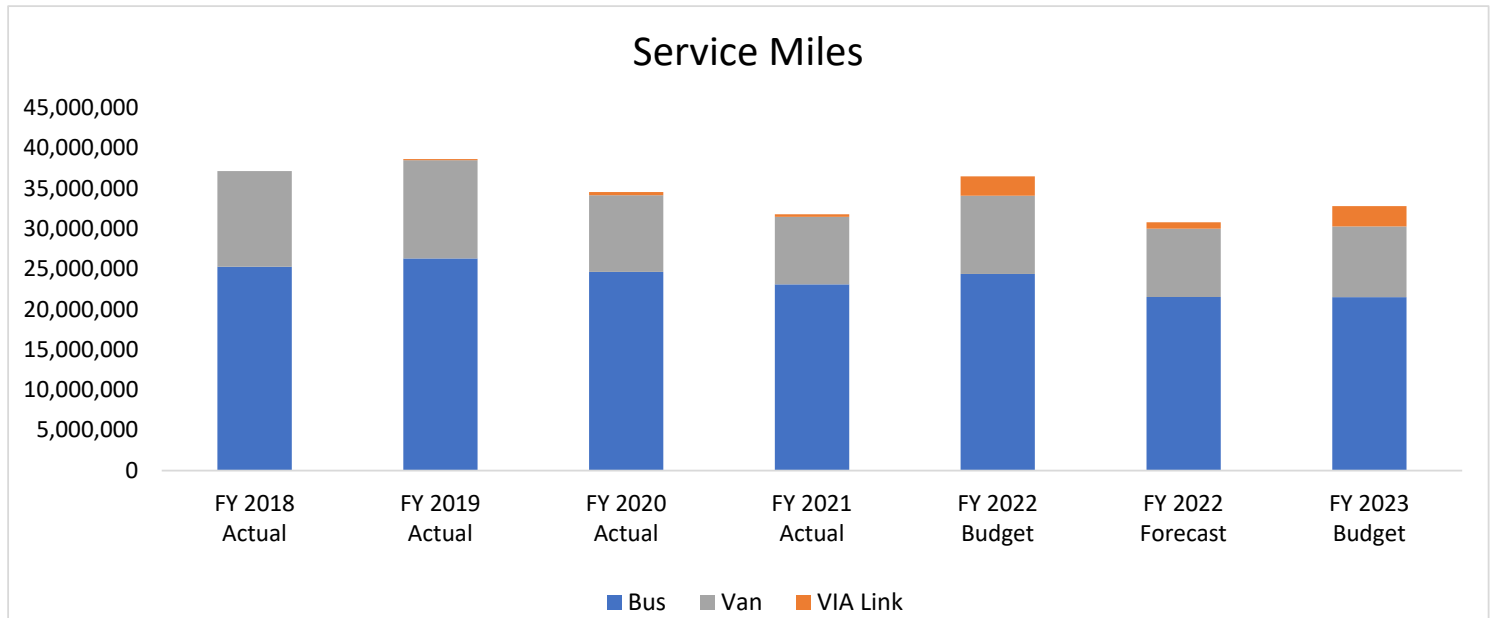


Service Statistics: Service Miles

Service	FY 2018 Actual	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget
Bus							
Line - MTA	19,033,701	21,144,134	19,468,742	18,144,796	18,557,694	16,385,294	16,158,281
Line - ATD	6,120,037	5,070,613	5,134,727	4,934,559	5,742,839	5,082,111	5,271,930
Disaster Relief - Bus	-	-	3,921	-	-	-	-
Robert Thompson Terminal	49,841	48,381	24,942	-	42,696	18,704	38,420
Promotional Service	4,718	4,523	10,131	21,097	-	2,616	600
Other Community Events	64,526	43,191	9,851	3,384	37,150	37,176	47,600
	25,272,823	26,310,842	24,652,314	23,103,836	24,380,379	21,525,901	21,516,831
VIA Link							
VIA Link	-	132,697	395,377	317,784	2,418,404	782,464	2,513,742
	-	132,697	395,377	317,784	2,418,404	782,464	2,513,742
Van							
Paratransit Directly Operated	4,900,387	5,085,099	3,573,238	3,019,230	3,581,864	3,122,628	3,357,165
Paratransit Purchased Transportation	6,694,458	6,441,020	5,636,732	4,896,190	5,685,340	4,892,162	4,867,973
Will Call Taxi	121,490	150,552	62,797	102,612	101,216	86,394	102,612
Taxi Subsidy	167,629	146,729	117,850	86,904	100,033	79,452	86,902
Taxi ADA Flex	-	374,075	103,768	275,084	238,010	305,916	359,008
	11,883,964	12,197,475	9,494,385	8,380,020	9,706,463	8,486,552	8,773,660
Total Miles	37,156,787	38,641,014	34,542,076	31,801,640	36,505,246	30,794,917	32,804,233

Change from FY 2022 Budget

Total Miles: -10.1%
 Line Miles - MTA: -12.9%
 Line Miles - ATD: -8.2%
 Paratransit DO Miles: -6.3%
 Paratransit PT Miles: -14.4%

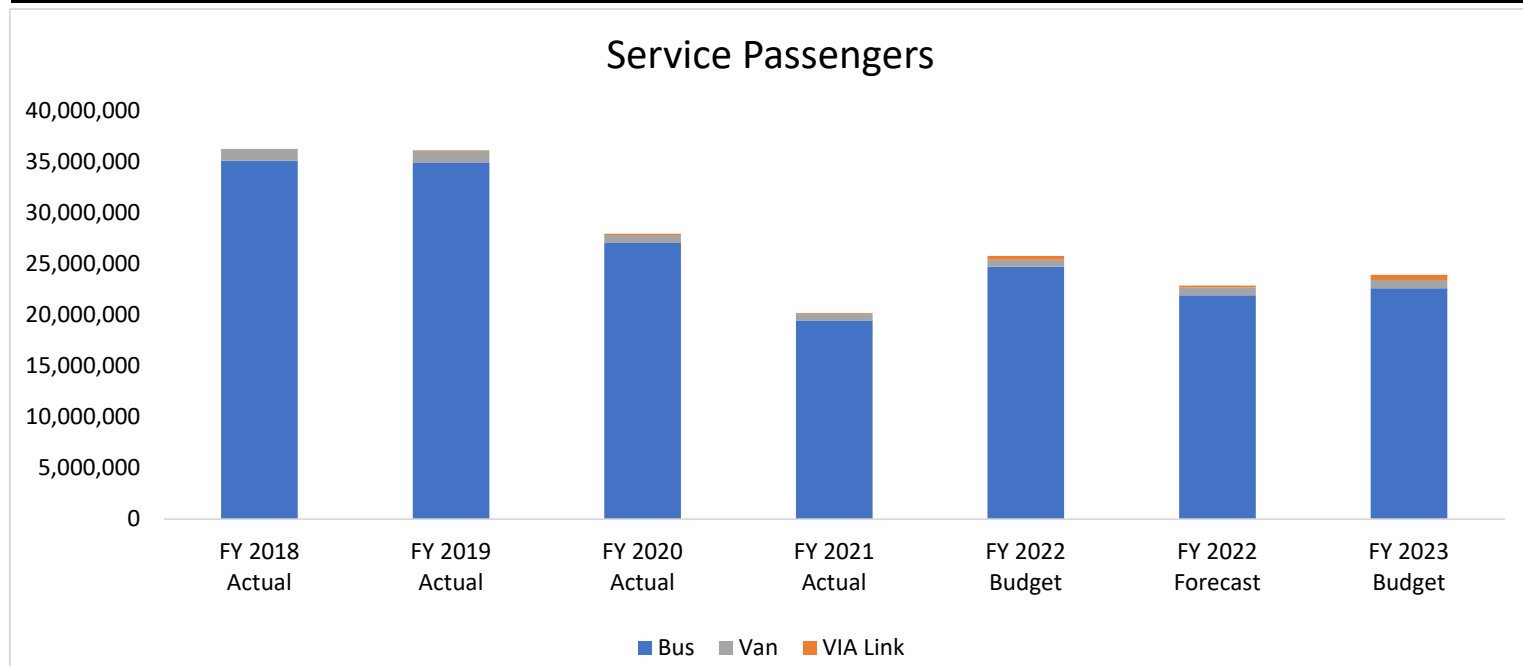


Service Statistics: Service Passengers

<u>Service</u>	FY 2018 Actual	FY 2019 Actual	FY 2020 Actual	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget
Bus							
Line - MTA	27,158,658	28,554,607	21,474,087	15,453,346	18,639,108	16,639,340	16,765,825
Line - ATD	7,826,082	6,309,726	5,546,046	3,996,288	6,042,802	5,252,028	5,791,116
Robert Thompson Terminal	45,968	38,790	16,158	-	10,702	7,830	10,325
Other Community Events	90,672	54,106	8,312	4,678	42,543	27,288	41,332
	35,121,380	34,957,229	27,044,603	19,454,312	24,735,155	21,926,486	22,608,598
VIA Link							
VIA Link	-	48,519	130,186	80,557	368,485	166,830	504,745
	-	48,519	130,186	80,557	368,485	166,830	504,745
Van							
Paratransit Directly Operated	520,167	518,184	292,783	237,471	244,352	286,785	308,325
Paratransit Purchased Transportation	541,279	499,533	417,598	334,327	359,261	426,632	424,522
Will Call Taxi	17,297	16,694	7,346	11,140	11,565	9,302	11,140
Taxi Subsidy	76,013	74,487	59,317	36,831	44,326	32,531	36,831
Taxi ADA Flex	-	32,421	9,185	21,034	15,433	26,134	30,720
	1,154,756	1,141,319	786,229	640,803	674,937	781,384	811,538
Total Passengers	36,276,136	36,147,067	27,961,018	20,175,672	25,778,577	22,874,700	23,924,881

Change from FY 2022 Budget

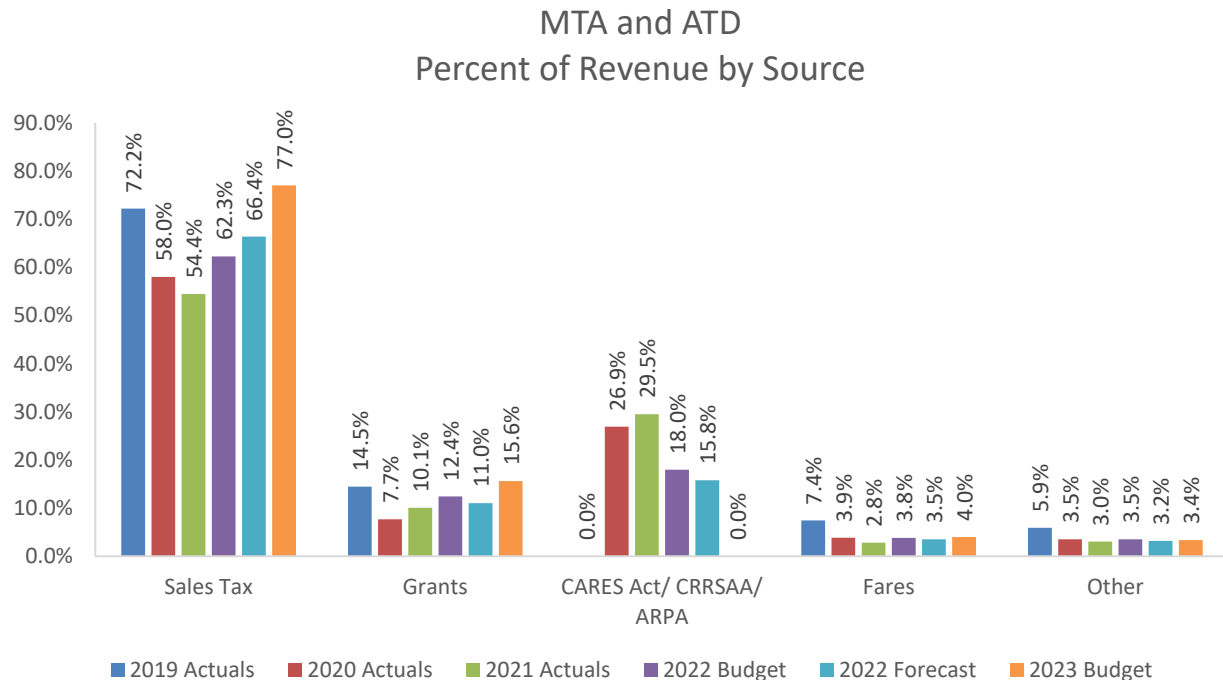
Total Passengers: -7.2%
 Line Passengers - MTA: -10.1%
 Line Passengers - ATD: -4.2%
 Paratransit DO Passengers: 26.2%
 Paratransit PT Passengers: 18.2%



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Revenue Summary

VIA's revenues are received from the following sources: 1) sales tax, 2) grants, 3) fares and 4) interest and other revenue.



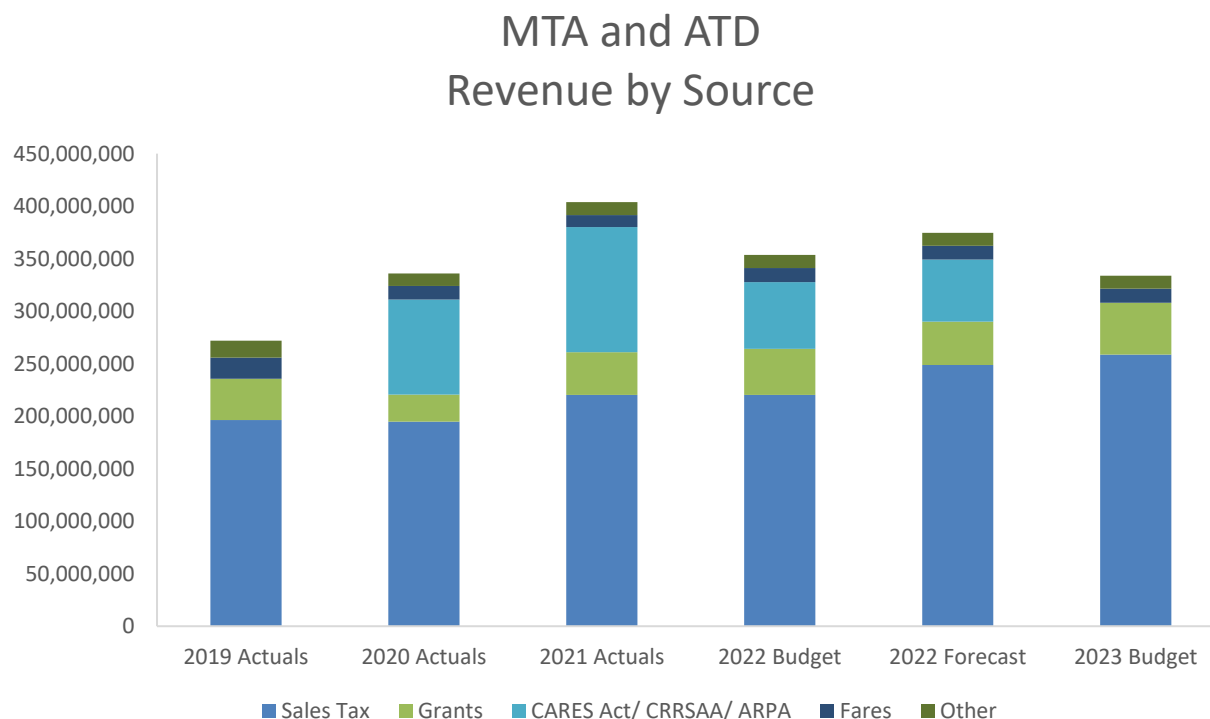
Note: Revenue figures discussed in this section are total operating revenues plus non-operating revenues. Figures do not include intergovernmental expense and bond interest and issuance.

Revenues by Source

Passenger fares account for approximately 4.0% of VIA's total revenues. Fares are collected from cash-paying at time of boarding, and other customer use prepaid passes. The majority of VIA's combined revenue, 77.0%, is received from the ½ cent MTA sales tax and VIA's share of the ¼ cent ATD sales tax. VIA obtains sales tax forecasts from a firm that provides economic consulting services.

Grant revenues are expected to be 15.6% of total combined revenues in FY23. Included within grant revenues are: grant funds that will be used to offset expenses incurred in providing maintenance, capital cost of contracting, and ADA paratransit service; CMAQ funds; Section 5310 funds; and planning-related grant funds. Other miscellaneous revenues are 3.4%. Interest revenue is budgeted based on projected cash and investments and related interest earnings.

A graph of the five-year history of revenues is included below. The actual FY19, FY20, FY21 budgeted FY22, forecasted FY22 and budgeted FY23 figures include both MTA and ATD revenues. There has been an increase in total revenues of approximately 23.5% over the five-year period. This increase is predominately attributable to higher sales taxes and the receipt of federal funds such as CARES Act, CRRSAA and ARPA. The FY23 budgeted MTA and ATD combined revenues are 5.0% lower than FY22 budget revenues and 10.4% lower than FY22 forecast revenues. FY22 forecast includes an increase of grant funding due to the \$59M of CARES Act, CRRSAA and ARPA received to cover operating costs to maintain service due to the coronavirus public health emergency.

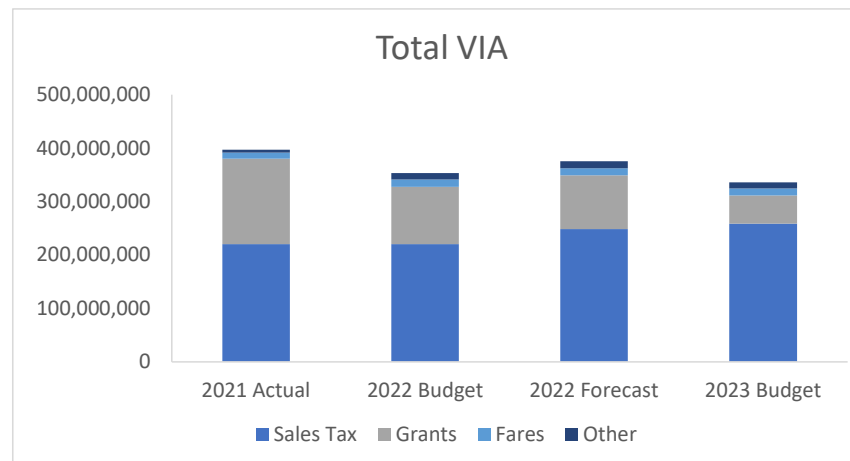
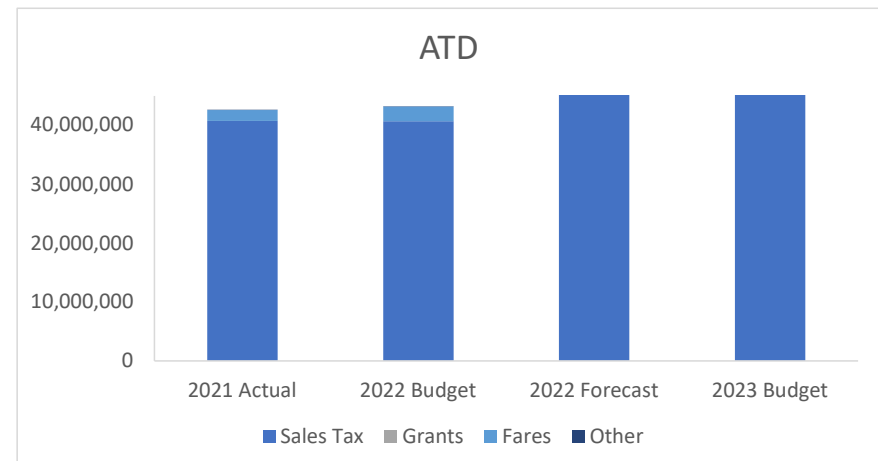
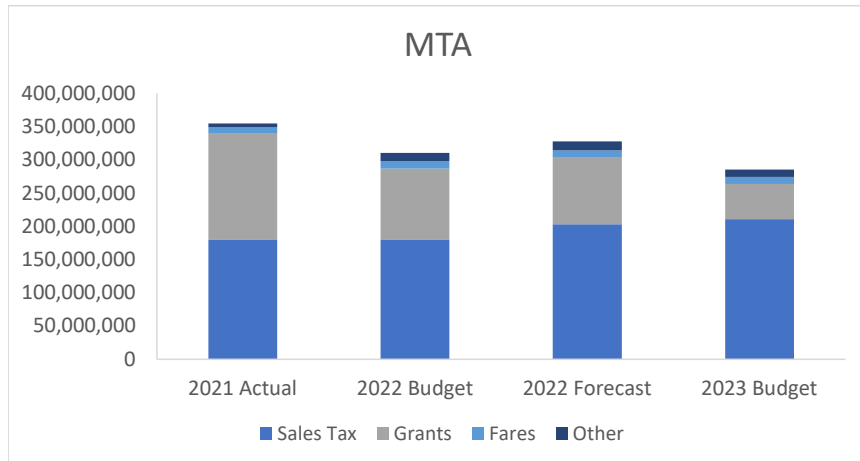


VIA is constantly challenged with obtaining enough revenue to meet the transportation needs of the community. There are constant requests for new service, and VIA has a very robust capital plan. VIA began using debt financing in FY12. Historically (until FY12), VIA operated on a pay-as-you-go basis. VIA has also received funding support from the Texas Department of Transportation to help fund various capital projects. In addition, VIA monitors and applies for grant opportunities when they become available. VIA is also exploring transit-oriented development opportunities. VIA regularly reviews annual financial reports of other agencies, and keeps in touch with contacts at peer organizations, in order to help identify alternative funding opportunities.

**Operating Budget Revenue Summary
By Cost Center**

	MTA				ATD				Total			
	2021 <u>Actual</u>	2022 <u>Budget</u>	2022 <u>Forecast</u>	2023 <u>Budget</u>	2021 <u>Actual</u>	2022 <u>Budget</u>	2022 <u>Forecast</u>	2023 <u>Budget</u>	2021 <u>Actual</u>	2022 <u>Budget</u>	2022 <u>Forecast</u>	2023 <u>Budget</u>
<u>Operating Revenues</u>												
Line	\$ 8,445,355	\$ 9,739,661	\$ 9,461,957	\$ 9,408,859	\$ 1,845,723	\$ 2,524,371	\$ 2,281,326	\$ 2,495,502	\$ 10,291,078	\$ 12,264,032	\$ 11,743,283	\$ 11,904,361
Robert Thompson Terminal	2,734	19,901	16,900	18,442	-	-	-	-	2,734	19,901	16,900	18,442
Special Events	10,336	65,833	59,153	64,944	-	-	-	-	10,336	65,833	59,153	64,944
Promotion/Charter	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Bus Revenues	\$ 8,458,425	\$ 9,825,395	\$ 9,538,010	\$ 9,492,245	\$ 1,845,723	\$ 2,524,371	\$ 2,281,326	\$ 2,495,502	\$ 10,304,148	\$ 12,349,766	\$ 11,819,336	\$ 11,987,747
VIAtrans	1,091,265	1,123,705	1,334,698	1,396,849	-	-	-	-	1,091,265	1,123,705	1,334,698	1,396,849
VIA Link	14,977	75,482	18,400	61,705	-	-	-	-	14,977	75,482	18,400	61,705
Bus Advertising	337,694	1,574,994	1,574,994	1,624,998	-	-	-	-	337,694	1,574,994	1,574,994	1,624,998
Ellis Alley Park and Ride	57,650	10,008	80,000	60,000	-	-	-	-	57,650	10,008	80,000	60,000
Real Estate Development	1,560,834	297,210	297,210	288,564	-	-	-	-	1,560,834	297,210	297,210	288,564
Miscellaneous	353,757	260,000	388,000	387,000	-	-	-	-	353,757	260,000	388,000	387,000
Total Operating Revenues	\$ 11,874,602	\$ 13,166,794	\$ 13,231,312	\$ 13,311,361	\$ 1,845,723	\$ 2,524,371	\$ 2,281,326	\$ 2,495,502	\$ 13,720,325	\$ 15,691,165	\$ 15,512,638	\$ 15,806,863
<u>Non-Operating Revenues/(Expenses)</u>												
Sales Tax	\$ 179,541,153	\$ 179,518,589	\$ 202,961,739	\$ 211,080,208	\$ 40,711,426	\$ 40,668,772	\$ 45,706,648	\$ 47,534,912	\$ 220,252,579	\$ 220,187,361	\$ 248,668,387	\$ 258,615,120
Investment Income	(15,076)	272,000	1,000,000	3,600,000	7,926	3,000	40,000	300,000	(7,150)	275,000	1,040,000	3,900,000
Bond Interest and Issuance	(3,300,721)	(2,860,416)	(3,569,438)	(2,836,360)	(728,158)	(709,021)	-	(584,086)	(4,028,879)	(3,569,437)	(3,569,438)	(3,420,446)
Gain / (Loss) on Sale of Assets	(6,494,550)	-	-	-	-	-	-	-	(6,494,550)	-	-	-
Grants	40,663,346	43,889,134	41,295,814	52,486,515	-	-	-	-	40,663,346	43,889,134	41,295,814	52,486,515
CARES Act/ CRRSAA/ ARPA	119,143,359	63,509,739	59,139,995	-	-	-	-	-	119,143,359	63,509,739	59,139,995	-
Intergovernmental Revenue	10,000,000	10,000,000	10,000,000	5,000,000	-	-	-	-	10,000,000	10,000,000	10,000,000	5,000,000
Intergovernmental Expense	-	(1,700,000)	(1,700,000)	-	-	-	-	-	-	(1,700,000)	(1,700,000)	-
Total Non-Operating Revenues/(Expenses)	\$ 339,537,511	\$ 292,629,046	\$ 309,128,110	\$ 269,330,363	\$ 39,991,194	\$ 39,962,751	\$ 45,746,648	\$ 47,250,826	\$ 379,528,705	\$ 332,591,797	\$ 354,874,758	\$ 316,581,189
Total Revenue less Non-Operating (Expenses)	\$ 354,712,834	\$ 310,356,256	\$ 327,628,860	\$ 285,478,084	\$ 42,565,075	\$ 43,196,143	\$ 48,027,974	\$ 50,330,414	\$ 397,277,909	\$ 353,552,399	\$ 375,656,834	\$ 335,808,498

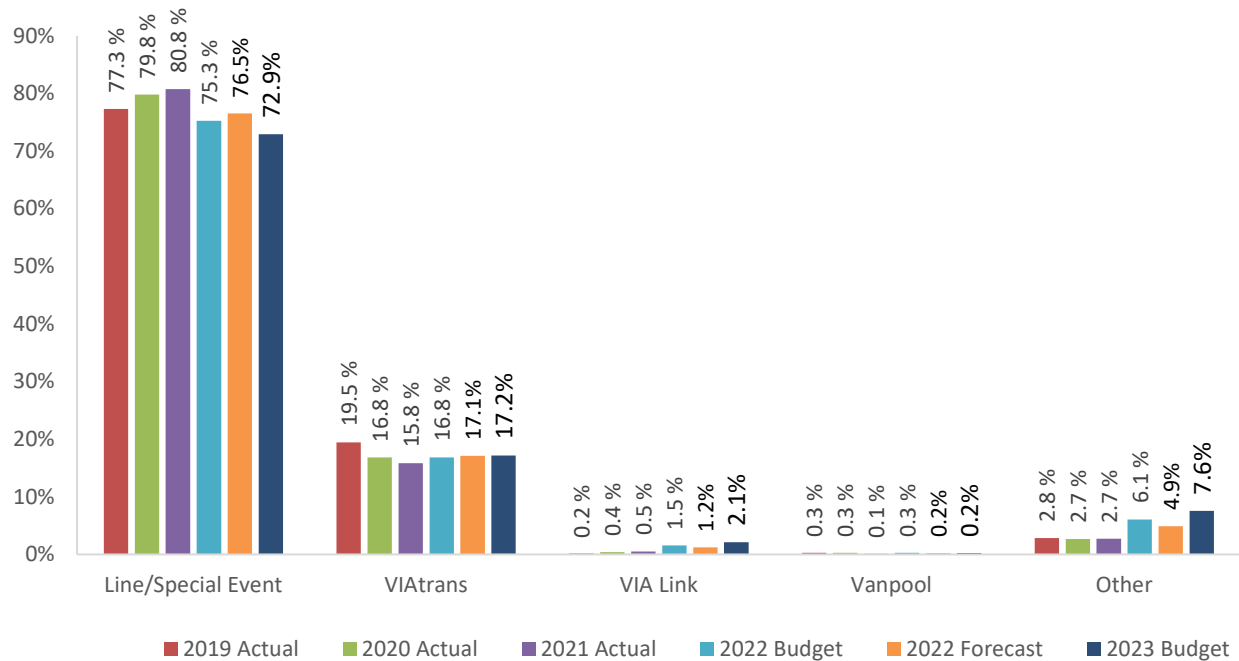
VIA Metropolitan Transit Operating Revenue and Non-Operating Revenue/(Expenses)



Expense Summary

VIA's expenses are classified by cost center, or type of service that VIA provides. Expenses related to Line, Special Event, VIAtrans, VIA Link, Vanpool and Miscellaneous services are directly related to the amount of service provided. The operating expenses related to providing service increase or decrease as the level of service increases or decreases. Each of the cost centers includes the labor, fuel, materials and other expenses related to providing the service. The Real Estate Development expenses are related to maintaining the Sunset Station Depot and Amtrak facilities. Service-related cost centers account for 92.4% of the total combined expenses in the FY23 budget.

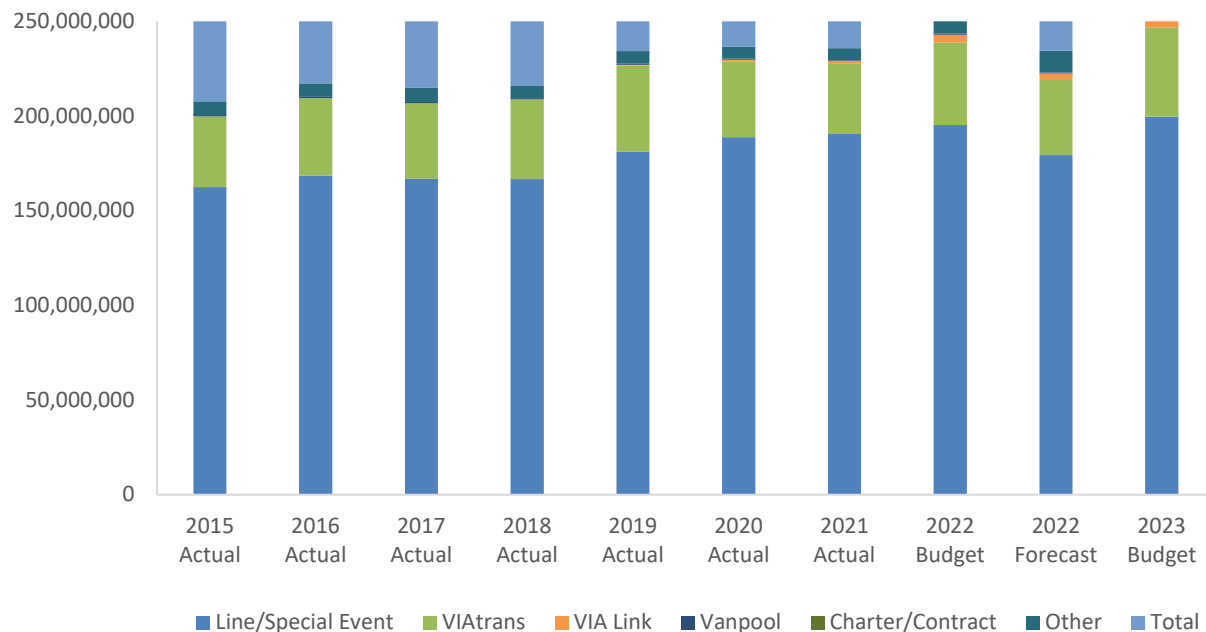
MTA and ATD
Percent of Expense by Service



Expenses by Service Type

The following graph shows a five-year history of operating expenses. The combined operating expenses budgeted for FY23 are 26.9% greater than actual five years ago. This is primarily attributable to higher wages, healthcare, parts and supplies used to maintain our fleet and purchased transportation costs associated with VIA Link, a Mobility on Demand (MOD) service. Line service expense has increased by 19.8% over the five-year period, while VIA Link service expense has increased by 100% over the same time period. These increases are primarily due to the increased service levels offered over the period as well as many of the operating expense increases mentioned earlier.

MTA and ATD Expense by Service Type



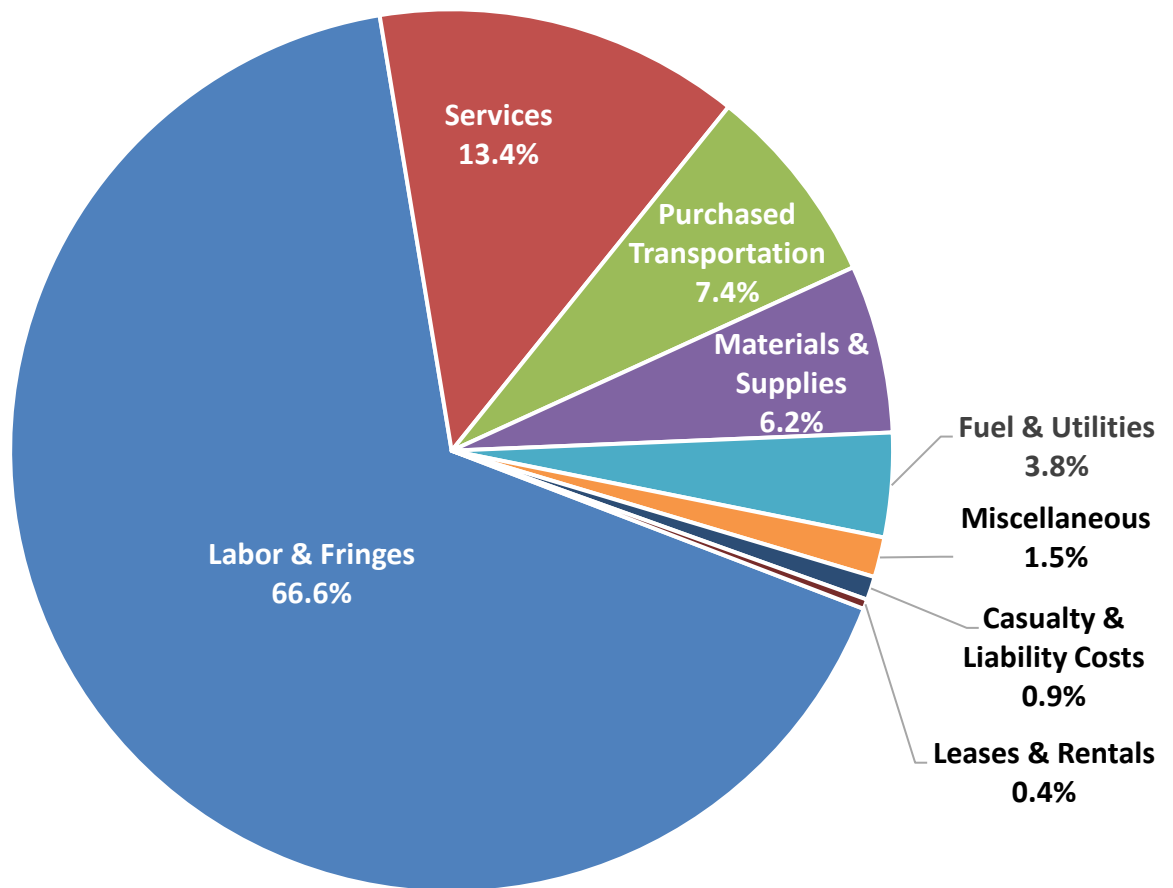
Expenses by Major Category

VIA's expenses can also be summarized by major category. The Federal Transit Administration (FTA) in the Uniform System of Accounts and Records report defines the categories VIA uses to classify expenses. These categories are used by all transit systems in the United States for comparability. VIA's labor and fringe benefits comprise 66.6% of the total combined budgeted expenditures. Materials and Supplies, which include the parts to maintain the buses and vans and tires needed to run the vehicles, are 6.2% of the combined total.

Purchased transportation is 7.4% of the combined budget. This represents the amount paid to private providers to provide supplemental VIAtrans and VIA Link service. VIAtrans service is transportation service to individuals with mobility impairments (accessible or ambulatory). Patrons requiring accessible service are those in wheelchairs, while ambulatory VIAtrans customers are those with greater mobility. Accessible trips require the larger wheelchair lift-equipped vans that are more costly to operate than the ambulatory trips provided through private providers in small passenger vans. VIA has budgeted to contract over half of all VIAtrans service for FY23. VIA Link is a mobility-on-demand service implemented in FY 2019.

Services including advertising fees, professional and technical services, contract maintenance, security and other services comprise roughly 13.4% of the combined budget. Fuel and Utilities are 3.8% of the combined budget and other expenses (such as leases and miscellaneous expenses that cannot be classified in one of the other categories described above) are 2.7% of the combined total.

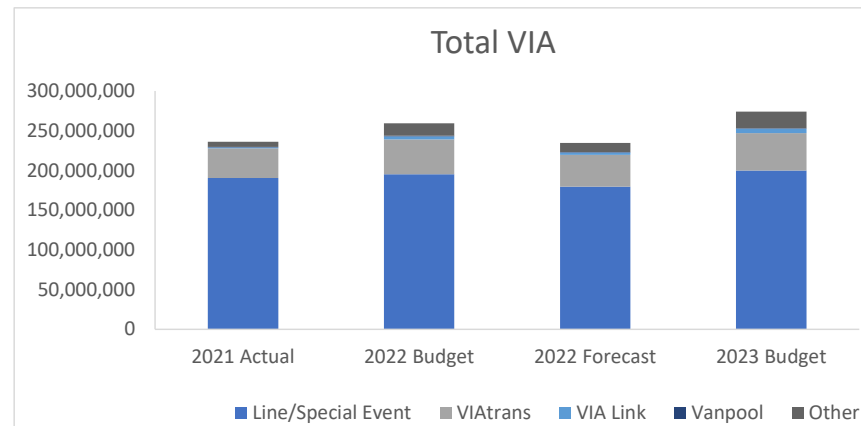
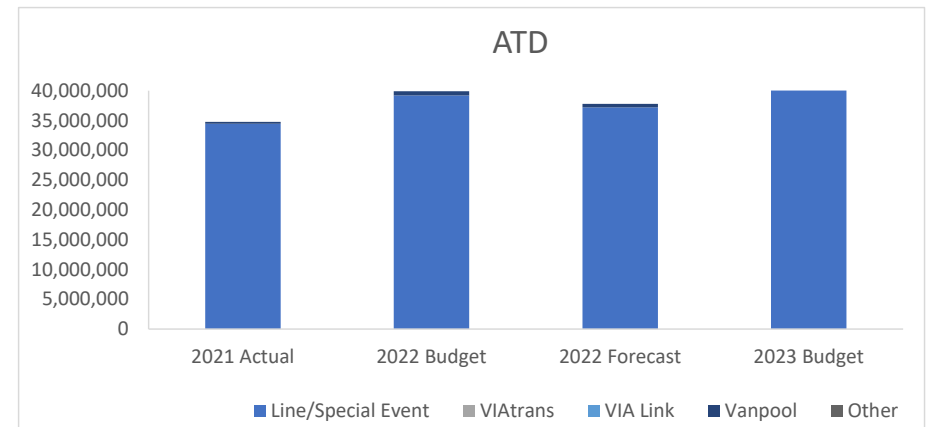
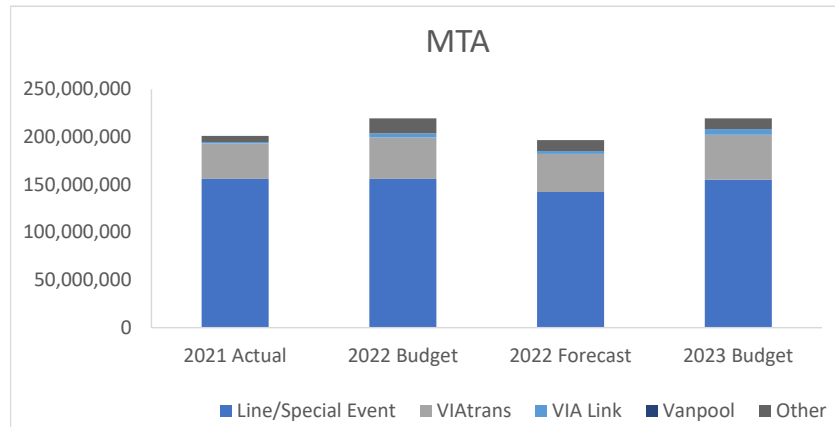
FY 2023 Budget MTA and ATD Expenses by Major Category



**Operating Budget Expense Summary
By Cost Center**

	MTA				ATD				Total			
	2021 <u>Actual</u>	2022 <u>Budget</u>	2022 <u>Forecast</u>	2023 <u>Budget</u>	2021 <u>Actual</u>	2022 <u>Budget</u>	2022 <u>Forecast</u>	2023 <u>Budget</u>	2021 <u>Actual</u>	2022 <u>Budget</u>	2022 <u>Forecast</u>	2023 <u>Budget</u>
<u>Operating Expenses</u>												
Line	\$ 154,744,533	\$ 155,358,912	\$ 141,719,735	\$ 154,505,002	\$ 34,465,494	\$ 39,187,241	\$ 37,209,642	\$ 44,351,646	\$ 189,210,027	\$ 194,546,153	\$ 178,929,377	\$ 198,856,648
Robert Thompson Terminal	47,361	454,260	298,068	482,116	-	-	-	-	47,361	454,260	298,068	482,116
Other Special Events	61,046	275,895	244,848	423,439	-	-	-	-	61,046	275,895	244,848	423,439
Promotional Service	63,503	-	13,078	4,550	-	-	-	-	63,503	-	13,078	4,550
Disaster Relief	1,201,474	-	-	-	-	-	-	-	1,201,474	-	-	-
<u>Subtotal Bus Expenses</u>	\$ 156,117,917	\$ 156,089,067	\$ 142,275,729	\$ 155,415,107	\$ 34,465,494	\$ 39,187,241	\$ 37,209,642	\$ 44,351,646	\$ 190,583,411	\$ 195,276,308	\$ 179,485,371	\$ 199,766,753
VIATrans	37,339,063	43,703,495	40,122,628	47,089,095	-	-	-	-	37,339,063	43,703,495	40,122,628	47,089,095
VIA Link	1,235,930	3,982,842	2,856,026	5,781,860	-	-	-	-	1,235,930	3,982,842	2,856,026	5,781,860
Vanpool	-	-	-	-	317,660	726,901	564,300	651,340	317,660	726,901	564,300	651,340
Real Estate Development	954	4,625	2,796	4,789	-	-	-	-	954	4,625	2,796	4,789
Business Development and Planning	6,476,916	15,748,526	11,521,069	11,364,449	-	-	-	9,344,184	6,476,916	15,748,526	11,521,069	20,708,633
<u>Subtotal Other Expenses</u>	\$ 45,052,863	\$ 63,439,488	\$ 54,502,519	\$ 64,240,193	\$ 317,660	\$ 726,901	\$ 564,300	\$ 9,995,524	\$ 45,370,523	\$ 64,166,389	\$ 55,066,819	\$ 74,235,717
<u>Total Operating Expenses</u>	\$ 201,170,780	\$ 219,528,555	\$ 196,778,248	\$ 219,655,300	\$ 34,783,154	\$ 39,914,142	\$ 37,773,942	\$ 54,347,170	\$ 235,953,934	\$ 259,442,697	\$ 234,552,190	\$ 274,002,470

VIA Metropolitan Transit Operating Expenses



Expense Summary by Account

Operating Expense

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operators Salaries and Wages	50,145,615	52,425,622	48,738,949	49,381,367	(3,044,255)	(6%)
Operators Salaries and Wages - Over Time	3,237,660	4,634,005	4,634,995	4,276,979	(357,026)	(8%)
Operators Salaries and Wages - Part Time	2,279,256	2,884,167	2,592,587	2,054,353	(829,814)	(29%)
Other Salaries and Wages	49,365,989	55,575,951	52,241,126	60,878,086	5,302,135	10%
Other Salaries and Wages - Over Time	2,076,897	3,413,415	2,527,883	3,387,167	(26,249)	(1%)
Other Salaries and Wages - Part Time	395,339	585,333	284,697	381,568	(203,765)	(35%)
Other Salaries and Wages - Temporary	-	-	-	145,495	145,495	100%
Sick	4,874,293	3,487,118	4,300,085	4,588,190	1,101,072	32%
Holiday	4,985,895	5,428,081	5,291,526	6,420,815	992,734	18%
Vacation	5,902,700	6,276,799	5,960,679	7,007,878	731,079	12%
Other Paid Absence	178,779	307,699	254,474	484,784	177,085	58%
Salaries & Wages	\$ 123,442,422	\$ 135,018,190	\$ 126,827,001	\$ 139,006,681	\$ 3,988,491	3%
FICA	8,945,736	9,770,593	8,493,048	9,742,497	(28,096)	(0%)
Pension Plans	16,935,712	17,372,000	5,873,000	5,415,000	(11,957,000)	(69%)
Hospital, Medical and Surgical Plans	14,420,537	17,139,204	16,539,467	18,510,340	1,371,136	8%
Other Post Employment Benefits (OPEB)	7,472,565	(1,314,000)	(1,347,340)	6,625,000	7,939,000	(604%)
Life Insurance Plans	681,971	740,597	690,829	727,303	(13,294)	(2%)
Unemployment Insurance	377,078	157,560	160,525	200,000	42,440	27%
Worker's Compensation Insurance	966,498	540,768	590,040	700,000	159,232	29%
Uniform and Work Clothing Allowance	628,262	993,699	706,643	710,850	(282,849)	(28%)
Other Fringe Benefits	215,279	821,869	597,781	978,274	156,405	19%
Capital Labor Fringes	(337,251)	(347,842)	(274,471)	(251,012)	96,830	(28%)
Fringes	\$ 50,306,387	\$ 45,874,448	\$ 32,029,522	\$ 43,358,252	\$ (2,516,196)	(5%)

Expense Summary by Account

Operating Expense

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Advertising Fees	1,357,971	656,600	1,372,354	1,005,200	348,600	53%
Professional and Technical Services	5,628,032	15,656,392	11,416,515	22,943,625	7,287,233	47%
Temporary Help	176,662	100,000	206,997	270,100	170,100	170%
Contract Maintenance Services	7,049,972	7,825,231	7,337,075	6,786,136	(1,039,095)	(13%)
Security Services	3,209,261	1,045,391	2,842,456	904,957	(140,434)	(13%)
Other Services	2,032,028	3,195,911	2,859,301	1,272,546	(1,923,365)	(60%)
Fuel and Lubricants	4,535,096	6,427,640	6,047,201	6,527,665	100,025	2%
Tires and Tubes	1,174,646	1,307,536	1,202,690	1,445,679	138,143	11%
Other Materials and Supplies	14,145,567	12,499,569	15,309,539	15,433,905	2,934,336	23%
Utilities Other than Propulsion Power	3,509,978	3,700,332	3,258,785	3,719,756	19,424	1%
Casualty and Liability Costs - Premiums for PD	223,512	281,770	281,770	452,414	170,644	61%
Casualty and Liability Costs - Premiums for PL	134,835	289,727	217,911	291,427	1,700	1%
Casualty and Liability Costs - Payout Unlns PL	989,359	1,807,993	1,822,497	1,604,721	(203,272)	(11%)
Fuel and Lubricant Taxes	273,847	373,439	335,482	203,058	(170,381)	(46%)
Purchased Transportation	14,057,322	18,464,334	17,357,775	20,256,080	1,791,746	10%
Dues and Subscriptions	361,726	393,038	410,648	449,247	56,209	14%
IT Licenses & Subscription Services	-	-	-	3,533,749	3,533,749	100%
Training and Meetings	331,763	1,008,971	654,132	1,397,000	388,029	38%
Employee Recognition	-	-	-	113,395	113,395	100%
Fines and Penalties	67	-	-	-	-	0%
Bad Debt Expense	(44,565)	15,500	18,610	15,500	-	0%
Advertising/Promotion Media	1,766,904	1,336,975	791,963	1,668,975	332,000	25%
Other Miscellaneous Expenses	1,008,192	1,577,870	1,377,082	372,831	(1,205,039)	(76%)
Leases and Rentals - Transit Way Structures and Equip	47,822	173,716	172,134	267,716	94,000	54%
Leases and Rentals - Passenger Stations	-	4,515	4,515	4,515	-	0%
Leases and Rentals - Passenger Parking Facilities	4,987	3,600	3,600	3,600	-	0%
Leases and Rentals - Engine Houses, Car Shops and Gar	36,743	50,500	53,644	72,400	21,900	43%
Leases and Rentals - Rev Veh Movement Control Facilitie	24,729	66,009	54,254	68,839	2,830	4%
Leases and Rentals - Data Processing Facilities	-	-	-	-	-	0%
Leases and Rentals - Other General Administration Facilit	168,669	287,500	286,737	552,500	265,000	92%
Other Expenses	\$ 62,205,124	\$ 78,550,059	\$ 75,695,667	\$ 91,637,537	\$ 13,087,478	17%
Total Operating Expense	\$235,953,934	\$259,442,697	\$234,552,190	\$274,002,470	\$ 14,559,773	6%

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Cost Center Detail Analysis

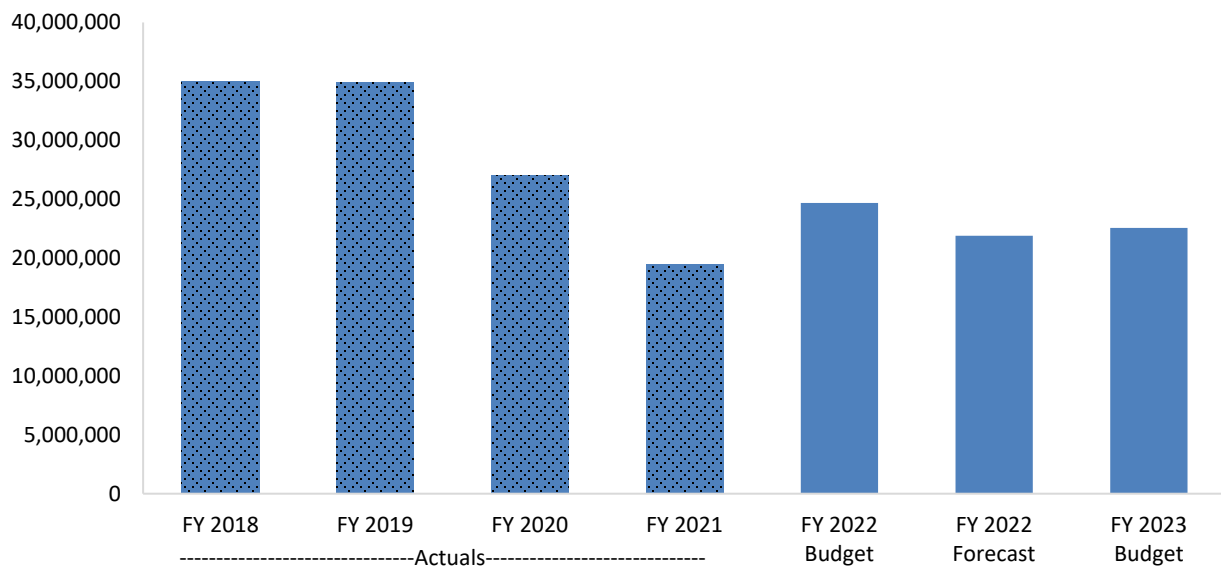
The following section contains detailed descriptions of the MTA and ATD cost centers that match revenues with corresponding expenses. All cost centers pertain to the type/function of service provided. Following the descriptions is the Cost Allocation Plan for the MTA and ATD. This shows the related costs centers of the MTA and ATD and the subsequent allocation of fringe and indirect expenses to the various cost centers. Allocations of fringes are based upon labor within each cost center and indirect expenses are then allocated based upon total labor and fringes within each cost center.

VIA has multiple cost centers: Line, Special Events, Contract, VIAtrans, VIA Link, Vanpool, Disaster Relief, Bus Rapid Transit, Business Development and Planning, Real Estate Development, Transit Technology, Indirect and Fringe. Definitions providing detail on the individual cost centers are located on the following pages preceding the cost allocation plan.

The expenses directly related to providing service are Line, Special Events, Contract, VIAtrans, VIA Link, Purchased Transportation and Vanpool. Each of the cost centers includes the labor, fuel, materials, and other expenses related to providing the service. The service-related cost centers account for 92.4% of the total combined MTA and ATD expenses for the FY23 budget.

Line Service

Description	Regularly scheduled bus routes available to the general public for a fare.
Fare	Base one-way \$1.30
Changes	Budgeted service hours and passengers decreased with the FY23 budget. There is a 14.6% decrease in line service hours and an 8.6% decrease in line passengers. Line passengers decreased from 24.7 million to 22.6 million.



Revenues and Expenses	The combined MTA and ATD total line operating revenues and non-operating revenues/(expenses) are expected to decrease by 4.7% from FY22 budget, and the combined total line operating expenses over the same period are expected to increase by 2.2%.
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Special Events Service

Description	Service provided to various events at the Alamodome and AT&T Center (two of San Antonio's multi-purpose facilities) such as sporting events, concerts and for other community special events, including Fiesta and the Folklife Festival.
Fare	Park and Ride \$2.60 roundtrip
Changes	FY23 service hours are expected to decrease by 10.4% over the FY22 budget service levels.
Revenues and Expenses	The revenues are expected to decrease by 2.7% and expenses are expected to increase in this cost center by 24.0% from the FY22 budget.

Disaster Relief

Description

San Antonio is located within proximity to Gulf Coast communities that are often impacted by hurricanes. VIA is occasionally requested to transport coastal citizens from these areas to relief centers in San Antonio. VIA does not budget for these infrequent events but maintains a cost center to accumulate actual expense to facilitate cost recovery from the state and federal agencies.

VIATrans Service

Description

Demand responsive service for mobility-impaired persons who are certified through a registration process.

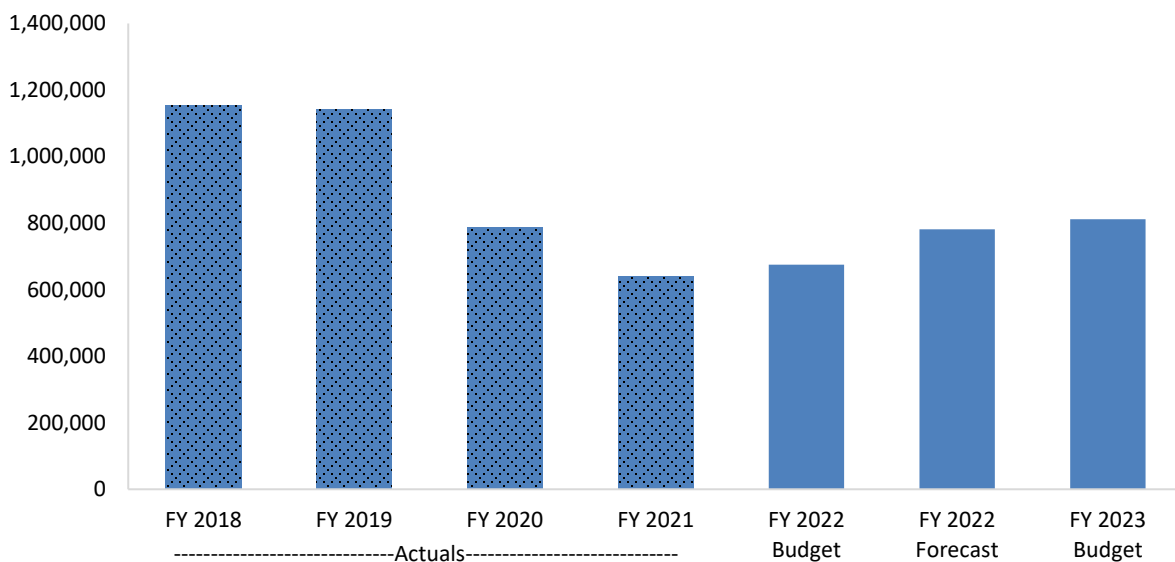
Fare

Base one-way \$2.00

Changes

A decrease of 7.2% in total service hours from the FY22 budget service levels is expected for FY23. VIA manages the cost of this service by providing a no-cost alternative to registered VIATrans patrons. Mobility-impaired citizens can ride regular line service at no charge, thus reducing demand for the VIATrans service. The estimated savings for each VIATrans trip avoided in lieu of the free line service is approximately \$40. VIA also contracts a large portion of the service for ambulatory patrons, which can be transported in a standard vehicle. Patrons using wheelchairs are usually carried on VIA's wheelchair lift-equipped vans, which are more expensive to operate.

VIATrans Passengers



Revenues and Expenses

The revenue is expected to increase by 24.3% over FY22 budget revenues and expenses are projected to increase by 7.7%. VIA will use the service of a private transportation provider for greater than half of all demand response trips.

VIA Link

Description	VIA Link is a mobility-on-demand service provided by a private provider.
Fare	Base one-way \$1.30
Changes	In FY19, VIA began offering VIA Link in northeast San Antonio. In FY23, VIA plans to expand the service. The FY23 budget includes approximately 168,000 service hours provided to 505,000 passengers.
Revenues and Expenses	FY23 includes expansion of service with approximately \$62,000 in revenue and \$5.78M in anticipated expenses.

Contract Service

Description	Transportation services for students. Prior to FY 2008, VIA provided services to the San Antonio Independent School District (SAISD) and the Alamo Community College District (ACCD) through contract arrangements.
Fare	SAISD and ACCD paid a per hour charge.
Changes	This service was discontinued for the SAISD at the conclusion of the 2007-2008 school year, while the ACCD service ended in December 2007.
Revenues and Expenses	No revenues or expenses have been budgeted for the fiscal year.

Vanpool

Description	Transportation services provided to individuals interested in joining a shared ride vanpool. Participants in the program will pay for the fuel used and a monthly fee to cover the capital cost of the 7 to 15 passenger van provided by a private car rental agency.
Fare	Will vary based upon number of participants within each vanpool.
Changes	Expenses are projected to decrease by 10.4% over FY22 budget.
Revenues and Expenses	VIA does not receive revenue from this service. VIA's expense is limited to marketing and subsidy payments to the individuals participating in the vanpool.

Promotional Service Cost Center

Description	Service providing limited “free” service for events or programs that are of significance to the local community or region to engage the community in public transportation and create partnerships with those we serve.
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Real Estate Development Cost Center

Description	The revenues and expenses related to facilities leased to Amtrak and the Sunset Station Depot Group are recorded in this cost center. The revenues are primarily received through lease payments. The expenses recorded in this cost center are related to legal fees associated with Real Estate Development.
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Business Development and Planning Cost Center

Description	The expenses in this cost center are for functions such as researching transit technology, conducting hearings and meetings with various interest groups to identify their perceived needs, discussing planning concepts, conducting long-range and regional transit planning and analysis, preparing specifications for purchase or construction of capital assets, and researching transit real estate opportunities.
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Fringe Cost Center

Description	These expenses include all payments and accruals to others on behalf of employees of the transit agency, such as (but not limited to) insurance premiums, FICA, pension and unemployment. It also includes payments and accruals made directly to employees for something other than performance of a piece of work, such as vacation, holiday and sick leave. These payments arise from the employment relationship but are over and above “labor” costs. The fringe expenses are allocated to the service cost centers based upon the labor within each cost center.
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Indirect Cost Center

Description	These costs include all payments and accruals related to providing transportation services that are not easily identifiable, traceable or incurred on behalf of any one specific cost center. The indirect expenses are allocated to the service cost centers based upon the labor (plus fringes) within each cost center.
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VIA METROPOLITAN TRANSIT
Cost Allocation Plan
FISCAL YEAR ENDING 09/30/23

Metropolitan Transit Authority									
	11	13	16	17	20	25	35	55	65
		VIA Link	Robert Thompson Event	Other Special Event	VIAtrans	Purchased Transport.	Promotional Service	Real Estate Develop.	Bus. Develop. & Planning
Operator Wages	\$36,352,618	\$0	\$78,231	\$94,063	\$5,855,719	\$0	\$1,104	\$0	\$0
Other Salaries	24,647,768	0	72,467	55,249	4,572,324	1,383,324	693	0	2,848,362
PT Other Salaries	230,294	0	135	168	38,928	56,446	2	0	0
PT Operator Wages	1,542,737	0	3,669	4,544	0	0	58	0	0
<i>Subtotal Labor</i>	<i>62,773,417</i>	<i>0</i>	<i>154,502</i>	<i>154,024</i>	<i>10,466,971</i>	<i>1,439,770</i>	<i>1,857</i>	<i>0</i>	<i>2,848,362</i>
Salried & Other Fringe Benefits	8,568,518	0	18,181	22,523	1,607,827	224,601	299	0	471,568
Advertising Fees	0	160,000	0	0	0	0	0	0	0
Prof & Tech Services	283,605	0	377	466	810,418	979,374	8	0	4,521,000
Temporary Help	100,000	0	0	0	120,000	0	0	0	0
Contract Maintenance	2,018,240	0	43,971	1,981	555,512	287,405	27	4,008	389,000
Security Services	589,463	0	20,196	40,350	0	0	0	0	0
Other Services	242,469	0	378	469	28,979	52,018	6	0	200
IT Licenses & Subscription Services	372,589	0	886	1,098	0	0	13	0	0
Fuel & Lubricants	2,974,092	0	7,051	8,735	1,294,648	1,275,662	58	0	0
Tires & Tubes	937,402	0	2,229	2,761	197,408	0	35	0	0
Other Mat. & Supplies	9,836,985	0	49,155	25,938	398,447	25,294	315	0	12,576
Utilities	1,345,460	0	27,573	2,918	350,761	121,089	32	0	0
Prem for Phy Dam Ins/Public Liab& Prop. Dam.	129,340	0	292	397	1,279	0	0	781	0
Payouts	1,052,795	0	2,503	3,101	202,789	0	40	0	0
Fuel & Lubricant Taxes	93,904	0	224	276	13,100	64,914	4	0	0
Purchased Transportation	0	5,398,860	0	0	0	14,526,712	0	0	0
Dues & Subscriptions	60,195	0	0	0	122	178	2	0	25,350
Training & Meetings	94,212	0	186	227	20,023	39,654	1	0	142,696
Employee Recognition	31,512	0	21	27	818	1,186	1	0	0
Bad Debt	24,000	0	0	0	0	0	0	0	0
Advertising/Promotion	0	223,000	0	0	0	0	0	0	0
Other Misc. Expense	65,966	0	9	11	1,080	0	1	0	6,003
Tr Way & Tr St Lease - 574	267,716	0	0	0	0	0	0	0	0
Passenger Stations Lease - 575	0	0	0	4,515	0	0	0	0	0
Parking Lease - 576	3,600	0	0	0	0	0	0	0	0
Engine House Lease - 580	30,940	0	74	91	31,200	0	1	0	0
Revenue Veh Mvmt. Control Lease	0	0	0	0	0	0	0	0	0
Data Processing Facilities Lease - 583	0	0	0	0	0	0	0	0	0
Other Gen. & Admin. Lease - 585	110,016	0	261	325	0	0	3	0	80,000
<i>Subtotal Expenses</i>	<i>29,233,019</i>	<i>5,781,860</i>	<i>173,567</i>	<i>116,209</i>	<i>5,634,411</i>	<i>17,598,087</i>	<i>846</i>	<i>4,789</i>	<i>5,648,393</i>
<i>Total Direct Expenses</i>	<i>92,006,436</i>	<i>5,781,860</i>	<i>328,069</i>	<i>270,233</i>	<i>16,101,382</i>	<i>19,037,857</i>	<i>2,703</i>	<i>4,789</i>	<i>8,496,755</i>
Full Time Fringe	23,443,554	0	57,916	57,383	4,007,686	531,636	691	0	1,094,677
Part Time Fringe	195,304	0	419	519	4,288	6,218	7	0	0
<i>Total Fringe</i>	<i>23,638,858</i>	<i>0.00</i>	<i>58,335.00</i>	<i>57,902.00</i>	<i>4,011,974.00</i>	<i>537,854.00</i>	<i>698.00</i>	<i>0.00</i>	<i>1,094,677.00</i>
<i>ATD Indirect</i>									
Total Indirect (W/O Depr.)	38,166,127	0	94,005	93,602	6,394,986	873,467	1,128	0	1,741,541
Dist. of Fringe	693,581	0	1,707	1,702	115,665	15,910	21	0	31,476
<i>Total Fringe & Indirect</i>	<i>62,498,566</i>	<i>0</i>	<i>154,047</i>	<i>153,206</i>	<i>10,522,625</i>	<i>1,427,231</i>	<i>1,847</i>	<i>0</i>	<i>2,867,694</i>
FY23 Total before Capital Labor	\$154,505,002	\$5,781,860	\$482,116	\$423,439	\$26,624,007	\$20,465,088	\$4,550	\$4,789	\$11,364,449
Less: Capital Labor									
FY23 Total after Capital Labor									

VIA METROPOLITAN TRANSIT
Cost Allocation Plan
FISCAL YEAR ENDING 09/30/23

Advanced Transportation District									
	12	14	62	70	72	81-89			
Capital Labor	Line	Vanpool	Bus. Develop. & Planning	MTA Indirect	ATD Indirect	Fringe	Total		
\$0	\$11,276,611	\$0	\$0	\$0	\$0	\$0	\$53,658,346	Operator Wages	
634,633	\$6,199,116	0	0	24,019,537	0	534,167	64,967,640	Other Salaries	
0	\$18,590	0	0	114,746	0	0	459,309	PT Other Salaries	
0	503,346	0	0	0	0	0	2,054,354	PT Operator Wages	
634,633	17,997,663	0	0	24,134,283	0	534,167	121,139,649	Subtotal Labor	
0	2,495,124	0	0	3,987,983	0	44,714,305	62,110,929	Salried & Other Fringe Benefits	
0	21,000	35,600	0	788,600	0	0	1,005,200	Advertising Fees	
0	51,745	12,000	9,344,184	5,806,383	77,100	1,056,965	22,943,625	Prof & Tech Services	
0	0	0	0	50,100	0	0	270,100	Temporary Help	
0	285,605	0	0	3,200,388	0	0	6,786,137	Contract Maintenance	
0	147,346	0	0	107,602	0	0	904,957	Security Services	
0	51,952	0	0	891,025	5,050	0	1,272,546	Other Services	
0	121,564	0	0	3,037,599	0	0	3,533,749	IT Licenses & Subscription Services	
0	967,419	0	0	0	0	0	6,527,665	Fuel & Lubricants	
0	305,843	0	0	0	0	0	1,445,678	Tires & Tubes	
0	2,948,214	0	0	2,133,867	0	3,114	15,433,905	Other Mat. & Supplies	
0	346,834	0	0	1,525,089	0	0	3,719,756	Utilities	
0	42,400	272,832	0	296,520	0	0	743,841	Prem for Phy Dam Ins/Public Liab& Prop. Dam.	
0	343,493	0	0	0	0	0	1,604,721	Payouts	
0	30,637	0	0	0	0	0	203,059	Fuel & Lubricant Taxes	
0	0	330,508	0	0	0	0	20,256,080	Purchased Transportation	
0	63	0	0	362,407	0	930	449,247	Dues & Subscriptions	
0	25,190	400	0	1,032,411	0	42,000	1,397,000	Training & Meetings	
0	2,940	0	0	27,200	0	49,690	113,395	Employee Recognition	
0	0	0	0	(8,500)	0	0	15,500	Bad Debt	
0	0	0	0	1,445,975	0	0	1,668,975	Advertising/Promotion	
0	19,957	0	0	279,804	0	0	372,831	Other Misc. Expense	
0	0	0	0	0	0	0	267,716	Tr Way & Tr St Lease - 574	
0	0	0	0	0	0	0	4,515	Passenger Stations Lease - 575	
0	0	0	0	0	0	0	3,600	Parking Lease - 576	
0	10,094	0	0	0	0	0	72,400	Engine House Lease - 580	
0	0	0	0	68,839	0	0	68,839	Revenue Veh Mvmt. Control Lease	
0	0	0	0	0	0	0	0	Data Processing Facilities Lease - 583	
0	35,895	0	0	221,000	105,000	0	552,500	Other Gen. & Admin. Lease - 585	
0	8,253,315	651,340	9,344,184	25,254,292	187,150	45,867,004	153,748,466	Subtotal Expenses	
634,633	26,250,978	651,340	9,344,184	49,388,575	187,150	46,401,171	274,888,115	Total Direct Expenses	
243,901	6,716,239	0	0	9,231,143	0	205,290	45,590,116	Full Time Fringe	
0	57,493	0	0	12,640	0	0	276,888	Part Time Fringe	
243,901	6,773,732.00	0.00	0.00	9,243,783.00	0.00	205,290.00	45,867,004	Total Fringe	
	187,150	0	0		(187,150)		0	ATD Indirect	
	10,940,902	0	0	(58,632,358)		326,600	0	Total Indirect (W/O Depr.)	
7,111	198,884	0	0			(1,066,057)	0	Dist. of Fringe	
251,012	18,100,668	0	0	(49,388,575)	(187,150)	(534,167)	(45,867,004)	Total Fringe & Indirect	
\$885,645	\$44,351,646	\$651,340	\$9,344,184	\$0	\$0		\$274,888,115	FY23 Total before Capital Labor	
							(885,645)	Less: Capital Labor	
							\$274,002,470	FY23 Total after Capital Labor	

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Personnel Summary

The personnel schedule on the adjacent page shows the personnel levels by category.

In FY23, an overall net decrease in personnel is predominantly a result of aligning operator workforce with the budgeted service plan. VIA carried many operator vacancies previously.

Full-time employees are defined to include those persons whose hours of work represent full-time employment. Part-time employees are those persons who work less than the standard number of hours for full-time employment. Full-time equivalent is a derived statistic that provides an estimate of total full-time employment by converting part-time employees to a full-time amount.

The number of full-time and part-time equivalent bus operators is expected to decrease by 97.50 positions. These are the employees responsible for operating revenue service buses.

The number of full-time and part-time van operators is expected to remain steady. These are the employees responsible for operating revenue service (paratransit) vans.

The number of hourly maintenance employees is expected to increase by 2. These are the individuals responsible for providing vehicle or facility maintenance services.

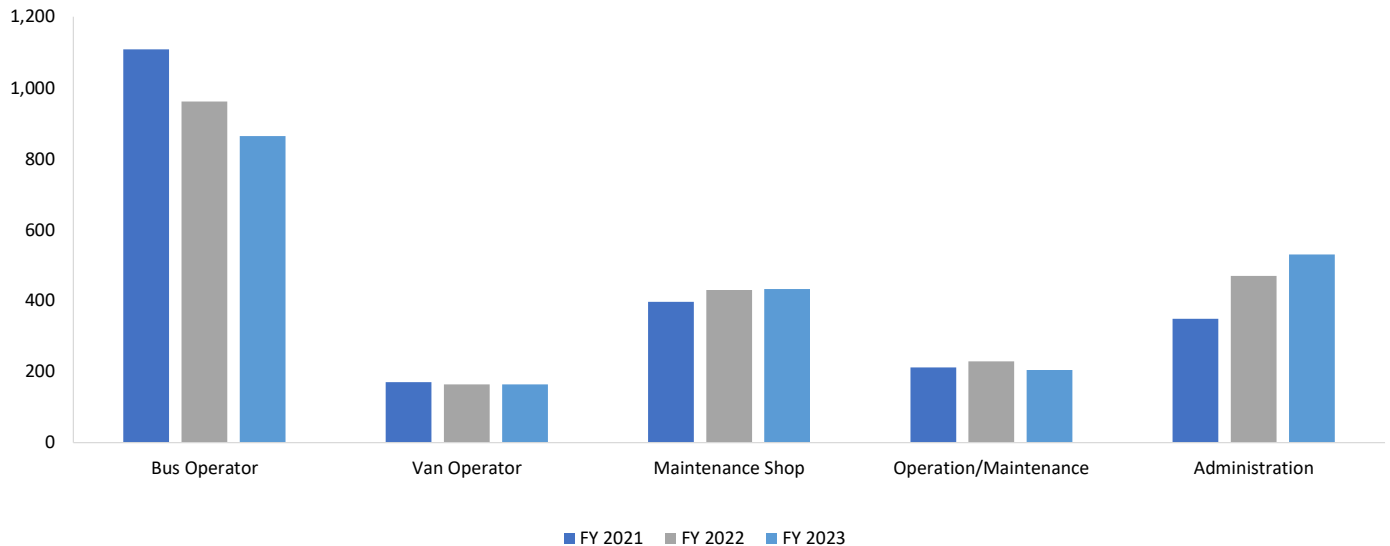
The number of full-time operations/maintenance salaried positions is expected to decrease by 15 and part-time decrease by 9. These are the individuals primarily responsible for providing administration and direct support for the operations and maintenance functions.

The number of full-time administration salaried positions is expected to increase by 60 and part-time positions decrease by 0.25. These are the individuals primarily responsible for providing general and administrative support services for the agency.

VIA Metropolitan Transit Personnel Summary

	2021 Budget	2022 Budget	2023 Budget	23v22 Variance	23v22 Variance %
<u>FULL-TIME EMPLOYEES (Full-Time Equivalents)</u>					
<u>Category</u>					
Bus Operator	1,032.00	914.00	818.00	(96.00)	(10.50%)
Van Operator	170.00	164.00	164.00	-	0.00%
Maintenance Shop	396.00	430.00	432.00	2.00	0.47%
Salaried					
Operation/Maintenance	202.00	218.00	203.00	(15.00)	(6.88%)
Administration	344.00	465.00	525.00	60.00	12.90%
Subtotal Full-Time Employees (FTE)	2,144.00	2,191.00	2,142.00	(49.00)	(2.24%)
<u>PART-TIME EMPLOYEES (Full-Time Equivalents)</u>					
<u>Category</u>					
Bus Operator	76.00	46.50	45.00	(1.50)	(3.23%)
Van Operator	-	-	-	-	0.00%
Maintenance Shop	-	-	-	-	0.00%
Salaried					
Operation/Maintenance	9.75	10.50	1.50	(9.00)	(85.71%)
Administration	4.50	4.50	4.25	(0.25)	(5.56%)
Subtotal Part-Time Employees (FTE)	90.25	61.50	50.75	(10.75)	(17.48%)
<u>GRAND TOTAL</u>					
<u>Category</u>					
Bus Operator	1,108.00	960.50	863.00	(97.50)	(10.15%)
Van Operator	170.00	164.00	164.00	-	0.00%
Maintenance Shop	396.00	430.00	432.00	2.00	0.47%
Salaried					
Operation/Maintenance	211.75	228.50	204.50	(24.00)	(10.50%)
Administration	348.50	469.50	529.25	59.75	12.73%
Full-Time Equivalents (FTE) Grand Total	2,234.25	2,252.50	2,192.75	(59.75)	(2.65%)

Full-Time Employees by Category





OPERATING DETAIL



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Introduction to the Detail by Group/Division Section

The following section provides details on the groups, divisions and departments within VIA Metropolitan Transit. The groups consist of General and Administrative, Business Services, Public Engagement, and Planning and Development. The table below lists the Groups and Divisions.

Administrative Group

- General and Administrative
- VIA Board
- EEO
- Audit
- Legal Services
- Risk Management
- Office of Diversity & Federal Compliance
- Business Support Services Administration

Business Support Services Group

- Transportation
- Fiscal Management
- Human Resources
- Technology and Innovation
- Procurement
- Safety, Training, and System Security
- Fleet and Facilities
- Non-Departmental

Public Engagement Group

- Public Engagement Administration
- Government & Community Relations
- Customer Experience and Sales
- Marketing
- Communications

Planning and Development Group

- Strategic Planning and Special Projects
- Service Planning and Scheduling
- Capital Programs

The section includes:

- **Goals and Strategies**
 - The overview section describes the functions and responsibilities of each division.
 - The goals and strategies section describes the key goals to be achieved by each division and how success will be measured.
- **Performance Measures**
 - Departments measured progress toward accomplishing VIA's mission and/or the departments goals and objectives
- **Department Budget**
 - VIA's budget is shown for labor and supplies, services, other expenses and by division.
 - The budgets are presented in six columns for comparison purposes, which includes FY21 Actual expenses, the FY22 Annual Budget, the FY22 Forecast, the FY23 Adopted Budget, and the dollar and percent variances between FY22 budget and the FY23 budget and the dollar.
- **Department Authorized Position Detail**

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FY 2023 GOALS AND STRATEGIES

Public transportation plays a critical role in connecting Greater San Antonio Region residents and communities to economic opportunity. An estimated 150 new residents arrive in our region each day. Between 2010 and 2040, the region is estimated to add 1.7 million new residents, 838,000 new jobs and more than 1.3 million vehicles on the road. A transit network is essential for support of sustainable, healthy and equitable growth. VIA's Vision and Mission sets our direction, aims and values to meet regional growth needs.

VIA Vision

Connecting our Region

VIA Mission

VIA Metropolitan Transit provides regional multimodal transportation options that connect our community to opportunity, support economic vitality and enhance quality of life throughout our region.

VIA Goals

VIA's fiscal year 2023 goals are to recover and grow ridership, build strategic partnerships, invest in staff development and advance the "Keep SA Moving" plan to connect more people to jobs and economic opportunities.

VIA Strategies

VIA's FY 2023 strategies follow the Keep SA Moving plan's three key elements:

- Improve the Transit System
 - Planning and public outreach
 - Connect more people to jobs and services
 - Adjusting service to recovery conditions
 - Maintain access and preserve equitable service
- Expand the Mobility Options
 - VIA Link system expansion
 - Enhance access for individuals with disabilities or mobility challenges
 - Develop more partnerships for connection, shared and accessible services
- Focus on Capital and Technology
 - Improve the customer experience
 - Focus on employee/rider healthy and safety
 - Focus on service quality and customer experience
 - Continue development projects
 - Continue Scobey Complex Redevelopment
 - Design development of facilities
 - Continue shelter installations, including solar
 - Conduct studies and assessments

Operating Expenses by Group/Division Summary

MTA/ATD Total						
Expenses by Group/Division	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 bud to FY22 Budget	% Difference
<u>Administrative Group</u>						
Responsibility: CEO						
President/CEO and Administration	\$ 756,033	\$ 807,080	\$ 863,379	\$ 853,550	\$ 46,470	6%
VIA Board	41,700	84,550	59,566	84,550	0	0%
EEO	-	126,213	126,703	247,296	121,083	96%
Audit	701,771	933,621	878,547	960,316	26,695	3%
Legal Services	3,313,967	4,354,371	4,353,036	4,571,462	217,091	5%
Office of Diversity & Federal Compliance	534,703	801,638	673,958	1,555,712	754,074	94%
Business Support Services Administration	357,651	310,168	314,671	587,096	276,928	89%
Subtotal	\$ 5,705,825	\$ 7,417,641	\$ 7,269,860	\$ 8,859,982	\$ 1,442,341	19%
<u>Business Support Services and Operations Group</u>						
Responsibility: Deputy CEO						
Transportation	\$ 86,125,557	\$ 94,285,596	\$ 89,176,943	\$ 92,495,837	\$ (1,789,759)	(2%)
Fiscal Management	3,122,604	3,892,295	3,740,128	3,903,924	11,629	0%
Human Resources	3,057,670	4,288,867	4,031,028	4,669,771	380,904	9%
Technology and Innovation	7,335,730	10,079,232	10,251,007	11,857,903	1,778,671	18%
Procurement	1,446,053	1,632,831	1,495,110	1,939,426	306,595	19%
Safety, Security, and Training	9,730,773	11,452,743	10,784,053	13,068,333	1,615,590	14%
Fleet and Facilities	52,220,181	52,689,774	53,249,878	60,603,972	7,914,198	15%
Non-Departmental	53,706,237	48,876,736	34,940,211	44,519,751	(4,356,985)	(9%)
Subtotal	\$ 216,744,805	\$ 227,198,074	\$ 207,668,358	\$ 233,058,916	\$ 5,860,842	3%
<u>Public Engagement</u>						
Responsibility: Senior VP Public Engagement						
Public Engagement Administration	\$ 1,386,343	\$ 853,364	\$ 774,401	\$ 474,952	\$ (378,412)	(44%)
Government and Community Relations	897,045	2,551,012	1,760,186	2,464,231	(86,781)	(3%)
Customer Experience and Sales	3,278,109	4,451,373	3,856,044	6,184,180	1,732,807	39%
Marketing & Promotions	2,431,093	2,590,966	2,602,858	3,529,689	938,723	36%
Corporate Communications	711,244	949,727	844,384	1,127,955	178,228	19%
Subtotal	\$ 8,703,833	\$ 11,396,442	\$ 9,837,873	\$ 13,781,006	\$ 2,384,564	21%
<u>Planning & Development Group</u>						
Responsibility: Senior VP Development Officer						
Strategic Planning & Special Projects	\$ 2,595,416	\$ 6,506,563	\$ 4,842,755	\$ 13,303,625	\$ 6,797,062	104%
Service Planning & Scheduling	1,373,007	5,043,101	3,379,555	2,856,121	(2,186,980)	(43%)
Capital Programs	831,048	1,880,876	1,553,789	2,142,820	261,944	14%
Subtotal	\$ 4,799,471	\$ 13,430,540	\$ 9,776,099	\$ 18,302,566	\$ 4,872,026	36%
Total Expenses	\$ 235,953,934	\$ 259,442,697	\$ 234,552,190	\$ 274,002,470	\$ 14,559,773	6%

General and Administrative Group

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General and Administrative Division

The General and Administrative division office consists of the President/CEO, Executive Assistant to the President/CEO, and Executive Assistant/Board Support. In addition, the General and Administrative division provides oversight to the EEO and Diversity office and the Business Support Administration department. The office is responsible for decision-making and overall direction of the agency, executing policies of the Board of Trustees and supervising/supporting members of the executive management team to achieve agency, division, and departmental goals. The office is responsible for formulating, developing, directing, and implementing various strategies to further the agency's mission throughout the year.

Goals/Strategies

The goals of the division are the goals of the agency, the Board of Trustees and the President/CEO. Performance will be measured by how successfully the agency achieves the board's strategic plans and policies for the agency. The Board's expectations are reflected in the annual budget/business plan; and by the set of initiatives established by the Board during the President/CEO's annual performance review.

The support staff is responsible for successfully carrying out the preparation of meeting materials and the management/oversight of the monthly Board meetings, Work Sessions and Committee meetings. They are also responsible for coordinating Board of Trustees requests for information, support services and providing on-going administrative support to the President and CEO.

Expense Summary by Department and Account

GENERAL & ADMINISTRATIVE

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ 489,264	\$ 498,204	\$ 547,295	\$ 493,769	\$ (4,435)	(0.9%)
Sick		11,917	7,823	4,113	20,179	12,356	157.9%
Holiday		23,537	23,121	23,140	26,233	3,112	13.5%
Vacation		12,134	19,838	27,199	31,205	11,367	57.3%
Other Paid Absence		1,250	1,353	1,256	2,018	665	49.1%
	Wages	<u>\$ 538,102</u>	<u>\$ 550,339</u>	<u>\$ 603,003</u>	<u>\$ 573,404</u>	<u>\$ 23,065</u>	<u>4.2%</u>
Non-Labor Expenses							
Professional and Technical Services		-	14,500	-	24,600	10,100	69.7%
Temporary Help		-	-	-	26,000	26,000	- %
Other Services		11,039	12,901	10,705	12,901	-	- %
Other Materials and Supplies		611	2,500	1,521	3,400	900	36.0%
Dues and Subscriptions		189,576	202,350	219,949	191,455	(10,895)	(5.4%)
Training and Meetings		15,328	23,590	27,754	21,790	(1,800)	(7.6%)
Other Miscellaneous Expenses		1,377	900	447	-	(900)	(100.0%)
	Non-Labor Expenses	<u>\$ 217,931</u>	<u>\$ 256,741</u>	<u>\$ 260,376</u>	<u>\$ 280,146</u>	<u>\$ 23,405</u>	<u>9.1%</u>
	Total	<u><u>\$ 756,033</u></u>	<u><u>\$ 807,080</u></u>	<u><u>\$ 863,379</u></u>	<u><u>\$ 853,550</u></u>	<u><u>\$ 46,470</u></u>	<u><u>5.8%</u></u>

Expense Summary by Department and Account

VIA BOARD

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Non-Labor Expenses						
Professional and Technical Services	\$ 11,678	\$ 17,200	\$ 15,998	\$ 17,200	\$ -	- %
Other Services	10,400	22,750	16,373	22,750	-	- %
Other Materials and Supplies	1,948	3,000	2,231	3,000	-	- %
Dues and Subscriptions	1,250	1,300	2,310	1,300	-	- %
Training and Meetings	16,424	40,300	22,654	40,300	-	- %
Non-Labor Expenses	\$ 41,700	\$ 84,550	\$ 59,566	\$ 84,550	\$ 0	- %
Total	\$ 41,700	\$ 84,550	\$ 59,566	\$ 84,550	\$ 0	- %

Expense Summary by Department and Account

EEO & DIVERSITY

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ -	\$ 92,686	\$ 98,325	\$ 149,257	\$ 56,571	61.0%
Other Salaries and Wages - Temporary	-	-	-	20,800	20,800	- %
Sick	-	1,453	671	5,492	4,039	278.0%
Holiday	-	4,676	1,559	8,524	3,848	82.3%
Vacation	-	2,229	1,115	6,557	4,328	194.2%
Other Paid Absence	-	274	138	656	382	139.3%
Wages	\$ 0	\$ 101,318	\$ 101,808	\$ 191,286	\$ 89,968	88.8%
Non-Labor Expenses						
Professional and Technical Services	-	11,500	11,500	31,500	20,000	173.9%
Other Materials and Supplies	-	500	500	2,300	1,800	360.0%
Dues and Subscriptions	-	6,710	6,250	6,710	-	- %
Training and Meetings	-	6,185	6,645	15,500	9,315	150.6%
Non-Labor Expenses	\$ 0	\$ 24,895	\$ 24,895	\$ 56,010	\$ 31,115	125.0%
Total	\$ 0	\$ 126,213	\$ 126,703	\$ 247,296	\$ 121,083	95.9%

Audit Department

The Audit Department (Audit) provides independent assurance and management advisory services designed to mitigate VIA's risks, add value to the organization, and improve VIA's operational processes. Audit services also include oversight of procurement protests as well as investigations related to ethics violations and fraud waste and abuse. Working in partnership with management, auditors provide the Board, the Audit Committee, and VIA management with assurance that risks are mitigated and that the VIA governance process is strong and effective.

The department is responsible for planning and implementing a comprehensive program of internal audits of various functions and activities within VIA, while taking into account the available means and resources allocated to the Department. To fulfill these responsibilities, Audit staff are authorized to have full, free, and unrestricted access to all VIA functions, records, property, and personnel.

The department is also responsible for coordinating, facilitating, and monitoring VIA's annual independent audit as well as other audits, inspections and reviews conducted by external agencies. Serving as VIA's point of contact on these matters, the department monitors development and implementation of corrective action plans and provides feedback to VIA's management and Board of Trustees.

Goals/Strategies

- Provide audits and advisory services to assist management in its initiatives (direct and indirect) to sustain and enhance VIA's bus and paratransit system, create a multimodal network and embrace innovative solutions.
- Selected audits and advisory services are included in the Board approved Audit Plan and will be completed in the fiscal year. Audit results and recommendations will be provided to management and Audit Committee for consideration and/or implementation.
 - Key stakeholders will be identified including staff, management, and Board of Trustees.
 - Interviews and assessments will be conducted to identify potential risks that might adversely impact VIA's operations.
 - Potential risks and vulnerabilities will be assessed for likelihood of occurrence and potential impacts.
 - Risk assessment results will be presented to management and Audit Committee for consideration of potential audit projects.
 - Audit Plan status will be reviewed in quarterly Audit Committee meetings, and as necessary, modifications to the Audit Plan will be considered and/or implemented.

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
% of Audit Plan Completed	100%	100%	100%	100%
Time dedicated to project hours	75.33%	75%	77.91%	75%
Average Continuing Professional Education (CPE)	44.8 hours	40 hours	40 hours	40 hours

Expense Summary by Department and Account

AUDIT

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 510,757	\$ 653,350	\$ 614,424	\$ 629,049	\$(24,301)	(3.7%)
Other Salaries and Wages - Over Time	-	-	824	-	-	- %
Sick	30,582	10,442	10,733	26,552	16,110	154.3%
Holiday	27,681	33,609	31,126	36,648	3,039	9.0%
Vacation	33,037	28,837	34,270	37,900	9,063	31.4%
Other Paid Absence	1,190	1,966	2,155	2,819	853	43.4%
Wages	<u>\$ 603,248</u>	<u>\$ 728,204</u>	<u>\$ 693,532</u>	<u>\$ 732,969</u>	<u>\$ 4,764</u>	<u>0.7%</u>
Non-Labor Expenses						
Professional and Technical Services	86,898	182,800	168,638	205,200	22,400	12.3%
Other Services	659	2,769	1,686	2,769	-	- %
Other Materials and Supplies	1,140	3,320	1,884	3,320	-	- %
Dues and Subscriptions	4,910	5,870	5,924	5,400	(470)	(8.0%)
Training and Meetings	4,916	10,658	6,883	10,658	-	- %
Non-Labor Expenses	<u>\$ 98,523</u>	<u>\$ 205,417</u>	<u>\$ 185,015</u>	<u>\$ 227,347</u>	<u>\$ 21,930</u>	<u>10.7%</u>
Total	<u><u>\$ 701,771</u></u>	<u><u>\$ 933,621</u></u>	<u><u>\$ 878,547</u></u>	<u><u>\$ 960,316</u></u>	<u><u>\$ 26,695</u></u>	<u><u>2.9%</u></u>

Legal Division

The Legal Services Division is responsible for providing legal advice and support for VIA Metropolitan Transit and the Advanced Transportation District (ATD). Legal Services provides legal advice and opinions to management and the Board of Trustees, drafts legal documents, and coordinates/supervises the representation for any client Division requiring legal services. Legal Services also provides ethics advisory opinions to members of the Board or employees who require an interpretation of the Code of Ethics.

In an effort to reduce claim/litigation costs, Legal Services assists the Risk Management Department with claims management and provides legal advice and litigation support for tort claims matters. Legal Services also coordinates and supervises the services provided to VIA and the ATD by outside law firms.

Goals/Strategies

- Effectively manage the payments paid to legal firms assisting with VIA legal matters.
 - Closely monitor use of legal firms and spending.
 - Take steps to establish and maintain a cooperative working relationship and proactively maintain payments to legal firms for non-specialized matters at or below the budgeted amount.
- Identify, control, and manage potential public liability risk exposures, related claims and effectively minimize the cost of accidental losses.
 - Work with Safety and other departments to improve and prevent conditions that may increase VIA's public liability exposure.
 - Analyze various categories of risk and determination of the extent to which each is or can be insured.
 - Continue to improve existing risk management office practices and close gaps in risk management effectiveness.

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Public Liability Average Incurred Loss per Mile for Vans	\$0.04880	≤ \$0.06138	\$0.08334	≤ \$0.06138
Public Liability Average Incurred Loss per Mile for Buses	\$0.04645	≤ \$0.06514	\$0.07250	≤ \$0.06514

Expense Summary by Department and Account

LEGAL SERVICES

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 668,950	\$ 677,577	\$ 692,698	\$ 671,951	\$(5,626)	(0.8%)
Other Salaries and Wages - Other	-	7,992	3,996	-	(7,992)	(100.0%)
Other Salaries and Wages - Part Time	-	-	-	37,004	37,004	- %
Other Salaries and Wages - Temporary	-	-	-	16,500	16,500	- %
Sick	5,933	10,829	8,288	29,190	18,361	169.6%
Holiday	35,509	34,856	35,830	40,980	6,124	17.6%
Vacation	33,665	29,906	44,574	45,461	15,555	52.0%
Other Paid Absence	1,455	2,039	1,651	3,003	964	47.3%
Wages	\$ 745,512	\$ 763,199	\$ 787,037	\$ 844,089	\$ 80,890	10.6%
Fringes						
Other Fringe Benefits	-	6,000	5,862	6,000	-	- %
Fringes	\$ 0	\$ 6,000	\$ 5,862	\$ 6,000	\$ 0	- %
Non-Labor Expenses						
Professional and Technical Services	821,037	420,000	420,000	570,000	150,000	35.7%
Other Services	13,184	16,000	13,381	16,604	604	3.8%
Other Materials and Supplies	881	804	1,408	1,120	316	39.3%
Dues and Subscriptions	43,978	54,673	58,351	56,473	1,800	3.3%
Training and Meetings	7,590	6,035	3,433	6,035	-	- %

Expense Summary by Department and Account

LEGAL SERVICES

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Other Miscellaneous Expenses	\$ 1,978	\$ 10,604	\$ 5,690	\$ 10,000	\$(604)	(5.7%)
Non-Labor Expenses	<u>\$ 888,648</u>	<u>\$ 508,116</u>	<u>\$ 502,263</u>	<u>\$ 660,232</u>	<u>\$ 152,116</u>	<u>29.9%</u>
Total	<u><u>\$ 1,634,160</u></u>	<u><u>\$ 1,277,315</u></u>	<u><u>\$ 1,295,162</u></u>	<u><u>\$ 1,510,321</u></u>	<u><u>\$ 233,006</u></u>	<u><u>18.2%</u></u>

Expense Summary by Department and Account

RISK MANAGEMENT

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 354,974	\$ 363,925	\$ 342,422	\$ 363,461	\$ (464)	(0.1%)
Sick	5,856	7,056	17,118	14,917	7,861	111.4%
Holiday	18,929	18,721	19,561	21,094	2,373	12.7%
Vacation	16,813	16,063	23,310	20,778	4,715	29.4%
Other Paid Absence	-	1,095	848	1,623	528	48.2%
Wages	\$ 396,572	\$ 406,860	\$ 403,259	\$ 421,873	\$ 15,013	3.7%
Fringes						
Other Fringe Benefits	-	-	254	-	-	- %
Fringes	\$ 0	\$ 0	\$ 254	\$ 0	\$ 0	- %
Non-Labor Expenses						
Professional and Technical Services	49,204	541,380	517,000	541,380	-	- %
Other Services	5,753	5,995	5,726	5,995	-	- %
Other Materials and Supplies	1,469	2,326	1,163	2,326	-	- %
Casualty and Liability Costs - Premiums for PD	223,512	281,770	281,770	452,414	170,644	60.6%
Casualty and Liability Costs - Premiums for PL	12,785	16,895	16,895	18,595	1,700	10.1%
Casualty and Liability Costs - Payout UnIns PL	989,359	1,807,993	1,822,497	1,604,721	(203,272)	(11.2%)
Dues and Subscriptions	1,154	1,144	1,561	1,144	-	- %
Training and Meetings	-	12,693	7,749	12,693	-	- %

Expense Summary by Department and Account

RISK MANAGEMENT

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
	Non-Labor Expenses	\$ 1,283,235	\$ 2,670,196	\$ 2,654,361	\$ 2,639,268	\$(30,928)	(1.2%)
	Total	<u>\$ 1,679,807</u>	<u>\$ 3,077,056</u>	<u>\$ 3,057,874</u>	<u>\$ 3,061,141</u>	<u>\$(15,915)</u>	<u>(0.5%)</u>

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Office of Diversity and Federal Compliance Department

The Office of Diversity & Federal Compliance (ODFC) is responsible for developing and implementing policies and procedures necessary to ensure that Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs) have the maximum opportunity to bid on all contracts. ODFC is responsible for administering the requirements of the DBE Program on all federally funded contracts.

Goals/Strategies

Conduct a Disparity Study

- To obtain the availability of qualified SBEs and DBEs in VIA's relevant geographic market area (RGMA).
- Examine the extent to which disparities, if any, exist in VIA's utilization in its procurement of contracts.
- Enhance VIA's existing SBE and DBE programs.

Provide Business Development/Supportive Services/Technical Assistance/Bonding and Insurance to DBE and SBE firms.

- Increase availability of certified DBE firms for upcoming contract opportunities by providing business development and technical assistance to firms in completing their DBE and SBE certification application.
- Develop and implement a targeted outreach plan to ensure DBE and SBE firms are informed of upcoming contract opportunities.
- Develop and implement Small Business Enterprise program element making it easier for firms to compete on VIA's solicitations.

Meet VIA's Federal Transportation Agency (FTA) Triennial DBE goal of 14.52% on an annual basis.

- Increase availability of certified DBE firms for upcoming contract opportunities by providing business development and technical assistance to firms in completing their DBE and SBE certification application.
- Continuously monitor DBE participation on all federally funded contracts to assure the goal is met.
- Report and track all awards and payments.

Ensure Prime Contractors are compliant with Prompt Payment, Retainage, Commercial Useful Function, Prevailing Wages and written Subcontractor Agreements.

- Implement training for Project Sponsors, Project Managers & Procurement staff to monitor DBE & SBE contract compliance requirements using VIA's Diversity Compliance Reporting System (DCRS).
- Ensure all contracts and payments are entered into the Diversity Compliance Reporting System accurately and promptly.
- Monitor prompt payment, retainage, commercial useful function, prevailing wages and written subcontractor agreements.

Office of Diversity and Federal Compliance Department (continued)

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Meet or exceed the FTA Three Year Annual DBE goal of 18.73%	29.4%	18.73%	29%	14.52%
Number of trainings/ workshops provided to DBE vendors	10	4	12	12
Increase number of new firms on VIA's Diversity Compliance Reporting System (DCRS)	50	60	30	60
Increase number of certified DBE firms	34	60	30	50
Increase number of certified SBE firms	58	80	65	75

Expense Summary by Department and Account

OFFICE OF DIVERSITY AND FEDERAL COMPLIANCE

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 365,885	\$ 459,553	\$ 421,993	\$ 430,756	\$(28,797)	(6.3%)
Sick	2,085	7,203	18,335	16,593	9,390	130.4%
Holiday	18,871	23,185	21,321	24,752	1,567	6.8%
Vacation	15,974	11,052	9,510	21,031	9,979	90.3%
Other Paid Absence	(11)	1,356	677	1,904	548	40.4%
Wages	<u>\$ 402,804</u>	<u>\$ 502,349</u>	<u>\$ 471,836</u>	<u>\$ 495,035</u>	<u>\$(7,313)</u>	<u>(1.5%)</u>
Non-Labor Expenses						
Professional and Technical Services	85,946	168,575	109,449	906,575	738,000	437.8%
Other Services	5,508	6,382	6,345	21,382	15,000	235.0%
Other Materials and Supplies	4,003	6,460	4,319	6,500	40	0.6%
Dues and Subscriptions	3,025	3,290	2,705	24,420	21,130	642.2%
Training and Meetings	2,290	25,082	29,754	61,300	36,218	144.4%
Other Miscellaneous Expenses	31,127	89,500	49,550	40,500	(49,000)	(54.7%)
Non-Labor Expenses	<u>\$ 131,899</u>	<u>\$ 299,289</u>	<u>\$ 202,122</u>	<u>\$ 1,060,677</u>	<u>\$ 761,388</u>	<u>254.4%</u>
Total	<u><u>\$ 534,703</u></u>	<u><u>\$ 801,638</u></u>	<u><u>\$ 673,958</u></u>	<u><u>\$ 1,555,712</u></u>	<u><u>\$ 754,074</u></u>	<u><u>94.1%</u></u>

Expense Summary by Department and Account

BUSINESS SUPPORT SERVICES ADMINISTRATION

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 273,113	\$ 269,105	\$ 273,819	\$ 499,991	\$ 230,886	85.8%
Sick		627	5,541	3,649	18,396	12,855	232.0%
Holiday		13,408	13,843	14,922	28,555	14,712	106.3%
Vacation		1,757	11,877	8,221	21,966	10,089	84.9%
Other Paid Absence		-	810	405	2,197	1,387	171.2%
	Wages	<u>\$ 288,905</u>	<u>\$ 301,176</u>	<u>\$ 301,016</u>	<u>\$ 571,104</u>	<u>\$ 269,929</u>	<u>89.6%</u>
Fringes							
Other Fringe Benefits		-	4,500	2,925	1,500	(3,000)	(66.7%)
	Fringes	<u>\$ 0</u>	<u>\$ 4,500</u>	<u>\$ 2,925</u>	<u>\$ 1,500</u>	<u>\$(3,000)</u>	<u>(66.7%)</u>
Non-Labor Expenses							
Other Materials and Supplies		2,488	1,192	1,753	1,192	-	- %
Training and Meetings		-	3,000	8,827	13,000	10,000	333.3%
Other Miscellaneous Expenses		66,258	300	150	300	-	- %
	Non-Labor Expenses	<u>\$ 68,746</u>	<u>\$ 4,492</u>	<u>\$ 10,730</u>	<u>\$ 14,492</u>	<u>\$ 10,000</u>	<u>222.6%</u>
	Total	<u><u>\$ 357,651</u></u>	<u><u>\$ 310,168</u></u>	<u><u>\$ 314,671</u></u>	<u><u>\$ 587,096</u></u>	<u><u>\$ 276,928</u></u>	<u><u>89.3%</u></u>

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
ADMINISTRATION				
GENERAL & ADMINISTRATIVE				
	EXECUTIVE ASSISTANT TO PRESIDENT/CEO	1	1	-
	EXECUTIVE ASSISTANT/BOARD SUPPORT	1	1	-
	PRESIDENT/CEO	1	1	-
	TOTAL	<u>3</u>	<u>3</u>	<u>-</u>
			3	
OFFICE OF EEO & DIVERSITY				
	EEO & DIVERSITY SPECIALIST	-	1	1
	EMP RELATIONS/EEO and DIVERSITY OFFICER	1	1	-
	TOTAL	<u>1</u>	<u>2</u>	<u>1</u>
AUDIT				
	AUDIT ASSISTANT	1	1	-
	AUDIT PROJECT MANAGER	1	1	-
	AUDITOR I	-	1	1
	CHIEF AUDIT OFFICER	1	1	-
	SENIOR AUDITOR	4	3	(1)
	TOTAL	<u>7</u>	<u>7</u>	<u>-</u>
LEGAL SERVICES				
	ATTORNEY (LEVEL I)	1	1	-
	ATTORNEY (LEVEL II)	1	1	-
	ATTORNEY (TORT)	1	1	-
	EXECUTIVE ASSISTANT/LEGAL SECRETARY	1	1	-
	LITIGATION SUPPORT SPECIALIST	1	1	-
	PART-TIME ATTORNEY	-	1	1
	SENIOR VICE PRESIDENT LEGAL	1	1	-
	TOTAL	<u>6</u>	<u>7</u>	<u>1</u>
RISK MANAGEMENT				
	CLAIMS ANALYST	2	2	-
	LITIGATION COORDINATOR	1	1	-
	MANAGER OF RISK MANAGEMENT	1	1	-
	RISK MANAGEMENT SUPPORT SPECIALIST	1	1	-
	SENIOR CLAIMS and INSURANCE SPECIALIST	1	1	-
	TOTAL	<u>6</u>	<u>6</u>	<u>-</u>

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
ADMINISTRATION			
OFFICE OF DIVERSITY AND FEDERAL COMPLIANCE			
BUSINESS COMMUNITY OUTREACH SPECIALIST	1	1	-
BUSINESS DEVELOPMENT/OUTREACH SPECIALIST	1	1	-
COMPLIANCE & REPORTING ANALYST	1	1	-
COMPLIANCE SPECIALIST	1	1	-
DIRECTOR - BUS/SUPP DIVERSITY PROG/DBELO	1	1	-
DIVERSITY and COMPLIANCE ADMINISTRATOR	1	1	-
TOTAL	<u>6</u>	<u>6</u>	<u>-</u>
BUSINESS SUPPORT SERVICES ADMINISTRATION			
CHIEF OPERATING OFFICER	-	1	1
DEPUTY CEO	1	1	-
EXECUTIVE ASSISTANT TO DEPUTY CEO	1	1	-
TOTAL	<u>2</u>	<u>3</u>	<u>1</u>
DIVISION TOTAL	<u><u>31</u></u>	<u><u>34</u></u>	<u><u>3</u></u>

Business Support Services Group

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Transportation Division

The Transportation Division is responsible for providing safe, courteous, reliable, efficient, and effective transportation to the public. The division directs a large group of vehicle operators, supervisors, management and administrative personnel to support and provide the highest quality service.

The Transportation Division is responsible for fixed-route and paratransit service and related budgets. VIA's paratransit system "VIAtrans" includes both directly operated and contract resources, and also provides a taxi subsidy program for eligible VIAtrans customers. The ADA and Accessible Services department is also under the supervision of the Transportation Division.

The division is also responsible for developing service standards, safety protocols, operator rules, policies and procedures to ensure performance quality and a culture of safety. The division works closely with labor union representatives and employees to maintain positive labor relations, providing recommendations of working conditions terms affecting operations, and responding to grievances and personnel disciplinary action appeals.

The primary focus of the Transportation Division is to provide high quality transportation to the community with special attention to safety, security, reliability, customer service, efficiencies, and compliance with Federal Transit Administration rules and regulations. This requires close and continuous coordination of operational activities; frequent interaction with other VIA divisions and stakeholders; communication with community stakeholders and customers; monitoring of federal, state, and local laws and regulations; continuous awareness of system safety and security; accident prevention and deterrents; operator and supervisor customer service training, and implementation of technologies and programs to improve customer satisfaction.

Bus Service Departments

Goals/Strategies

- Strengthening Customer Service - Focus specifically on customer interaction and best practices to develop Operators and Supervisors into customer service champions. Geared towards not just helping the customer but also giving the customer a helpful experience. Work with the Training Department regarding curriculum development and implementation.
 - Create specific Customer-Focused in-depth "ambassador-style" Operator training programs.
 - Create Supervisor Mentorship Program designed to better assist new operators in acclimating to VIA's bus service as well as promoting positive customer interactions.
- Improving On-Time Performance - Collaborate with the Planning Department to review all underperforming routes and focus on improvements in run times, number and placement of bus stops. Engage Operators to determine areas of improvement of bus operation as well as gain information to improve route on-time performance.
 - Improve data analytics on underperforming routes to ensure efficiencies.
 - Improve data analytics on underperforming operators and provide feedback and continued training.
 - Enhance operation STEA (Stop The Earlier Arrivals) with better analytics to improve schedule adherence

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
On-Time Performance - Bus	82.4%	83.0%	80.19%	83.0%
Bus Complaint Rate (per 10,000 Passengers)	4.05	4.25	4.51	4.25
Average Weekday Ridership - Bus	59,826	62,000	61,860	67,000

Expense Summary by Department and Account

TRANSPORTATION ADMINISTRATION

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ 656,569	\$ 825,235	\$ 738,024	\$ 732,066	\$ (93,169)	(11.3%)
Sick		42,765	15,092	22,227	29,886	14,794	98.0%
Holiday		40,179	42,526	38,973	42,505	(21)	- %
Vacation		21,809	37,934	34,840	42,372	4,438	11.7%
Other Paid Absence		1,337	2,488	1,244	3,270	782	31.4%
	Wages	\$ 762,659	\$ 923,275	\$ 835,308	\$ 850,099	\$ (73,176)	(7.9%)
Fringes							
Other Fringe Benefits		-	-	175	1,500	1,500	- %
	Fringes	\$ 0	\$ 0	\$ 175	\$ 1,500	\$ 1,500	- %
Non-Labor Expenses							
Professional and Technical Services		-	25,000	12,502	25,000	-	- %
Other Services		18,029	28,957	24,862	28,957	-	- %
Other Materials and Supplies		2,329	2,097	1,690	17,098	15,001	715.4%
Dues and Subscriptions		60,000	60,259	60,259	60,260	1	- %
Training and Meetings		(265)	10,575	9,115	10,575	-	- %
Employee Recognition		-	-	-	5,000	5,000	- %
Other Miscellaneous Expenses		558	20,000	10,000	-	(20,000)	(100.0%)
	Non-Labor Expenses	\$ 80,651	\$ 146,888	\$ 118,428	\$ 146,890	\$ 2	- %

Expense Summary by Department and Account

TRANSPORTATION ADMINISTRATION

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Total	\$ 843,310	\$ 1,070,163	\$ 953,911	\$ 998,489	\$(71,674)	(6.7%)

Expense Summary by Department and Account

BUS SERVICE OPERATIONS

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 873,424	\$ 857,152	\$ 864,342	\$ 900,635	\$ 43,483	5.1%
Other Salaries and Wages - Over Time	-	31,266	15,633	31,272	6	- %
Sick	20,507	13,723	35,477	38,132	24,409	177.9%
Holiday	44,192	44,170	44,994	52,586	8,416	19.1%
Vacation	48,061	39,401	44,989	56,321	16,920	42.9%
Other Paid Absence	3,969	2,584	1,291	4,045	1,461	56.5%
Wages	\$ 990,153	\$ 988,296	\$ 1,006,726	\$ 1,082,991	\$ 94,695	9.6%
Fringes						
Worker's Compensation Insurance	669,992	632,960	175,687	393,217	(239,743)	(37.9%)
Other Fringe Benefits	-	5,000	2,500	5,000	-	- %
Fringes	\$ 669,992	\$ 637,960	\$ 178,187	\$ 398,217	\$(239,743)	(37.6%)
Non-Labor Expenses						
Other Services	63,078	65,000	60,596	65,000	-	- %
Other Materials and Supplies	19,388	43,344	38,332	44,044	700	1.6%
Purchased Transportation	1,031,948	3,802,842	2,663,534	-	(3,802,842)	(100.0%)
Training and Meetings	992	9,200	4,790	40,016	30,816	335.0%
Other Miscellaneous Expenses	21,220	30,816	23,045	-	(30,816)	(100.0%)
Non-Labor Expenses	\$ 1,136,626	\$ 3,951,202	\$ 2,790,297	\$ 149,060	\$(3,802,142)	(96.2%)

Expense Summary by Department and Account

BUS SERVICE OPERATIONS

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Total	\$ 2,796,771	\$ 5,577,458	\$ 3,975,210	\$ 1,630,268	\$(3,947,190)	(70.8%)

Expense Summary by Department and Account

BUS OPERATORS FULL TIME

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Operators Salaries and Wages	\$ 44,677,328	\$ 45,695,510	\$ 42,669,948	\$ 42,000,102	\$(3,695,408)	(8.1%)
Operators Salaries and Wages - Over Time	3,176,657	4,250,840	4,353,701	4,250,845	5	- %
Other Salaries and Wages	(668)	-	-	-	-	- %
Other Salaries and Wages - Over Time	(100)	-	-	-	-	- %
Sick	2,367,056	1,548,885	2,098,618	1,685,459	136,574	8.8%
Holiday	2,053,503	2,179,112	2,129,628	2,238,193	59,081	2.7%
Vacation	1,947,501	1,782,427	1,857,603	2,136,512	354,085	19.9%
Other Paid Absence	75,865	82,574	86,292	172,169	89,595	108.5%
Wages	\$ 54,297,142	\$ 55,539,348	\$ 53,195,790	\$ 52,483,279	\$(3,056,068)	(5.5%)
Total	\$ 54,297,142	\$ 55,539,348	\$ 53,195,790	\$ 52,483,279	\$(3,056,068)	(5.5%)

Expense Summary by Department and Account

BUS OPERATORS PART TIME

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Operators Salaries and Wages - Part Time		\$ 1,820,041	\$ 2,432,694	\$ 2,152,377	\$ 1,680,727	\$(751,967)	(30.9%)
Holiday		-	-	681	83,610	83,610	- %
Vacation		19,036	18,827	15,329	-	(18,827)	(100.0%)
	Wages	<u>\$ 1,839,077</u>	<u>\$ 2,451,521</u>	<u>\$ 2,168,387</u>	<u>\$ 1,764,337</u>	<u>\$(687,184)</u>	<u>(28.0%)</u>
	Total	<u><u>\$ 1,839,077</u></u>	<u><u>\$ 2,451,521</u></u>	<u><u>\$ 2,168,387</u></u>	<u><u>\$ 1,764,337</u></u>	<u><u>\$(687,184)</u></u>	<u><u>(28.0%)</u></u>

Expense Summary by Department and Account

BUS OPERATORS RETIRED

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Operators Salaries and Wages - Part Time		\$ 459,215	\$ 448,587	\$ 438,758	\$ 477,257	\$ 28,670	6.4%
Holiday		-	-	-	24,514	24,514	- %
	Wages	<u>\$ 459,215</u>	<u>\$ 448,587</u>	<u>\$ 438,758</u>	<u>\$ 501,770</u>	<u>\$ 53,184</u>	<u>11.9%</u>
	Total	<u><u>\$ 459,215</u></u>	<u><u>\$ 448,587</u></u>	<u><u>\$ 438,758</u></u>	<u><u>\$ 501,770</u></u>	<u><u>\$ 53,184</u></u>	<u><u>11.9%</u></u>

Expense Summary by Department and Account

BUS SERVICE TRANSPORTATION

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 2,161,986	\$ 2,236,231	\$ 2,249,388	\$ 2,311,051	\$ 74,820	3.3%
Other Salaries and Wages - Over Time	-	67,437	33,021	67,429	(8)	- %
Other Salaries and Wages - Part Time	-	89,297	44,649	75,872	(13,425)	(15.0%)
Sick	92,288	35,801	58,911	99,439	63,638	177.8%
Holiday	112,452	115,237	116,370	139,072	23,835	20.7%
Vacation	127,398	102,793	129,630	145,462	42,669	41.5%
Other Paid Absence	2,952	6,741	5,378	10,535	3,794	56.3%
Wages	\$ 2,497,076	\$ 2,653,537	\$ 2,637,347	\$ 2,848,860	\$ 195,323	7.4%
Non-Labor Expenses						
Other Materials and Supplies	43,642	34,052	43,752	49,741	15,689	46.1%
Training and Meetings	-	43,700	27,921	43,700	-	- %
Employee Recognition	-	-	-	12,001	12,001	- %
Other Miscellaneous Expenses	272	12,001	7,576	-	(12,001)	(100.0%)
Leases and Rentals - Transit Way Structures and Equip	(30)	1,200	600	1,200	-	- %
Non-Labor Expenses	\$ 43,884	\$ 90,953	\$ 79,849	\$ 106,642	\$ 15,689	17.2%
Total	\$ 2,540,960	\$ 2,744,490	\$ 2,717,196	\$ 2,955,502	\$ 211,012	7.7%

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Accessible Services Department

Goals/Strategies

- Create and implement a Travel Training Program to promote independent use of fixed route services for older adults and people with disabilities.
 - Procure a qualified entity capable of delivering a Travel Training program that will provide participants the skills necessary to feel comfortable and confident in using public transportation.
- Advance accessibility of our transit system for people with disabilities through the systemwide implementation of NaviLens wayfinding technology.
 - Procure NaviLens technology and ensure systemwide implementation is completed in timely manner.

Paratransit Operations Department

Goals/Strategies

- Examine and evaluate paratransit service to determine where improvements can be made to make paratransit operations more effective and efficient after Paratransit Operations has been consolidated in the new VIAtrans Operations Center.
 - Hire a consultant to conduct a data analysis of our existing paratransit service to improve operations, ensure efficiencies and optimization of paratransit trips to include directly operated and contracted services.
- Conduct VIAtrans Customer and Agency Outreach - Engage with VIAtrans customers – especially new customers - and the agencies that provide service to our customers to clarify VIAtrans service and address misconceptions about the service.
 - Meet with VIAtrans customers at adult day care and workshop agencies to provide information on VIAtrans service and obtain feedback to enhance service delivery.

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Paratransit On-Time Performance	93.5%	91%	87.71%	90%
Paratransit Complaint Rate (per 1,000 passengers)	2.81	3.40	4.09	3.40
Paratransit Average Weekday Ridership	2,011	2,250	2,493	2,900

Expense Summary by Department and Account

ACCESSIBLE SERVICES

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 334,910	\$ 358,186	\$ 335,182	\$ 363,907	\$ 5,721	1.6%
Sick		19,837	8,253	8,087	14,547	6,294	76.3%
Holiday		18,885	18,452	16,366	21,036	2,584	14.0%
Vacation		22,804	16,352	16,136	19,608	3,256	19.9%
Other Paid Absence		-	1,079	538	1,618	539	50.0%
	Wages	<u>\$ 396,436</u>	<u>\$ 402,322</u>	<u>\$ 376,309</u>	<u>\$ 420,717</u>	<u>\$ 18,394</u>	<u>4.6%</u>
Non-Labor Expenses							
Professional and Technical Services		33,879	266,100	174,140	1,629,792	1,363,692	512.5%
Other Services		14,059	32,148	23,585	32,148	-	- %
Other Materials and Supplies		8,046	9,568	8,331	14,568	5,000	52.3%
Dues and Subscriptions		698	-	325	-	-	- %
Training and Meetings		590	5,775	2,893	5,772	(3)	(0.1%)
	Non-Labor Expenses	<u>\$ 57,272</u>	<u>\$ 313,591</u>	<u>\$ 209,274</u>	<u>\$ 1,682,280</u>	<u>\$ 1,368,689</u>	<u>436.5%</u>
	Total	<u><u>\$ 453,708</u></u>	<u><u>\$ 715,913</u></u>	<u><u>\$ 585,583</u></u>	<u><u>\$ 2,102,997</u></u>	<u><u>\$ 1,387,083</u></u>	<u><u>193.8%</u></u>

Expense Summary by Department and Account

PARATRANSIT OPERATORS FULL TIME

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Operators Salaries and Wages	\$ 4,972,065	\$ 5,881,926	\$ 5,326,053	\$ 5,617,469	\$(264,457)	(4.5%)
Operators Salaries and Wages - Over Time	45,493	332,459	241,993	26,134	(306,325)	(92.1%)
Other Salaries and Wages	-	-	(240)	-	-	- %
Other Salaries and Wages - Over Time	-	-	(200)	-	-	- %
Sick	350,890	297,637	358,573	238,712	(58,925)	(19.8%)
Holiday	276,121	295,808	293,226	324,182	28,374	9.6%
Vacation	281,890	288,233	265,497	284,341	(3,892)	(1.4%)
Other Paid Absence	6,901	14,295	15,648	24,937	10,642	74.4%
Wages	\$ 5,933,360	\$ 7,110,358	\$ 6,500,550	\$ 6,515,776	\$(594,583)	(8.4%)
Total	\$ 5,933,360	\$ 7,110,358	\$ 6,500,550	\$ 6,515,776	\$(594,583)	(8.4%)

Expense Summary by Department and Account

PARATRANSIT OPERATIONS

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 3,442,111	\$ 3,227,325	\$ 3,343,786	\$ 2,414,776	\$(812,549)	(25.2%)
Other Salaries and Wages - Over Time	9	180,486	168,204	101,640	(78,846)	(43.7%)
Other Salaries and Wages - Part Time	-	263,247	131,628	-	(263,247)	(100.0%)
Sick	139,990	60,200	95,158	104,153	43,953	73.0%
Holiday	165,247	165,576	171,810	141,409	(24,167)	(14.6%)
Vacation	207,620	133,454	171,622	156,964	23,510	17.6%
Other Paid Absence	7,814	9,686	7,269	10,878	1,192	12.3%
Wages	\$ 3,962,791	\$ 4,039,974	\$ 4,089,477	\$ 2,929,819	\$(1,110,154)	(27.5%)
Fringes						
Worker's Compensation Insurance	31,233	136,221	24,166	32,315	(103,906)	(76.3%)
Fringes	\$ 31,233	\$ 136,221	\$ 24,166	\$ 32,315	\$(103,906)	(76.3%)
Non-Labor Expenses						
Professional and Technical Services	-	-	-	65,000	65,000	- %
Temporary Help	-	-	-	120,000	120,000	- %
Other Services	28,874	38,853	33,023	38,849	(4)	- %
Other Materials and Supplies	13,820	24,716	17,244	39,752	15,036	60.8%
Purchased Transportation	12,924,024	14,360,984	14,455,525	-	(14,360,984)	(100.0%)
Dues and Subscriptions	349	300	325	300	-	- %

Expense Summary by Department and Account

PARATRANSIT OPERATIONS

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Training and Meetings	\$ 445	\$ 23,225	\$ 19,928	\$ 24,705	\$ 1,480	6.4%
Employee Recognition	-	-	-	2,004	2,004	- %
Other Miscellaneous Expenses	480	3,485	1,870	-	(3,485)	(100.0%)
Non-Labor Expenses	\$ 12,967,992	\$ 14,451,563	\$ 14,527,915	\$ 290,610	\$(14,160,953)	(98.0%)
Total	\$ 16,962,016	\$ 18,627,758	\$ 18,641,558	\$ 3,252,744	\$(15,375,013)	(82.5%)

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Contract Services Department

Goals/Strategies

- Strengthen relationships with contractors focusing on:
 - Improving customer service
 - Response times
 - Contractor reliability
 - Comprehensive understanding of contracts
- Individual and Team Performance:
 - Professional Development
 - Training related to contracts, paratransit, and fixed route
 - Support growth opportunities

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
VIA Link On-Time Performance	N/A	95%	97.25%	90%
VIA Link Complaint Rate (per 1,000 passengers)	N/A	N/A	4.52	4.50
VIA Link Average Monthly Ridership	N/A	10,000	9,409	19,000

Expense Summary by Department and Account

CONTRACT SERVICES

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ -	\$ -	\$ -	\$ 277,681	\$ 277,681	- %
Sick		-	-	-	11,056	11,056	- %
Holiday		-	-	-	16,045	16,045	- %
Vacation		-	-	-	14,887	14,887	- %
Other Paid Absence		-	-	-	1,234	1,234	- %
	Wages	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 320,904</u>	<u>\$ 320,903</u>	<u>- %</u>
Non-Labor Expenses							
Other Services		-	-	-	10,000	10,000	- %
Other Materials and Supplies		-	-	-	5,000	5,000	- %
Purchased Transportation		-	-	-	19,925,572	19,925,572	- %
Training and Meetings		-	-	-	29,200	29,200	- %
	Non-Labor Expenses	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 19,969,772</u>	<u>\$ 19,969,772</u>	<u>- %</u>
	Total	<u><u>\$ 0</u></u>	<u><u>\$ 0</u></u>	<u><u>\$ 0</u></u>	<u><u>\$ 20,290,676</u></u>	<u><u>\$ 20,290,675</u></u>	<u><u>- %</u></u>

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
OPERATIONS				
TRANSPORTATION ADMINISTRATION				
	ADMIN ASST TO VICE PRESIDENT - TRANSPORTATION	1	1	-
	EMPLOYEE COUNSELOR	4	4	-
	LEAD EMPLOYEE COUNSELOR	1	-	(1)
	MANAGER OF TRANSPORTATION ADMIN	1	1	-
	SECRETARY II - TRANSPORTATION	1	1	-
	TRANSPORTATION RECORDS ADMINISTRATOR	1	1	-
	TRANSPORTATION SUPPORT SPECIALIST	3	3	-
	VICE PRESIDENT TRANSPORTATION	1	1	-
	TOTAL	13	12	(1)
BUS SERVICE OPERATIONS				
	BUS LEAD STATION FOREMAN	3	3	-
	BUS STATION SUPERVISOR	10	11	1
	MANAGER OF BUS SERVICE OPERATIONS	1	1	-
	TOTAL	14	15	1
BUS OPERATORS, FULL TIME				
	BUS OPERATOR	914	818	(96)
	TOTAL	914	818	(96)
BUS OPERATORS, PART TIME				
	BUS OPERATOR PT	73	73	-
	TOTAL	73	73	-
BUS OPERATORS, RETIRED				
	BUS OPERATOR PT (RETIRED)	20	17	(3)
	TOTAL	20	17	(3)
BUS SERVICE TRANSPORTATION				
	BUS DISPATCHER	9	9	-
	BUS LEAD DISPATCHER	2	2	-
	BUS LEAD SUPERVISOR	3	3	-
	BUS SUPERVISOR	23	24	1
	BUSINESS INTELLIGENCE ANALYST	-	1	1
	MANAGER OF BUS SERVICE TRANSPORTATION	1	1	-
	PART TIME BUS SUPERVISOR	2	2	-
	TOTAL	40	42	2

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
OPERATIONS				
ACCESSIBLE SERVICES				
	ACCESSIBILITY SPECIALIST	3	3	-
	ACCESSIBLE SERVICES SUPPORT SPECIALIST	2	2	-
	MANAGER OF ADA and ACCESSIBLE SERVICES	1	1	-
	SECRETARY I - ACCESSIBLE SERVICES	1	1	-
	TOTAL	<u>7</u>	<u>7</u>	<u>-</u>
PARATRANS OPER, FULL TIME				
	PARATRANSIT OPERATOR	164	164	-
	TOTAL	<u>164</u>	<u>164</u>	<u>-</u>
PARATRANSIT OPERATIONS				
	CONTRACT SERVICE MONITOR	2	-	(2)
	CUSTOMER CARE REPRESENTATIVE	1	1	-
	MANAGER OF PARATRANSIT OPERATIONS	1	1	-
	PARA LEAD STATION FOREMAN	1	1	-
	PARA OPERATIONS ADMINISTRATOR	1	1	-
	PARA RESERVATION AGENT SUPERVISOR	1	-	(1)
	PARA TRANSPORTATION ADMINISTRATOR	1	1	-
	PARATRANSIT DISPATCHER	13	14	1
	PARATRANSIT LEAD DISPATCHER	3	3	-
	PARATRANSIT LEAD RESERVATION AGENT	3	-	(3)
	PARATRANSIT LEAD SCHEDULER	1	1	-
	PARATRANSIT LEAD SUPERVISOR	2	2	-
	PARATRANSIT RESERVATION AGENT	18	-	(18)
	PARATRANSIT SCHEDULER	4	4	-
	PARATRANSIT STATION FOREMAN	4	5	1
	PARATRANSIT SUPERVISOR	6	6	-
	PARATRANSIT SUPPORT SPECIALIST	1	1	-
	PART TIME PARA RESERVATION AGENT	12	-	(12)
	TOTAL	<u>75</u>	<u>41</u>	<u>(34)</u>

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
OPERATIONS				
CONTRACT SERVICES				
	ADMINISTRATOR OF CONTRACT SERVICES	-	1	1
	CONTRACT SERVICE MONITOR	-	2	2
	MANAGER OF CONTRACT SERVICES	-	1	1
	TOTAL	<u>-</u>	<u>4</u>	<u>4</u>
	DIVISION TOTAL	<u><u>1,320</u></u>	<u><u>1,193</u></u>	<u><u>(127)</u></u>

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Fiscal Management Division

The Fiscal Management Division is responsible for recording, processing, and reporting the results of VIA's financial transactions. Fiscal Management also handles treasury functions, including management of cash, investments and debt financing-related activity. The division's key activities by department are noted below:

- The Office of Management and Budget is responsible for preparing the annual operating and capital budgets, financial reporting and analysis, grant accounting and administration, and records management.
- The Payroll Department provides payroll services for all active and retired employees; key services include check preparation, tax deduction deposits, and payroll deduction maintenance.
- The Revenue Accounting Department processes daily revenue receipts and tracks revenue and passenger statistics.
- The General Accounting Department collects and codes all VIA's receipts, processes all vendor checks, administers fare accounting, maintains the general ledger and the fixed assets sub-ledger, prepares monthly financial statements, and coordinates year-end audit-related work.

Goals/Strategies

- Sound financial stewardship and financial statement accuracy to ensure clean audits, obtain attractive borrowing rates, support informed decision-making, and maintain community support of the agency.
 - Proactively address accounting implications of any new Governmental Accounting Standards Board (GASB) standards, operational or other changes that impact VIA's financial statements.
 - Maintain account analysis schedules for grants and other key accounts.
 - Sound journal entry review process.
 - Keep desktop procedures documentation current to help ensure accurate and consistent accounting treatment.
 - Continue strong communication regarding importance of year-end cutoffs and closely review year-end accruals.
- Support organizational initiatives such as Keep San Antonio Moving (KSAM) and implementation of fare technology-related changes (goCard, goMobile, upgrade of credit card machine software, etc.).
- Support implementation of new ERP system
- Provide timely and accurate financial reports, such as National Transit Database (NTD) reports, the Annual Comprehensive Financial Report (ACFR) and the Annual Business Plan submitted to the Government Finance Officers Association (GFOA), and other deliverables.

Fiscal Management Division (continued)

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Operating revenue variance as percentage of budget	5%	+/- 4%	-1%	+/- 5%
Operating expense variance as percentage of budget	5% below budget	0 - 4% below budget	10% below budget	0 - 5% below budget
Maintain the stabilization fund at 60 days	60 days	60 days	60 days	60 days
Maintain working capital at 60 days	60 days	60 days	60 days	60 days

Expense Summary by Department and Account

FISCAL MANAGEMENT ADMIN

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 302,056	\$ 351,370	\$ 292,658	\$ 241,083	\$ (110,287)	(31.4%)
Other Salaries and Wages - Over Time	30	-	-	-	-	- %
Sick	7,691	5,714	2,783	10,681	4,967	86.9%
Holiday	16,836	18,391	15,203	14,192	(4,199)	(22.8%)
Vacation	11,045	21,916	19,177	16,789	(5,127)	(23.4%)
Other Paid Absence	-	1,076	538	1,092	16	1.5%
Wages	\$ 337,658	\$ 398,467	\$ 330,359	\$ 283,837	\$ (114,630)	(28.8%)
Non-Labor Expenses						
Professional and Technical Services	133,941	316,420	285,986	316,420	-	- %
Temporary Help	69,174	-	105,060	-	-	- %
Contract Maintenance Services	2,226	-	-	-	-	- %
Other Services	27,265	30,250	28,410	24,654	(5,596)	(18.5%)
Other Materials and Supplies	2,458	18,740	13,664	18,740	-	- %
Dues and Subscriptions	4,569	6,487	4,879	6,323	(164)	(2.5%)
Training and Meetings	240	1,375	775	1,275	(100)	(7.3%)
Other Miscellaneous Expenses	760	-	-	-	-	- %
Non-Labor Expenses	\$ 240,633	\$ 373,272	\$ 438,774	\$ 367,412	\$ (5,860)	(1.6%)
Total	\$ 578,291	\$ 771,739	\$ 769,133	\$ 651,249	\$ (120,490)	(15.6%)

Expense Summary by Department and Account

OFFICE OF MANAGEMENT AND BUDGET

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 850,415	\$ 1,016,128	\$ 977,593	\$ 1,093,357	\$ 77,229	7.6%
Sick	8,188	17,163	14,891	41,482	24,319	141.7%
Holiday	45,095	53,184	50,753	62,247	9,063	17.0%
Vacation	22,227	63,378	49,177	52,464	(10,914)	(17.2%)
Other Paid Absence	1,573	3,111	1,975	4,788	1,677	53.9%
Wages	\$ 927,498	\$ 1,152,964	\$ 1,094,389	\$ 1,254,337	\$ 101,374	8.8%
Non-Labor Expenses						
Professional and Technical Services	40,288	-	7,100	-	-	- %
Temporary Help	26,696	-	32,147	-	-	- %
Other Services	-	-	-	5,596	5,596	- %
Other Materials and Supplies	3,900	600	1,931	600	-	- %
Dues and Subscriptions	-	240	543	1,725	1,485	618.8%
Training and Meetings	4,191	24,640	12,842	27,640	3,000	12.2%
Other Miscellaneous Expenses	725	1,485	1,107	-	(1,485)	(100.0%)
Non-Labor Expenses	\$ 75,800	\$ 26,965	\$ 55,670	\$ 35,561	\$ 8,596	31.9%
Total	\$ 1,003,298	\$ 1,179,929	\$ 1,150,059	\$ 1,289,898	\$ 109,970	9.3%

Expense Summary by Department and Account

GENERAL ACCOUNTING

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 489,630	\$ 564,912	\$ 539,634	\$ 589,634	\$ 24,722	4.4%
Other Salaries and Wages - Over Time	-	-	2,641	-	-	- %
Sick	22,405	8,177	9,055	23,713	15,536	190.0%
Holiday	25,976	20,270	24,846	34,162	13,892	68.5%
Vacation	13,714	24,155	20,738	33,100	8,945	37.0%
Other Paid Absence	-	1,186	593	2,628	1,442	121.6%
Wages	<u>\$ 551,725</u>	<u>\$ 618,700</u>	<u>\$ 597,507</u>	<u>\$ 683,237</u>	<u>\$ 64,537</u>	<u>10.4%</u>
Non-Labor Expenses						
Temporary Help	5,764	-	24,106	-	-	- %
Contract Maintenance Services	-	400	200	400	-	- %
Other Materials and Supplies	9,865	182,999	146,771	67,546	(115,453)	(63.1%)
Training and Meetings	273	5,800	2,896	5,804	4	0.1%
Bad Debt Expense	(44,565)	15,500	18,606	15,500	-	- %
Non-Labor Expenses	<u>\$ (28,663)</u>	<u>\$ 204,699</u>	<u>\$ 192,579</u>	<u>\$ 89,250</u>	<u>\$ (115,449)</u>	<u>(56.4%)</u>
Total	<u><u>\$ 523,062</u></u>	<u><u>\$ 823,399</u></u>	<u><u>\$ 790,086</u></u>	<u><u>\$ 772,487</u></u>	<u><u>\$ (50,912)</u></u>	<u><u>(6.2%)</u></u>

Expense Summary by Department and Account

PAYROLL

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 373,954	\$ 387,267	\$ 366,000	\$ 382,844	\$ (4,423)	(1.1%)
Other Salaries and Wages - Over Time	26	-	2,017	3,840	3,840	- %
Other Salaries and Wages - Temporary	-	-	-	30,000	30,000	- %
Sick	6,597	8,177	11,857	15,698	7,521	92.0%
Holiday	18,243	20,270	18,325	22,087	1,817	9.0%
Vacation	5,190	24,155	17,420	22,320	(1,835)	(7.6%)
Other Paid Absence	-	1,186	593	1,699	513	43.3%
Wages	<u>\$ 404,010</u>	<u>\$ 441,055</u>	<u>\$ 416,212</u>	<u>\$ 478,488</u>	<u>\$ 37,433</u>	<u>8.5%</u>
Non-Labor Expenses						
Dues and Subscriptions	-	400	-	2,039	1,639	409.8%
Training and Meetings	-	-	-	1,800	1,800	- %
Non-Labor Expenses	<u>\$ 0</u>	<u>\$ 400</u>	<u>\$ 0</u>	<u>\$ 3,839</u>	<u>\$ 3,439</u>	<u>859.8%</u>
Total	<u><u>\$ 404,010</u></u>	<u><u>\$ 441,455</u></u>	<u><u>\$ 416,212</u></u>	<u><u>\$ 482,327</u></u>	<u><u>\$ 40,872</u></u>	<u><u>9.3%</u></u>

Expense Summary by Department and Account

REVENUE ACCOUNTING

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 434,780	\$ 463,488	\$ 423,364	\$ 460,989	\$ (2,499)	(0.5%)
Sick		13,822	7,537	10,495	19,851	12,314	163.4%
Holiday		25,678	24,259	24,487	27,012	2,753	11.3%
Vacation		33,447	28,909	28,223	30,302	1,393	4.8%
Other Paid Absence		1,323	1,419	752	2,078	659	46.4%
	Wages	<u>\$ 509,050</u>	<u>\$ 525,612</u>	<u>\$ 487,321</u>	<u>\$ 540,232</u>	<u>\$ 14,620</u>	<u>2.8%</u>
Non-Labor Expenses							
Professional and Technical Services		67,192	67,905	62,086	74,201	6,296	9.3%
Contract Maintenance Services		7,430	8,824	975	8,994	170	1.9%
Other Services		2,164	2,308	2,009	2,308	-	- %
Other Materials and Supplies		28,107	70,924	62,247	82,028	11,104	15.7%
Training and Meetings		-	200	-	200	-	- %
	Non-Labor Expenses	<u>\$ 104,893</u>	<u>\$ 150,161</u>	<u>\$ 127,317</u>	<u>\$ 167,731</u>	<u>\$ 17,570</u>	<u>11.7%</u>
	Total	<u><u>\$ 613,943</u></u>	<u><u>\$ 675,773</u></u>	<u><u>\$ 614,638</u></u>	<u><u>\$ 707,963</u></u>	<u><u>\$ 32,190</u></u>	<u><u>4.8%</u></u>

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
FISCAL MANAGEMENT				
FISCAL MANAGEMENT ADMIN				
	ADMIN ASST TO VICE PRESIDENT - FISCAL MGMT	1	1	-
	SECRETARY II	1	1	-
	SENIOR MANAGEMENT ANALYST	1	-	(1)
	VICE PRESIDENT FISCAL MGMT/CFO	1	1	-
	TOTAL	4	3	(1)
OFFICE OF MANAGEMENT & BUDGET				
	DIRECTOR OF MANAGEMENT and BUDGET	1	1	-
	FINANCIAL/GRANTS ANALYST	1	1	-
	GRANT COORDINATOR	1	-	(1)
	GRANT PROGRAMS ADMINISTRATOR	1	1	-
	MANAGER OF CAPITAL BUDGETS & FINANCIAL ADMINISTRATION	-	1	1
	MANAGER OF GRANTS	1	1	-
	MANAGER OF OPERATING BUDGET and PERF RPTNG	1	1	-
	RECORDS MANAGEMENT OFFICER	1	1	-
	SENIOR ACCOUNTANT - OMB	1	1	-
	SENIOR FINANCIAL ANALYST	3	3	-
	SENIOR FINANCIAL ANALYST - CAPITAL	1	1	-
	SENIOR FINANCIAL ANALYST - GRANTS	1	2	1
	TOTAL	13	14	1
GENERAL ACCOUNTING				
	ACCOUNTANT - GENERAL ACCOUNTING	2	2	-
	ACCOUNTING CLERK I	2	2	-
	ACCOUNTING CLERK III	2	2	-
	ASSISTANT CONTROLLER	-	1	1
	CONTROLLER	1	1	-
	LEAD ACCOUNTS PAYABLE CLERK	1	1	-
	SENIOR ACCOUNTANT - GENERAL ACCOUNTING	1	1	-
	TOTAL	9	10	1
PAYROLL				
	ACCOUNTANT	1	1	-
	MANAGER OF PAYROLL	1	1	-
	PAYROLL ADMINISTRATOR	1	1	-
	PAYROLL CLERK II	4	4	-
	TOTAL	7	7	-

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
FISCAL MANAGEMENT			
REVENUE ACCOUNTING			
ACCOUNTANT - REVENUE ACCOUNTING	1	1	-
ELECTRONIC FARE EQUIP TECH/MC PROC	5	5	-
FARE EQUIPMENT CASSETTE FILLER	2	2	-
FISCAL MANAGEMENT CLERK	1	1	-
MANAGER OF REVENUE ACCOUNTING	1	1	-
TOTAL	<u>10</u>	<u>10</u>	<u>-</u>
DIVISION TOTAL	<u>43</u>	<u>44</u>	<u>1</u>

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Human Resources Division

VIA's Human Resources Division is aimed at finding highly qualified personnel through outreach, engagement, recruitment and retention strategies that attract and retain a dedicated and diverse workforce that supports the organization's vision, mission, and goals.

Human Resources remains focused on utilizing best practices and innovations to optimize its recruiting process that directly impact service to the community. With a greater emphasis placed on engaging essential workers who directly provides service to our community, specifically operators and mechanics, HR's recruitment plan is set to amplify and sustain VIA's personnel with a dedicated and diverse workforce.

As part of its recruitment and retention plan, Human Resources remains dedicated in its aim to enhance the employee experience through its competitive compensation package, benefits package, training, career development, communication, employee recognition and wellness. Establishing an environment that cultivates a positive employee experience affirms VIA's willingness to invest in its employees, which consequently observes employees investing in VIA. This positive environment also serves to improve employee retention.

Goals/Strategies

- **RECRUITMENT**
 - Recruit and hire bus / van operators and mechanics / CDL shop attendants to meet KSAM service requirements
 - Meet FY23 bus / van operator and mechanic / shop attendant FTE budget.
 - Long term surplus goal - 10% bus / van operators and 5% mechanics / shop attendants
 - Enhanced VIA's "Sign On" incentive for increased applicant traffic
 - Enhanced VIA's "Employee Referral" incentive for increased applicant traffic
 - Enhance financial investment resources in recruitment efforts: radio, TV, billboards, bus wraps, job fairs, etc.
- **DIVERSITY, EQUITY, AND INCLUSION (DEI)**
 - Complete DEI program with contracted vendor
 - Implement DEI annual training program (similar to EEO Harassment Training)
 - VIA DEI Plan to be published and included in orientation and employee manuals
 - Meet scheduled conversion completion dates
- **TRAINING AND DEVELOPMENT (T&D)**
 - Implement VIA Leadership Training and Development and Succession Planning Programs as advised by external consultant
 - Enhance focus on T&D for supervisors and managers to increase their subject matter knowledge and skills
 - Re-establish mandatory Professional Development I & II programs for new supervisors and managers
 - Increase distribution of online MODE training to complement in-person training
 - Empower employees to seek opportunities to grow and develop
- **EMPLOYEE RECOGNITION AND COMMUNICATION**
 - Re-establish division participation in providing "spotlight" or "day in the life" or "what's new" information for Circulator to be showcased to all employees
 - Enhance current recognition programs:
 - Service Awards Ceremony
 - Excellence Awards
 - Star Awards

Human Resources Division (continued)

- WELLNESS ENGAGEMENT
 - Grow employee Wellness participation and engagement
 - Successfully open and staff new VIATrans THRIVE Wellness Center
 - Enhance targeted Wellness Initiatives, Programs, and Events to: increase wellness awareness of risk factors and ways to mitigate and improve them
 - VIA 5K
 - VIA Health Fair
 - Mental health awareness
 - WebMD app participation to 25% for eligible employees and 10% for spouses/retirees
 - Wellness events – increase new employee participation by 10% per event
- EMPLOYEE / LABOR RELATIONS
 - Engage Employee Relations Officer throughout the agency
 - Central point of contact for both Employee and ATU relations
 - Consistent documentation process and control
 - Enhance focus on VIA Culture throughout the agency
 - Enhanced focus on retention efforts
 - Employee relations is the point of contact for exit survey distribution, collection, and employee engagement
 - Revamp current exit survey
 - Provide an electronic survey and QR code for easier access and participation

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Retention % FT Salaried	90%	89%	88%	90%
Retention % FT Hourly	78%	86%	72%	80%
Number of Bus Operator hourly positions filled	76%	85%	87%	92%
Number of Bus Operator student graduated	42%	39%	43%	46%
Number of Maintenance hourly positions filled	99%	95%	87%	95%
Number of leadership and development trainings provided (External)	4	4	4	6
Number of completed videos within MODE training videos (Internal)	5,211	6,000	5,000	6,000
Number of MODE Campaigns	6	8	5	6
Number of employees participating in VIA's wellness platform	7.20%	22% of total employees	9.80%	22% of total employees

Expense Summary by Department and Account

HUMAN RESOURCES ADMINISTRATION

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 289,386	\$ 199,200	\$ 266,467	\$ 342,725	\$ 143,525	72.1%
Sick		7,438	3,219	1,821	13,958	10,739	333.6%
Holiday		15,133	10,360	14,643	19,847	9,487	91.6%
Vacation		8,889	11,089	6,607	18,874	7,785	70.2%
Other Paid Absence		-	606	302	1,527	921	151.9%
	Wages	<u>\$ 320,846</u>	<u>\$ 224,474</u>	<u>\$ 289,840</u>	<u>\$ 396,930</u>	<u>\$ 172,457</u>	<u>76.8%</u>
Fringes							
Other Fringe Benefits		-	4,500	2,925	1,500	(3,000)	(66.7%)
	Fringes	<u>\$ 0</u>	<u>\$ 4,500</u>	<u>\$ 2,925</u>	<u>\$ 1,500</u>	<u>\$ (3,000)</u>	<u>(66.7%)</u>
Non-Labor Expenses							
Professional and Technical Services		-	15,000	7,500	-	(15,000)	(100.0%)
Other Materials and Supplies		486	1,588	3,025	3,388	1,800	113.4%
Dues and Subscriptions		520	840	98	2,200	1,360	161.9%
Training and Meetings		22,125	6,000	3,000	36,000	30,000	500.0%
Other Miscellaneous Expenses		8,300	7,800	204,143	-	(7,800)	(100.0%)
	Non-Labor Expenses	<u>\$ 31,431</u>	<u>\$ 31,228</u>	<u>\$ 217,766</u>	<u>\$ 41,588</u>	<u>\$ 10,360</u>	<u>33.2%</u>
	Total	<u><u>\$ 352,277</u></u>	<u><u>\$ 260,202</u></u>	<u><u>\$ 510,531</u></u>	<u><u>\$ 440,018</u></u>	<u><u>\$ 179,817</u></u>	<u><u>69.1%</u></u>

Expense Summary by Department and Account

EMPLOYEE SERVICES & BENEFITS

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 448,596	\$ 590,481	\$ 640,106	\$ 669,225	\$ 78,744	13.3%
Other Salaries and Wages - Over Time	45	-	-	-	-	- %
Other Salaries and Wages - Temporary	-	15,600	-	15,600	-	- %
Sick	31,293	9,541	9,257	26,459	16,918	177.3%
Holiday	24,921	30,711	26,219	38,663	7,952	25.9%
Vacation	17,892	32,871	28,848	35,946	3,075	9.4%
Other Paid Absence	-	1,797	899	2,974	1,177	65.5%
Wages	\$ 522,747	\$ 681,001	\$ 705,329	\$ 788,868	\$ 107,866	15.8%
Fringes						
Worker's Compensation Insurance	73,254	44,104	16,438	75,793	31,689	71.9%
Other Fringe Benefits	124,190	313,709	229,579	299,054	(14,655)	(4.7%)
Fringes	\$ 197,444	\$ 357,813	\$ 246,017	\$ 374,847	\$ 17,034	4.8%
Non-Labor Expenses						
Professional and Technical Services	877,909	1,081,155	1,018,894	1,056,965	(24,190)	(2.2%)
Other Services	18,469	21,385	15,932	21,385	-	- %
Other Materials and Supplies	823	3,514	2,376	3,114	(400)	(11.4%)
Dues and Subscriptions	64	1,655	669	2,930	1,275	77.0%
Training and Meetings	-	6,000	3,018	42,000	36,000	600.0%

Expense Summary by Department and Account

EMPLOYEE SERVICES & BENEFITS

Operating Expense

Employee Recognition

Non-Labor Expenses

Total

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
	\$ -	\$ -	\$ -	\$ 49,690	\$ 49,690	- %
	\$ 897,265	\$ 1,113,709	\$ 1,040,889	\$ 1,176,084	\$ 62,375	5.6%
	\$ 1,617,456	\$ 2,152,523	\$ 1,992,235	\$ 2,339,799	\$ 187,275	8.7%

Expense Summary by Department and Account

EMPLOYMENT & TESTING

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 623,994	\$ 722,598	\$ 708,173	\$ 682,732	\$(39,866)	(5.5%)
Other Salaries and Wages - Over Time	-	-	322	-	-	- %
Other Salaries and Wages - Temporary	-	2,595	1,545	2,595	-	- %
Sick	21,838	14,196	19,590	27,391	13,195	93.0%
Holiday	29,879	37,582	29,197	39,540	1,958	5.2%
Vacation	27,694	40,225	28,337	38,090	(2,136)	(5.3%)
Other Paid Absence	708	2,199	1,270	3,042	843	38.3%
Wages	\$ 704,113	\$ 819,395	\$ 788,434	\$ 793,389	\$(26,006)	(3.2%)
Fringes						
Other Fringe Benefits	6,895	369,600	239,612	508,800	139,200	37.7%
Fringes	\$ 6,895	\$ 369,600	\$ 239,612	\$ 508,800	\$ 139,200	37.7%
Non-Labor Expenses						
Advertising Fees	-	-	-	150,000	150,000	- %
Professional and Technical Services	193,277	419,058	331,303	331,480	(87,578)	(20.9%)
Other Services	18,502	25,575	19,346	25,575	-	- %
Other Materials and Supplies	8,797	3,664	1,974	4,860	1,196	32.6%
Training and Meetings	-	850	423	75,850	75,000	8,823.5%
Other Miscellaneous Expenses	156,353	238,000	147,170	-	(238,000)	(100.0%)

Expense Summary by Department and Account

EMPLOYMENT & TESTING

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
	Non-Labor Expenses	\$ 376,929	\$ 687,147	\$ 500,216	\$ 587,765	\$(99,382)	(14.5%)
	Total	\$ 1,087,937	\$ 1,876,142	\$ 1,528,262	\$ 1,889,954	\$ 13,812	0.7%

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
HUMAN RESOURCES			
HUMAN RESOURCES ADMINISTRATION			
ADMIN ASST TO VICE PRESIDENT - HR	1	1	-
EMPLOYEE RELATIONS OFFICER	-	1	1
HRIS ADMINISTRATOR	-	1	1
VICE PRESIDENT HUMAN RESOURCES	1	1	-
TOTAL	<u>2</u>	<u>4</u>	<u>2</u>
EMPLOYEE SERVICES & BENEFITS			
BENEFITS ANALYST	1	1	-
BENEFITS SPECIALIST	1	1	-
BENEFITS SUPPORT SPECIALIST I	1	1	-
BENEFITS SUPPORT SPECIALIST II	1	1	-
EMPLOYEE ENGAGEMENT PROGRAM DEVELOPMENT	1	1	-
MANAGER OF EMPLOYEE SERVICES/BENEFITS	1	1	-
RETIREMENT/BENEFITS SPECIALIST	1	1	-
SENIOR BENEFITS SPECIALIST	1	1	-
TRANSITIONAL DUTY COORDINATOR	1	1	-
WELLNESS ADVOCATE	1	1	-
WELLNESS COORDINATOR	1	-	(1)
WELLNESS PROGRAM ADMINISTRATOR	-	1	1
WORKERS COMPENSATION SPECIALIST	1	1	-
TOTAL	<u>12</u>	<u>12</u>	<u>-</u>
EMPLOYMENT & TESTING			
EMPLOYMENT SPECIALIST I	2	2	-
EMPLOYMENT SPECIALIST II	2	-	(2)
HRIS ADMINISTRATOR	1	-	(1)
HUMAN RESOURCES GENERALIST	1	1	-
MANAGER OF EMPLOYMENT & TESTING	1	1	-
ORG TRAINING & DEVELOPMENT ADMINISTRATOR	1	1	-
RECRUITMENT AND OUTREACH SPECIALIST	-	4	4
RECRUITMENT/OUTREACH ADMINISTRATOR	1	1	-
SENIOR EMPLOYMENT SPECIALIST	1	1	-
TRAINING & DEVELOPMENT SPECIALIST	1	1	-
TOTAL	<u>11</u>	<u>12</u>	<u>1</u>
DIVISION TOTAL	<u><u>25</u></u>	<u><u>28</u></u>	<u><u>3</u></u>

Technology & Innovation Division

The Technology & Innovation (TI) Division has responsibility for information, technology and communications systems that support all functional areas of VIA including service development, operations, maintenance, finance, and administration. TI supports all on vehicle and off vehicle advanced technology systems, creates applications, implements fare technologies, and creates and enhances customer facing innovative technologies to enhance the rider experience. In addition, cybersecurity is always top of mind and is an important function of TI that is growing in threat size, detection methodology, and prevention complexity.

Goals/Strategies

- Innovative solutions to increase ridership
 - Complete rollout of second phase of the Mobility Payment Platform, which will include validators for goMobile+, goCard, and other payment means on all buses by Quarter 4 (Q4).
- Enhance Customer Experience
 - Implement new infotainment system across bus fleet to improve customer communications and riding experience by Q4.
- Improve Operations
 - Finish up remaining phases of Project MOVE for improved business operations and reporting by Q4.
- Cybersecurity Improvements
 - 100% of employees complete 2023 cybersecurity training.
 - Implementation of secondary email security solution.
 - Implementation of remote employee DNS protection.

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Internet Connectivity Uptime	99%	99%	99%	99%
Service Desk Customer Satisfaction	100%	97%	100%	100%
Cybersecurity Training Completion Percentage	100%	100%	100%	100%
% Employees Phish-Prone (7.1% industry average)	3.3%	3.5%	3.12%	3.2%
Security Scorecard	N/A	N/A	88%	90%

Expense Summary by Department and Account

TECHNOLOGY & INNOVATION ADMIN

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ 358,516	\$ 647,924	\$ 606,883	\$ 448,609	\$ (199,315)	(30.8%)
Sick		5,707	11,757	5,483	16,901	5,144	43.7%
Holiday		19,512	33,851	30,382	25,716	(8,135)	(24.0%)
Vacation		11,541	39,166	39,679	21,116	(18,050)	(46.1%)
Other Paid Absence		-	1,980	2,379	1,978	(2)	(0.1%)
	Wages	\$ 395,276	\$ 734,678	\$ 684,806	\$ 514,320	\$ (220,358)	(30.0%)
Fringes							
Other Fringe Benefits		-	4,500	2,925	1,500	(3,000)	(66.7%)
	Fringes	\$ 0	\$ 4,500	\$ 2,925	\$ 1,500	\$ (3,000)	(66.7%)
Non-Labor Expenses							
Professional and Technical Services		-	-	-	40,000	40,000	- %
Other Services		4,537	12,769	8,639	5,769	(7,000)	(54.8%)
Other Materials and Supplies		1,124	2,200	774	8,196	5,996	272.5%
Dues and Subscriptions		52	800	800	800	-	- %
Training and Meetings		14,591	35,000	29,256	28,000	(7,000)	(20.0%)
Other Miscellaneous Expenses		-	6,000	-	-	(6,000)	(100.0%)
	Non-Labor Expenses	\$ 20,304	\$ 56,769	\$ 39,469	\$ 82,765	\$ 25,996	45.8%
	Total	\$ 415,580	\$ 795,947	\$ 727,200	\$ 598,585	\$ (197,362)	(24.8%)

Expense Summary by Department and Account

TRANSPORTATION TECHNOLOGY

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 361,596	\$ 410,478	\$ 369,567	\$ 465,993	\$ 55,515	13.5%
Sick	5,547	6,663	4,007	18,905	12,242	183.7%
Holiday	18,798	21,445	18,944	27,003	5,558	25.9%
Vacation	15,654	24,812	20,949	26,073	1,261	5.1%
Other Paid Absence	16,168	1,255	4,651	2,077	822	65.5%
Wages	<u>\$ 417,763</u>	<u>\$ 464,653</u>	<u>\$ 418,118</u>	<u>\$ 540,051</u>	<u>\$ 75,398</u>	<u>16.2%</u>
Non-Labor Expenses						
Contract Maintenance Services	2,361,885	2,282,549	2,292,266	2,578,508	295,959	13.0%
Other Services	599,822	687,437	504,585	-	(687,437)	(100.0%)
IT Licenses & Subscription Services	-	-	-	729,493	729,493	- %
Other Materials and Supplies	13,994	18,000	13,636	18,000	-	- %
Other Miscellaneous Expenses	31	-	-	-	-	- %
Non-Labor Expenses	<u>\$ 2,975,732</u>	<u>\$ 2,987,986</u>	<u>\$ 2,810,487</u>	<u>\$ 3,326,001</u>	<u>\$ 338,015</u>	<u>11.3%</u>
Total	<u><u>\$ 3,393,495</u></u>	<u><u>\$ 3,452,639</u></u>	<u><u>\$ 3,228,605</u></u>	<u><u>\$ 3,866,052</u></u>	<u><u>\$ 413,413</u></u>	<u><u>12.0%</u></u>

Expense Summary by Department and Account

INFORMATION SECURITY

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ -	\$ -	\$ -	\$ 308,463	\$ 308,463	- %
Sick	-	-	-	11,349	11,349	- %
Holiday	-	-	-	17,617	17,617	- %
Vacation	-	-	-	13,551	13,551	- %
Other Paid Absence	-	-	-	1,355	1,355	- %
Wages	\$ 0	\$ 0	\$ 0	\$ 352,335	\$ 352,335	- %
Non-Labor Expenses						
Professional and Technical Services	-	-	-	70,000	70,000	- %
Contract Maintenance Services	-	-	-	50,000	50,000	- %
Other Services	-	-	-	344,000	344,000	- %
IT Licenses & Subscription Services	-	-	-	501,900	501,900	- %
Non-Labor Expenses	\$ 0	\$ 0	\$ 0	\$ 965,900	\$ 965,900	- %
Total	\$ 0	\$ 0	\$ 0	\$ 1,318,235	\$ 1,318,235	- %

Expense Summary by Department and Account

INFORMATION SERVICES

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 738,298	\$ 827,027	\$ 835,738	\$ 841,714	\$ 14,687	1.8%
Sick	9,884	14,064	13,732	34,050	19,986	142.1%
Holiday	38,249	43,208	43,860	48,789	5,581	12.9%
Vacation	28,835	49,992	46,707	47,476	(2,516)	(5.0%)
Other Paid Absence	379	2,528	1,264	3,753	1,225	48.5%
Wages	\$ 815,645	\$ 936,819	\$ 941,301	\$ 975,782	\$ 38,963	4.2%
Non-Labor Expenses						
Contract Maintenance Services	1,439	542,650	1,331,729	229,541	(313,109)	(57.7%)
IT Licenses & Subscription Services	-	-	-	1,071,069	1,071,069	- %
Other Materials and Supplies	1,052	-	-	-	-	- %
Training and Meetings	-	250,000	125,002	190,000	(60,000)	(24.0%)
Non-Labor Expenses	\$ 2,491	\$ 792,650	\$ 1,456,731	\$ 1,490,610	\$ 697,960	88.1%
Total	\$ 818,136	\$ 1,729,469	\$ 2,398,032	\$ 2,466,392	\$ 736,923	42.6%

Expense Summary by Department and Account

TI CLIENT SERVICES

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 329,967	\$ 368,876	\$ 341,131	\$ 397,464	\$ 28,588	7.7%
Sick	5,574	5,987	3,069	15,901	9,914	165.6%
Holiday	16,585	19,272	16,886	22,982	3,710	19.2%
Vacation	12,319	22,298	17,409	21,522	(776)	(3.5%)
Other Paid Absence	-	1,127	563	1,768	641	56.9%
Wages	\$ 364,445	\$ 417,560	\$ 379,058	\$ 459,637	\$ 42,077	10.1%
Non-Labor Expenses						
Advertising Fees	-	-	34,561	-	-	- %
Contract Maintenance Services	96,485	198,260	55,261	261,095	62,835	31.7%
Other Services	188,338	350,800	427,826	-	(350,800)	(100.0%)
IT Licenses & Subscription Services	-	-	-	388,680	388,680	- %
Other Materials and Supplies	42,854	55,000	33,391	232,500	177,500	322.7%
Other Miscellaneous Expenses	26,277	27,400	8,652	-	(27,400)	(100.0%)
Non-Labor Expenses	\$ 353,954	\$ 631,460	\$ 559,691	\$ 882,275	\$ 250,815	39.7%
Total	\$ 718,399	\$ 1,049,020	\$ 938,749	\$ 1,341,912	\$ 292,892	27.9%

Expense Summary by Department and Account

TI OPERATIONS

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 465,802	\$ 471,812	\$ 483,846	\$ 484,396	\$ 12,584	2.7%
Sick	14,888	7,658	3,808	18,357	10,699	139.7%
Holiday	25,437	24,650	25,617	27,773	3,123	12.7%
Vacation	16,740	28,520	21,209	22,793	(5,727)	(20.1%)
Other Paid Absence	-	1,442	899	2,136	694	48.2%
Wages	\$ 522,867	\$ 534,082	\$ 535,379	\$ 555,455	\$ 21,373	4.0%
Non-Labor Expenses						
Professional and Technical Services	20,900	-	-	95,000	95,000	- %
Contract Maintenance Services	789,977	1,004,715	1,030,800	607,664	(397,051)	(39.5%)
Other Services	579,394	1,333,360	1,194,899	-	(1,333,360)	(100.0%)
IT Licenses & Subscription Services	-	-	-	842,607	842,607	- %
Other Materials and Supplies	76,288	180,000	196,016	166,000	(14,000)	(7.8%)
Other Miscellaneous Expenses	136	-	-	-	-	- %
Leases and Rentals - Data Processing Facilities	-	-	-	-	-	- %
Non-Labor Expenses	\$ 1,466,695	\$ 2,518,075	\$ 2,421,715	\$ 1,711,271	\$(806,804)	(32.0%)
Total	\$ 1,989,562	\$ 3,052,157	\$ 2,957,094	\$ 2,266,726	\$(785,431)	(25.7%)

Expense Summary by Department and Account

INNOVATION SERVICES

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ -	\$ -	\$ -	\$ -	\$ -	- %
Sick		-	-	-	-	-	- %
Holiday		-	-	-	-	-	- %
Vacation		-	-	-	-	-	- %
Other Paid Absence		-	-	-	-	-	- %
	Wages	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>- %</u>
Non-Labor Expenses							
Professional and Technical Services		558	-	-	-	-	- %
Contract Maintenance Services		-	-	1,327	-	-	- %
Training and Meetings		-	-	-	-	-	- %
	Non-Labor Expenses	<u>\$ 558</u>	<u>\$ 0</u>	<u>\$ 1,327</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>- %</u>
	Total	<u><u>\$ 558</u></u>	<u><u>\$ 0</u></u>	<u><u>\$ 1,327</u></u>	<u><u>\$ 0</u></u>	<u><u>\$ 0</u></u>	<u><u>- %</u></u>

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
TECHNOLOGY & INNOVATION			
TECHNOLOGY & INNOVATION ADMIN			
CHIEF TECHNOLOGY OFFICER	1	1	-
INFORMATION SECURITY MANAGER	1	-	(1)
PROJECT PORTFOLIO MANAGER	1	1	-
SECRETARY II	1	1	-
SECURITY ANALYST	1	-	(1)
SECURITY ENGINEER	1	-	(1)
VICE PRESIDENT TECHNOLOGY and INNOVATION	1	1	-
TOTAL	<u>7</u>	<u>4</u>	<u>(3)</u>
TRANSPORTATION TECHNOLOGY			
ITS and FARE TECHNOLOGY ADMINISTRATOR	1	1	-
ITS SYSTEMS ADMINISTRATOR	1	-	(1)
ITS SYSTEMS TECHNICIAN	1	1	-
ITS SYSTEMS TECHNICIAN II	-	1	1
MANAGER OF TRANSPORTATION TECHNOLOGY	1	1	-
RADIO SYSTEMS SPECIALIST	1	1	-
TRANSPORTATION SYSTEMS ADMINISTRATOR	1	2	1
TOTAL	<u>6</u>	<u>7</u>	<u>1</u>
INFORMATION SECURITY			
MANAGER OF INFORMATION SECURITY	-	1	1
SECURITY ANALYST	-	1	1
SECURITY ENGINEER	-	1	1
SENIOR SECURITY ENGINEER	-	1	1
TOTAL	<u>-</u>	<u>4</u>	<u>4</u>
INFORMATION SERVICES			
APPLICATION DEVELOPER	3	3	-
APPLICATION PRODUCT MANAGER	1	1	-
DATABASE ADMINISTRATOR	1	1	-
MANAGER OF INFORMATION SERVICES	1	1	-
SENIOR APPLICATION DEVELOPER	2	2	-
SENIOR BUSINESS ANALYST	2	2	-
SENIOR SYSTEMS ANALYST	1	1	-
TOTAL	<u>11</u>	<u>11</u>	<u>-</u>

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
TECHNOLOGY & INNOVATION				
TI CLIENT SERVICES				
	MANAGER OF TI CLIENT SERVICES	1	1	-
	TECHNICAL SUPPORT ANALYST I	1	1	-
	TECHNICAL SUPPORT ANALYST II	3	3	-
	TECHNICAL SUPPORT ANALYST III	2	2	-
	TOTAL	<u>7</u>	<u>7</u>	<u>-</u>
TI OPERATIONS				
	MANAGER OF TECHNOLOGY OPERATIONS	1	1	-
	NETWORK ADMINISTRATOR	1	1	-
	SYSTEMS ADMINISTRATOR	3	3	-
	SYSTEMS ENGINEER	1	1	-
	TOTAL	<u>6</u>	<u>6</u>	<u>-</u>
	DIVISION TOTAL	<u><u>37</u></u>	<u><u>39</u></u>	<u><u>2</u></u>

Procurement Division

The Procurement Division is responsible for soliciting bids and proposals, and contracting for the purchase of all materials, parts, supplies and services required by VIA, in accordance with all Federal, State and Local Procurement Laws and VIA's Procurement Policies and Procedures. Goods and services are procured in a manner that maximizes full and open competition.

The Division processes and analyzes bids and proposals; conducts negotiations; works with the Office of Diversity and Federal Compliance staff to achieve Disadvantaged Business Enterprise and Small Business Enterprise goals; issues Purchase Orders and awards formal contracts; monitors contractor performance and adherence to contract provisions; settles contract disputes; and, maintains procurement and contract files. Additionally, the Procurement staff attends networking functions and meets with vendors to encourage competition and maintain awareness of new and emerging products and services.

VIA's Procurement Division issues approximately 15,000 purchase orders and awards over 60 formal contracts annually.

Goals/Strategies

Explore opportunities to streamline the Procurement process and maximize use of the Contracts Management System (CMS) to improve efficiencies

- Staff to dedicate at minimum of five (5) hours each week to update CMS

Continue to collaborate with the Office of Diversity and Federal Compliance to promote opportunities for doing business with VIA

- Provide outreach support and training for twenty-five percent (25%) of the ODFC's twelve (12) scheduled events

Provide Project Manager training to internal customers regarding Procurement Policies and Procedures

- Procurement staff will be trained first by September 2022 and internal customers after December 2022

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Number of days to update Procurement information on VIA's Website	N/A	30 days	35 days	30 days
Percentage of Purchase Order discrepancies	2%	1%	2%	1%
Prepare Board memos in advance of Contract Expiration	30 days	90 days	30 days	90 days
Notify Project Managers when Contracts are due to expire	120 days	180 days	90 days	180 days

Expense Summary by Department and Account

PROCUREMENT ADMINISTRATION

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 206,337	\$ 205,866	\$ 207,429	\$ 206,308	\$ 442	0.2%
Sick		2,400	3,391	5,750	8,008	4,617	136.2%
Holiday		11,250	10,916	11,866	11,883	967	8.9%
Vacation		10,634	15,705	10,334	10,552	(5,153)	(32.8%)
Other Paid Absence		1,347	639	1,714	914	275	43.0%
	Wages	<u>\$ 231,968</u>	<u>\$ 236,517</u>	<u>\$ 237,093</u>	<u>\$ 237,665</u>	<u>\$ 1,148</u>	<u>0.5%</u>
Non-Labor Expenses							
Other Materials and Supplies		(52)	240	120	240	-	- %
Training and Meetings		1,408	1,450	1,200	9,750	8,300	572.4%
Other Miscellaneous Expenses		-	-	1,300	-	-	- %
	Non-Labor Expenses	<u>\$ 1,356</u>	<u>\$ 1,690</u>	<u>\$ 2,620</u>	<u>\$ 9,990</u>	<u>\$ 8,300</u>	<u>491.1%</u>
	Total	<u><u>\$ 233,324</u></u>	<u><u>\$ 238,207</u></u>	<u><u>\$ 239,713</u></u>	<u><u>\$ 247,655</u></u>	<u><u>\$ 9,448</u></u>	<u><u>4.0%</u></u>

Expense Summary by Department and Account

PURCHASING

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 379,892	\$ 375,324	\$ 369,311	\$ 454,735	\$ 79,411	21.2%
Sick		7,771	8,703	9,967	19,129	10,426	119.8%
Holiday		20,539	19,902	20,466	26,549	6,647	33.4%
Vacation		21,492	28,632	25,782	28,524	(108)	(0.4%)
Other Paid Absence		-	1,164	1,809	2,042	878	75.4%
	Wages	<u>\$ 429,694</u>	<u>\$ 433,725</u>	<u>\$ 427,335</u>	<u>\$ 530,979</u>	<u>\$ 97,254</u>	<u>22.4%</u>
Non-Labor Expenses							
Other Services		-	250	125	250	-	- %
Other Materials and Supplies		1,018	840	700	1,080	240	28.6%
Dues and Subscriptions		-	-	1,299	-	-	- %
Training and Meetings		-	2,500	1,250	3,500	1,000	40.0%
	Non-Labor Expenses	<u>\$ 1,018</u>	<u>\$ 3,590</u>	<u>\$ 3,374</u>	<u>\$ 4,830</u>	<u>\$ 1,240</u>	<u>34.5%</u>
	Total	<u><u>\$ 430,712</u></u>	<u><u>\$ 437,315</u></u>	<u><u>\$ 430,709</u></u>	<u><u>\$ 535,809</u></u>	<u><u>\$ 98,494</u></u>	<u><u>22.5%</u></u>

Expense Summary by Department and Account

CONTRACTS

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 629,460	\$ 795,334	\$ 683,740	\$ 964,824	\$ 169,490	21.3%
Other Salaries and Wages - Over Time	-	-	7	-	-	- %
Sick	34,717	13,102	15,136	36,987	23,885	182.3%
Holiday	35,227	42,173	35,550	55,426	13,253	31.4%
Vacation	43,432	60,673	41,967	47,020	(13,653)	(22.5%)
Other Paid Absence	-	2,467	1,234	4,264	1,797	72.8%
Wages	\$ 742,836	\$ 913,749	\$ 777,634	\$ 1,108,521	\$ 194,772	21.3%
Non-Labor Expenses						
Advertising Fees	-	-	-	13,600	13,600	- %
Other Services	11,120	13,350	13,450	13,350	-	- %
Other Materials and Supplies	3,329	3,910	4,423	4,390	480	12.3%
Dues and Subscriptions	10,812	8,200	11,342	8,600	400	4.9%
Training and Meetings	-	4,500	5,285	7,500	3,000	66.7%
Other Miscellaneous Expenses	13,920	13,600	12,554	-	(13,600)	(100.0%)
Non-Labor Expenses	\$ 39,181	\$ 43,560	\$ 47,054	\$ 47,440	\$ 3,880	8.9%
Total	\$ 782,017	\$ 957,309	\$ 824,688	\$ 1,155,961	\$ 198,652	20.8%

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
PROCUREMENT				
PROCUREMENT ADMINISTRATION				
	ADMIN ASST TO VICE PRESIDENT - PROCUREMENT	1	1	-
	VICE PRESIDENT PROCUREMENT	1	1	-
	TOTAL	<u>2</u>	<u>2</u>	<u>-</u>
PURCHASING				
	INVOICE EXPEDITOR	1	1	-
	MANAGER OF PURCHASING	1	1	-
	PURCHASING SPECIALIST ASSISTANT	1	1	-
	PURCHASING SPECIALIST I	4	5	1
	PURCHASING SPECIALIST II	-	1	1
	TOTAL	<u>7</u>	<u>9</u>	<u>2</u>
CONTRACTS				
	CONTRACTS SPECIALIST ASSISTANT	3	3	-
	CONTRACTS SPECIALIST COORDINATOR	-	1	1
	CONTRACTS SPECIALIST I	6	8	2
	CONTRACTS SPECIALIST II	1	2	1
	DOCUMENT MANAGEMENT ADMINISTRATOR	1	1	-
	LEAD CONTRACTS SPECIALIST ASSISTANT	1	-	(1)
	MANAGER OF CONTRACTS	1	1	-
	PROCUREMENT SUPPORT SPECIALIST	1	1	-
	TOTAL	<u>14</u>	<u>17</u>	<u>3</u>
	DIVISION TOTAL	<u><u>23</u></u>	<u><u>28</u></u>	<u><u>5</u></u>

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Safety, Training, and System Security Division

The Safety, Training, and System Security (STSS) Division is responsible for management of the agency's safety and security in normal conditions and during times of emergencies.

STSS is responsible for the day-to-day management of the agency's safety and security and the training and development of VIA operators and Fleet and Facilities employees. The department has the responsibility to develop, implement and maintain the VIA Emergency Management Plan. The department oversees all emergency response activities, as well as develops and implements specific emergency response procedures of the Emergency Management Plan.

Training and Development is responsible for managing and coordinating all training programs, sessions, methods, materials and resources on a company-wide basis. The functions of the department include evaluating the training needs of the company; developing training curriculum and materials; facilitating classes to qualify new employees for their positions and/or enhancing the skills of current employees; procuring training from external sources; evaluating the success of the training programs; and conducting developmental projects and studies.

Goals/Strategies

- **Safety**
 - Safe Service Employee Recognition Program (Operators/Maintenance/Transit Police and Supervisors)
 - Emergency Preparedness Exercises/Drills
 - Meet/Obtain the FTA and KSAM certification requirements
 - Enhanced hazard identification, and risk reporting for all employees
 - Increased data reporting of organizational safety trends, counter-measures, assessments, improvements and employee safety programs as related to Federal Safety Management Systems (SMS) requirements
- **Training**
 - New hire operator training: Enhanced Trainee retention measures and increased new operator graduation volume to meet the KSAM service level requirements
 - De-escalation training (Operators/Firstline Supervisors/Customer Service field reps)
 - A de-escalation Module in all operator facing training programs (refresher, new vehicle orientation, post-accident refresher and MODE)
 - Follow up ride-checks for Year 1 operators to coach, connect and support the operator
- **Transit Police**
 - Implement a new Computer Aided Dispatching (CAD) system that enables greater coordination, reporting, monitoring, deployment and oversight of field operations
 - Customer Engagement Transit Ambassador Program (Enhancing the customer experience)
 - Employee Safety Programs (Safe Facilities/Operators/Maintenance/Supervisor specific strategy & deployment measures)

Safety, Training, and System Security Division (continued)

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Major Bus Accidents/ Incidents per 100,000 miles	0.11	0.12	0.10	0.12
Major VIAtrans Collisions per 100,000 miles	0.01	0.25	0.00	0.07

Expense Summary by Department and Account

TRAINING & DEVELOPMENT

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Operators Salaries and Wages	\$ 472,421	\$ 806,802	\$ 709,986	\$ 1,615,896	\$ 809,094	100.3%
Operators Salaries and Wages - Over Time	15,479	50,706	39,301	-	(50,706)	(100.0%)
Other Salaries and Wages	731,113	829,789	813,477	957,417	127,628	15.4%
Other Salaries and Wages - Over Time	43,422	52,522	27,585	97,513	44,991	85.7%
Sick	41,305	13,408	11,633	40,971	27,563	205.6%
Holiday	42,582	43,157	42,828	55,992	12,835	29.7%
Vacation	57,104	46,193	52,764	61,161	14,968	32.4%
Other Paid Absence	-	2,525	3,000	4,307	1,782	70.6%
Wages	\$ 1,403,426	\$ 1,845,102	\$ 1,700,574	\$ 2,833,259	\$ 988,155	53.6%
Non-Labor Expenses						
Other Services	30,237	38,238	36,826	38,240	2	- %
Other Materials and Supplies	5,899	32,025	19,609	37,031	5,006	15.6%
Dues and Subscriptions	50	-	-	-	-	- %
Training and Meetings	52,918	40,425	10,362	40,794	369	0.9%
Other Miscellaneous Expenses	498	366	183	-	(366)	(100.0%)
Non-Labor Expenses	\$ 89,602	\$ 111,054	\$ 66,980	\$ 116,065	\$ 5,011	4.5%
Total	\$ 1,493,028	\$ 1,956,156	\$ 1,767,554	\$ 2,949,324	\$ 993,166	50.8%

Expense Summary by Department and Account

SAFETY

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Operators Salaries and Wages	\$ 23,820	\$ 41,384	\$ 32,962	\$ 44,270	\$ 2,886	7.0%
Operators Salaries and Wages - Over Time	13	-	-	-	-	- %
Operators Salaries and Wages - Part Time	-	2,886	1,452	-	(2,886)	(100.0%)
Other Salaries and Wages	622,968	697,335	715,070	790,275	92,940	13.3%
Other Salaries and Wages - Over Time	25,120	27,324	15,450	57,596	30,272	110.8%
Sick	28,857	11,843	17,022	31,829	19,986	168.8%
Holiday	33,911	36,061	36,116	45,768	9,707	26.9%
Vacation	35,573	46,254	43,013	43,971	(2,283)	(4.9%)
Other Paid Absence	657	2,110	1,056	3,521	1,411	66.9%
Wages	<u>\$ 770,919</u>	<u>\$ 865,197</u>	<u>\$ 862,141</u>	<u>\$ 1,017,230</u>	<u>\$ 152,033</u>	<u>17.6%</u>
Non-Labor Expenses						
Professional and Technical Services	36,268	74,822	46,938	352,032	277,210	370.5%
Contract Maintenance Services	-	-	-	-	-	- %
Other Services	10,797	14,966	14,163	14,966	-	- %
Other Materials and Supplies	49,464	77,450	95,924	119,455	42,005	54.2%
Dues and Subscriptions	3,155	3,450	3,665	4,400	950	27.5%
Training and Meetings	840	9,795	8,025	16,094	6,299	64.3%

Expense Summary by Department and Account

SAFETY

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Employee Recognition	\$ -	\$ -	\$ -	\$ 15,200	\$ 15,200	- %
Other Miscellaneous Expenses	97	8,705	4,355	-	(8,705)	(100.0%)
Non-Labor Expenses	<u>\$ 100,621</u>	<u>\$ 189,188</u>	<u>\$ 173,070</u>	<u>\$ 522,147</u>	<u>\$ 332,959</u>	<u>176.0%</u>
Total	<u><u>\$ 871,540</u></u>	<u><u>\$ 1,054,385</u></u>	<u><u>\$ 1,035,211</u></u>	<u><u>\$ 1,539,377</u></u>	<u><u>\$ 484,992</u></u>	<u><u>46.0%</u></u>

Expense Summary by Department and Account

SAFETY, SECURITY & EMERGENCY MANAGEMENT

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 338,741	\$ 459,871	\$ 404,125	\$ 445,542	\$(14,329)	(3.1%)
Other Salaries and Wages - Over Time	2,473	2,841	979	13,641	10,800	380.1%
Sick	31,050	7,229	4,781	19,301	12,072	167.0%
Holiday	19,862	23,267	19,439	26,147	2,880	12.4%
Vacation	17,152	19,963	19,991	29,939	9,976	50.0%
Other Paid Absence	-	1,361	681	2,011	650	47.8%
Wages	\$ 409,278	\$ 514,532	\$ 449,996	\$ 536,582	\$ 22,049	4.3%
Non-Labor Expenses						
Contract Maintenance Services	3,495	-	-	-	-	- %
Other Materials and Supplies	281,213	377,680	291,351	259,892	(117,788)	(31.2%)
Dues and Subscriptions	650	510	945	505	(5)	(1.0%)
Training and Meetings	-	16,800	12,758	19,838	3,038	18.1%
Other Miscellaneous Expenses	3,906	12,250	10,560	2,000	(10,250)	(83.7%)
Non-Labor Expenses	\$ 289,264	\$ 407,240	\$ 315,614	\$ 282,235	\$(125,005)	(30.7%)
Total	\$ 698,542	\$ 921,772	\$ 765,610	\$ 818,817	\$(102,956)	(11.2%)

Expense Summary by Department and Account

TRANSIT POLICE DEPARTMENT

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 2,644,594	\$ 4,932,347	\$ 3,179,148	\$ 4,951,625	\$ 19,278	0.4%
Other Salaries and Wages - Over Time	292,126	397,414	309,074	397,418	4	- %
Sick	113,162	78,877	99,403	188,026	109,149	138.4%
Holiday	137,326	238,809	194,438	282,075	43,266	18.1%
Vacation	124,465	330,963	247,958	237,780	(93,183)	(28.2%)
Other Paid Absence	9,944	15,095	11,566	21,698	6,603	43.7%
Wages	\$ 3,321,617	\$ 5,993,505	\$ 4,041,587	\$ 6,078,622	\$ 85,117	1.4%
Non-Labor Expenses						
Professional and Technical Services	34,454	32,500	31,072	34,996	2,496	7.7%
Contract Maintenance Services	4,720	20,000	40,613	60,000	40,000	200.0%
Security Services	3,207,661	1,045,391	2,842,456	904,957	(140,434)	(13.4%)
Other Services	6,212	8,831	7,777	8,831	-	- %
Other Materials and Supplies	72,777	385,425	214,668	637,995	252,570	65.5%
Utilities Other than Propulsion Power	-	-	-	9,360	9,360	- %
Dues and Subscriptions	1,117	2,495	1,160	2,498	3	0.1%
Training and Meetings	8,916	11,050	11,008	11,052	2	- %
Other Miscellaneous Expenses	10,122	21,233	25,337	12,504	(8,729)	(41.1%)
Non-Labor Expenses	\$ 3,345,979	\$ 1,526,925	\$ 3,174,091	\$ 1,682,193	\$ 155,268	10.2%

Expense Summary by Department and Account

TRANSIT POLICE DEPARTMENT

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Total	\$ 6,667,596	\$ 7,520,430	\$ 7,215,678	\$ 7,760,815	\$ 240,385	3.2%

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
SAFETY, TRAINING & SYSTEM SECURITY				
TRAINING & DEVELOPMENT				
	MANAGER OF TRAINING and DEVELOPMENT	1	1	-
	SAFETY, TRAINING AND SYSTEM SEC SUPV II	2	2	-
	SAFETY, TRAINING, AND SYSTEM SECURITY SUPERVISOR	-	3	3
	SAFETY, TRAINING, and SYSTEM SECURITY SUPV - T and D	7	7	-
	SAFETY, TRNG and SYS SEC SUPV - MNT/SAFETY	1	1	-
	SAFETY, TRNG and SYS SEC SUPV - SAFETY PRG	1	1	-
	SAFETY, TRNG, and SYS SEC SUPV - MNT PROG	1	1	-
	SECRETARY II - TRAINING and DEVELOPMENT	1	1	-
	TOTAL	14	17	3
SAFETY				
	INDUSTRIAL SAFETY SUPERVISOR	2	2	-
	MANAGER OF SAFETY	1	1	-
	SAFETY REPRESENTATIVE	2	2	-
	SAFETY, TRAINING, and SYSTEM SECURITY SUPV - SAFETY	5	5	-
	STSS ANALYST	-	1	1
	VIDEO RECORDS SPECIALIST I	2	3	1
	VIDEO RECORDS SPECIALIST II	1	1	-
	TOTAL	13	15	2
SAFETY, SECURITY & EMERGENCY MANAGEMENT				
	EMERGENCY MANAGEMENT COORDINATOR	1	1	-
	MANAGER OF SAFETY, TRNG and SYST SEC ADMIN	1	1	-
	SAFETY ASSISTANT	1	1	-
	STSS OPERATIONS & PROGRAMS ADMINISTRATOR	1	1	-
	VICE PRESIDENT SAFETY, SECURITY and TRNG	1	1	-
	TOTAL	5	5	-

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
SAFETY, TRAINING & SYSTEM SECURITY			
TRANSIT POLICE DEPARTMENT			
ACTING TRANSIT POLICE OFFICER - CORPORAL	1	-	(1)
CHIEF OF POLICE and SYSTEM SECURITY	1	1	-
SECRETARY II	1	1	-
TRANSIT POLICE DISPATCHER	4	4	-
TRANSIT POLICE OFFICER	33	33	-
TRANSIT POLICE OFFICER - CAPTAIN	1	1	-
TRANSIT POLICE OFFICER - CORPORAL	1	1	-
TRANSIT POLICE OFFICER - INVESTIGATOR	1	1	-
TRANSIT POLICE OFFICER - LIEUTENANT	1	1	-
TRANSIT POLICE OFFICER - SERGEANT	3	3	-
TRANSIT SECURITY OFFICER	102	102	-
TRANSIT SECURITY OFFICER - SERGEANT	4	4	-
TOTAL	<u>153</u>	<u>152</u>	<u>(1)</u>
DIVISION TOTAL	<u>185</u>	<u>189</u>	<u>4</u>

Fleet & Facilities Division

The Fleet & Facilities Division, also known as the Maintenance Division, is responsible for ensuring VIA's fleet, facilities, and passenger amenities meet or exceed the maintenance standards necessary to provide safe, reliable, and cost-effective services to both our internal and external customers. All maintenance employees are committed to providing the highest quality of service and support around the clock, every day, to ensure VIA is recognized and valued by its patrons and community as an essential public service.

Goals/Strategies

Fleet Administration

- Registration
 - 0% past due registration
- Warranty Claims
 - Aged claims 0% beyond 80 days, claims filed within manufactures warranty deadline
 - Less than 8% claim denials
- Vehicle Inventory Targets
 - 10% of all vehicle classes past service life/mileage (based on availability)
- Staffing
 - Fill 90% of all current open positions with support from HR
 - Focus on training to improve employee engagement
- Asset Management & Compliance
 - 100% on-time reporting and compliance with Federal Transit Agency (FTA) and National Transit Database (NTD)
- Quality Assurance & Quality Control
 - Four (4) Service and/or Technical bulletins – Developed and published
 - 50 PMI Inspection Audits
 - Two (2) – Reviews and Improvement recommendations to PMI guides
 - Twelve (12) – QA/QC Facilitated meetings with Fleet & Facility teams to review findings and discuss recommendations on process, improvements, areas of focus, etc.
 - 100% QC support and oversight on all campaign bulletins

Environmental

- Environmental Compliance (air, water, waste)
 - Zero (0) Notice of Violations
 - Zero (0) Notice of Enforcement
- Environmental Certifications
 - 100% Completion and re-certification of our ISO 14000 Certification
- Environmental Operational Enhancements
 - 100% completion of enhancements to wastewater, stormwater, and underground storage tank

Storeroom

- Service Needs
 - 100% fill rate of PMI-related items
- Two (2) inventory turns per year

Fleet

- Road Calls / MDBF – (For Board & NTD Reporting Definition)
 - Sustain 16,000 Miles Distance Between Failures (MDBF) for Bus Fleet and 30,000 for Van Fleet
- Preventative Maintenance Inspections (PMI)
 - Fleet- Meet 100% on-time performance of all Safety Critical PMI's
 - I. Bus miles – 6,000 (+/-500)
 - II. Vans miles - 3,000 (+/-500)
 - III. Non-Revenue Vehicles (NRV) miles- 3,000 (+/-500)
- Farebox Replacement Project
 - Meet 100% replacement of the entire fleet of Fareboxes

Fleet & Facilities Division (continued)

- Detailed Bus Cleaning
 - Bus Details – Meet 100% of all scheduled detailed cleanings

Facilities

- Facility Maintenance
 - 100% on-time performance of all Operations Critical PMI's (251)
 - 56 Safety Critical PMI's per year
 - 56 Standard PMI's per year
 - 15 Primo Shelters Painting Project
- Facility Engineering
 - 100% completion and occupancy of VIAtrans Facility
 - Completion of engineering projects on time
 - I. Primo Station upgrades
 - II. UST underground storage tanks
 - III. Wastewater treatment
 - IV. Electric bus charging system
 - V. Paratransit Center

Passenger Amenities

- Passenger Station Maintenance & Services
 - Complete 100% PMI on-time performance
 - I. Two (2) Annual Solar System PMI Schedule
 - II. Painting Life Cycle PMI for Shelters
 - a. Total Shelters – 2,475
 - Complete 100% on-time cleaning of all Stop & Shelter monthly
 - I. PMI Shelter Power Washing Schedule
 - a. 420 concrete pad pressure washers per month – operating 7 days per week
 - b. 3,287 – Total concrete pads at passenger stations
 - II. Improved trash collections system and schedule
 - a. 19,000 Trash collections per month

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
Mechanical Reliability - Bus	14,096	14,500	15,636	16,500
Mechanical Reliability – VIAtrans	28,800	25,000	83,219 ¹	50,600

¹ Increase due to brand new Fleet of VIAtrans vehicles

Expense Summary by Department and Account

FLEET & FACILITIES ADMINISTRATION AND SUPPORT

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 1,639,386	\$ 2,238,001	\$ 2,006,848	\$ 2,127,731	\$ (110,270)	(4.9%)
Other Salaries and Wages - Over Time	511	720	6,495	720	-	- %
Other Salaries and Wages - Temporary	-	60,000	30,000	60,000	-	- %
Sick	16,814	36,734	23,341	81,739	45,005	122.5%
Holiday	85,318	118,237	97,421	121,885	3,648	3.1%
Vacation	42,253	198,546	128,113	104,969	(93,577)	(47.1%)
Other Paid Absence	1,763	6,917	4,128	9,376	2,459	35.5%
Wages	\$ 1,786,045	\$ 2,659,155	\$ 2,296,346	\$ 2,506,420	\$ (152,735)	(5.7%)
Non-Labor Expenses						
Professional and Technical Services	115,751	226,200	197,930	243,200	17,000	7.5%
Contract Maintenance Services	238,519	555,560	483,061	748,709	193,149	34.8%
Other Services	47,350	54,958	48,858	94,960	40,002	72.8%
Tires and Tubes	388	-	188	-	-	- %
Other Materials and Supplies	9,577	22,756	29,107	37,800	15,044	66.1%
Utilities Other than Propulsion Power	250	-	-	-	-	- %
Dues and Subscriptions	1,815	1,915	2,050	6,915	5,000	261.1%
Training and Meetings	6,815	-	96	18,525	18,525	- %

Expense Summary by Department and Account
FLEET & FACILITIES ADMINISTRATION AND SUPPORT

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Other Miscellaneous Expenses	\$ 28,553	\$ 115,015	\$ 26,799	\$ 53,000	\$(62,015)	(53.9%)
Leases and Rentals - Engine Houses, Car Shops and Garages	32,718	50,500	51,531	72,400	21,900	43.4%
Non-Labor Expenses	<u>\$ 481,736</u>	<u>\$ 1,026,904</u>	<u>\$ 839,620</u>	<u>\$ 1,275,509</u>	<u>\$ 248,605</u>	<u>24.2%</u>
Total	<u><u>\$ 2,267,781</u></u>	<u><u>\$ 3,686,059</u></u>	<u><u>\$ 3,135,966</u></u>	<u><u>\$ 3,781,929</u></u>	<u><u>\$ 95,870</u></u>	<u><u>2.6%</u></u>

Expense Summary by Department and Account

FACILITY MAINTENANCE ADMINISTRATION

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 403,943	\$ 519,497	\$ 446,452	\$ 437,085	\$(82,412)	(15.9%)
Other Salaries and Wages - Over Time	35,494	36,991	18,814	36,991	-	- %
Sick	40,010	9,909	6,812	19,369	9,460	95.5%
Holiday	23,583	27,902	21,996	25,716	(2,186)	(7.8%)
Vacation	18,327	46,853	38,627	30,165	(16,688)	(35.6%)
Other Paid Absence	266	1,632	816	1,978	346	21.2%
Wages	\$ 521,623	\$ 642,784	\$ 533,517	\$ 551,304	\$(91,480)	(14.2%)
Fringes						
Worker's Compensation Insurance	55,727	81,393	105,676	57,659	(23,734)	(29.2%)
Other Fringe Benefits	-	13,160	7,849	13,720	560	4.3%
Fringes	\$ 55,727	\$ 94,553	\$ 113,525	\$ 71,379	\$(23,174)	(24.5%)
Non-Labor Expenses						
Other Services	31,186	20,809	24,349	20,809	-	- %
Other Materials and Supplies	17,362	1,576	10,374	2,796	1,220	77.4%
Dues and Subscriptions	25	-	-	-	-	- %
Non-Labor Expenses	\$ 48,573	\$ 22,385	\$ 34,723	\$ 23,605	\$ 1,220	5.5%
Total	\$ 625,923	\$ 759,722	\$ 681,765	\$ 646,288	\$(113,434)	(14.9%)

Expense Summary by Department and Account

FACILITY MAINTENANCE - HOURLY

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 2,986,663	\$ 1,531,007	\$ 2,287,092	\$ 1,691,397	\$ 160,390	10.5%
Other Salaries and Wages - Over Time	252,918	252,003	194,570	252,003	-	- %
Sick	186,675	47,630	86,409	74,866	27,236	57.2%
Holiday	175,071	81,005	107,750	101,674	20,669	25.5%
Vacation	182,657	96,868	106,124	95,754	(1,114)	(1.2%)
Other Paid Absence	8,776	7,940	5,507	7,821	(119)	(1.5%)
Wages	\$ 3,792,760	\$ 2,016,453	\$ 2,787,452	\$ 2,223,515	\$ 207,062	10.3%
Non-Labor Expenses						
Advertising Fees	7,526	-	-	-	-	- %
Contract Maintenance Services	2,698,877	1,391,408	1,532,521	1,284,202	(107,206)	(7.7%)
Other Services	11,635	-	5,039	-	-	- %
Other Materials and Supplies	1,497,882	1,062,681	1,825,349	1,285,816	223,135	21.0%
Utilities Other than Propulsion Power	120	-	-	-	-	- %
Non-Labor Expenses	\$ 4,216,040	\$ 2,454,089	\$ 3,362,909	\$ 2,570,018	\$ 115,929	4.7%
Total	\$ 8,008,800	\$ 4,470,542	\$ 6,150,361	\$ 4,793,533	\$ 322,991	7.2%

Expense Summary by Department and Account

FACILITY ENGINEERING

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 183,081	\$ 162,720	\$ 161,180	\$ 276,780	\$ 114,060	70.1%
Sick		4,955	9,211	9,472	26,835	17,624	191.3%
Holiday		25,545	29,442	25,942	39,050	9,608	32.6%
Vacation		13,375	23,206	15,882	35,202	11,996	51.7%
Other Paid Absence		-	1,736	869	3,004	1,268	73.0%
	Wages	<u>\$ 226,956</u>	<u>\$ 226,315</u>	<u>\$ 213,345</u>	<u>\$ 380,871</u>	<u>\$ 154,556</u>	<u>68.3%</u>
Non-Labor Expenses							
Professional and Technical Services		8,326	10,000	5,000	267,000	257,000	2,570.0%
Contract Maintenance Services		(8,334)	-	-	10,000	10,000	- %
Other Materials and Supplies		77	864	432	1,260	396	45.8%
Fuel and Lubricant Taxes		-	-	3,087	-	-	- %
Dues and Subscriptions		2,352	900	518	1,400	500	55.6%
Training and Meetings		112	-	-	-	-	- %
Other Miscellaneous Expenses		-	-	18,323	-	-	- %
	Non-Labor Expenses	<u>\$ 2,533</u>	<u>\$ 11,764</u>	<u>\$ 27,360</u>	<u>\$ 279,660</u>	<u>\$ 267,896</u>	<u>2277.3%</u>
	Total	<u><u>\$ 229,489</u></u>	<u><u>\$ 238,079</u></u>	<u><u>\$ 240,705</u></u>	<u><u>\$ 660,531</u></u>	<u><u>\$ 422,452</u></u>	<u><u>177.4%</u></u>

Expense Summary by Department and Account

PASSENGER AMENITIES ADMINISTRATION

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 209,090	\$ 417,157	\$ 359,204	\$ 397,306	\$(19,851)	(4.8%)
Other Salaries and Wages - Over Time	19,076	12,532	6,263	12,532	-	- %
Sick	4,359	9,281	9,138	16,154	6,873	74.1%
Holiday	10,712	22,039	17,511	23,042	1,003	4.6%
Vacation	9,506	17,573	13,748	22,564	4,991	28.4%
Other Paid Absence	-	1,198	599	1,772	574	47.9%
Wages	\$ 252,743	\$ 479,780	\$ 406,463	\$ 473,370	\$(6,410)	(1.3%)
Non-Labor Expenses						
Other Materials and Supplies	251	3,672	2,001	1,896	(1,776)	(48.4%)
Training and Meetings	-	4,240	2,116	-	(4,240)	(100.0%)
Non-Labor Expenses	\$ 251	\$ 7,912	\$ 4,117	\$ 1,896	\$(6,016)	(76.0%)
Total	\$ 252,994	\$ 487,692	\$ 410,580	\$ 475,266	\$(12,426)	(2.5%)

Expense Summary by Department and Account

PASSENGER AMENITIES ADMINISTRATION- HOURLY

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 2,557,178	\$ 3,394,852	\$ 1,834,361	\$ 4,215,860	\$ 821,008	24.2%
Other Salaries and Wages - Over Time	18,493	307,611	320,918	307,611	-	- %
Sick	90,319	132,051	155,533	190,253	58,202	44.1%
Holiday	99,439	224,866	173,471	256,071	31,205	13.9%
Vacation	81,057	268,606	213,468	245,110	(23,496)	(8.7%)
Other Paid Absence	1,895	22,017	12,364	19,698	(2,319)	(10.5%)
Wages	<u>\$ 2,848,381</u>	<u>\$ 4,350,003</u>	<u>\$ 2,710,115</u>	<u>\$ 5,234,603</u>	<u>\$ 884,600</u>	<u>20.3%</u>
Fringes						
Other Fringe Benefits	-	3,290	1,962	4,410	1,120	34.0%
Fringes	<u>\$ 0</u>	<u>\$ 3,290</u>	<u>\$ 1,962</u>	<u>\$ 4,410</u>	<u>\$ 1,120</u>	<u>34.0%</u>
Non-Labor Expenses						
Contract Maintenance Services	255,935	1,481,116	241,500	353,095	(1,128,021)	(76.2%)
Other Materials and Supplies	372,589	468,484	384,035	512,712	44,228	9.4%
Non-Labor Expenses	<u>\$ 628,524</u>	<u>\$ 1,949,600</u>	<u>\$ 625,535</u>	<u>\$ 865,807</u>	<u>\$(1,083,793)</u>	<u>(55.6%)</u>
Total	<u><u>\$ 3,476,905</u></u>	<u><u>\$ 6,302,893</u></u>	<u><u>\$ 3,337,612</u></u>	<u><u>\$ 6,104,820</u></u>	<u><u>\$(198,073)</u></u>	<u><u>(3.1%)</u></u>

Expense Summary by Department and Account

FLEET MAINTENANCE ADMINISTRATION

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 1,384,308	\$ 1,523,258	\$ 1,550,226	\$ 1,598,462	\$ 75,204	4.9%
Other Salaries and Wages - Over Time	56,405	78,939	39,469	78,940	1	- %
Sick	48,756	27,298	26,444	68,005	40,707	149.1%
Holiday	74,344	81,815	78,826	93,381	11,566	14.1%
Vacation	61,451	137,381	103,860	100,585	(36,796)	(26.8%)
Other Paid Absence	1,445	4,786	2,924	7,183	2,397	50.1%
Wages	\$ 1,626,709	\$ 1,853,477	\$ 1,801,749	\$ 1,946,556	\$ 93,079	5.0%
Fringes						
Worker's Compensation Insurance	136,292	115,264	261,040	141,016	25,752	22.3%
Other Fringe Benefits	63,067	76,610	72,414	88,690	12,080	15.8%
Fringes	\$ 199,359	\$ 191,874	\$ 333,454	\$ 229,706	\$ 37,832	19.7%
Non-Labor Expenses						
Professional and Technical Services	5,809	257,177	148,903	125,000	(132,177)	(51.4%)
Contract Maintenance Services	74,946	-	-	29,240	29,240	- %
Fuel and Lubricants	4,535,096	6,427,640	6,047,201	6,527,665	100,025	1.6%
Tires and Tubes	1,138,371	1,307,536	1,173,455	1,445,679	138,143	10.6%
Other Materials and Supplies	18,809	4,485	8,652	4,887	402	9.0%
Utilities Other than Propulsion Power	739,376	697,616	677,946	697,616	-	- %

Expense Summary by Department and Account

FLEET MAINTENANCE ADMINISTRATION

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Fuel and Lubricant Taxes	\$ 273,847	\$ 373,439	\$ 332,395	\$ 203,059	\$(170,380)	(45.6%)
Training and Meetings	136,074	122,625	81,167	123,725	1,100	0.9%
Other Miscellaneous Expenses	33,844	14,655	5,601	6,180	(8,475)	(57.8%)
Leases and Rentals - Engine Houses, Car Shops and Garages	4,025	-	2,113	-	-	- %
Non-Labor Expenses	\$ 6,960,197	\$ 9,205,173	\$ 8,477,433	\$ 9,163,051	\$(42,122)	(0.5%)
Total	\$ 8,786,265	\$ 11,250,524	\$ 10,612,636	\$ 11,339,313	\$ 88,789	0.8%

Expense Summary by Department and Account

FLEET MAINTENANCE - HOURLY

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 11,903,121	\$ 11,499,432	\$ 12,224,407	\$ 15,703,586	\$ 4,204,154	36.6%
Other Salaries and Wages - Over Time	1,449,053	1,881,604	1,290,228	1,881,604	-	- %
Sick	758,566	380,701	600,615	699,758	319,057	83.8%
Holiday	664,848	634,184	710,912	949,773	315,589	49.8%
Vacation	763,218	905,552	849,477	880,948	(24,604)	(2.7%)
Other Paid Absence	20,126	62,024	48,208	73,059	11,035	17.8%
Wages	\$ 15,558,932	\$ 15,363,497	\$ 15,723,847	\$ 20,188,728	\$ 4,825,231	31.4%
Fringes						
Uniform and Work Clothing Allowance	-	-	183	-	-	- %
Fringes	\$ 0	\$ 0	\$ 183	\$ 0	\$ 0	- %
Non-Labor Expenses						
Advertising Fees	21,213	-	13,134	-	-	- %
Contract Maintenance Services	471,242	136,369	226,422	104,688	(31,681)	(23.2%)
Tires and Tubes	35,887	-	29,047	-	-	- %
Other Materials and Supplies	11,400,182	8,751,707	11,442,327	11,002,540	2,250,833	25.7%
Non-Labor Expenses	\$ 11,928,524	\$ 8,888,076	\$ 11,710,930	\$ 11,107,228	\$ 2,219,152	25.0%
Total	\$ 27,487,456	\$ 24,251,573	\$ 27,434,960	\$ 31,295,956	\$ 7,044,383	29.0%

Expense Summary by Department and Account

MATERIAL DISTRIBUTION ADMINISTRATION

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 384,288	\$ 392,074	\$ 401,345	\$ 449,702	\$ 57,628	14.7%
Other Salaries and Wages - Over Time	3,409	22,538	20,333	22,538	-	- %
Sick	10,051	6,542	6,712	18,583	12,041	184.1%
Holiday	19,085	21,059	21,551	26,175	5,116	24.3%
Vacation	20,266	35,361	26,410	27,018	(8,343)	(23.6%)
Other Paid Absence	609	1,232	1,202	2,013	781	63.4%
Wages	\$ 437,708	\$ 478,806	\$ 477,553	\$ 546,029	\$ 67,223	14.0%
Fringes						
Worker's Compensation Insurance	-	-	7,033	-	-	- %
Fringes	\$ 0	\$ 0	\$ 7,033	\$ 0	\$ 0	- %
Non-Labor Expenses						
Contract Maintenance Services	250	-	-	-	-	- %
Other Materials and Supplies	14,224	22,722	34,946	27,086	4,364	19.2%
Dues and Subscriptions	258	-	432	-	-	- %
Leases and Rentals - Other General Administration Facilities	3,622	12,000	8,889	12,000	-	- %
Non-Labor Expenses	\$ 18,354	\$ 34,722	\$ 44,267	\$ 39,086	\$ 4,364	12.6%
Total	\$ 456,062	\$ 513,528	\$ 528,853	\$ 585,115	\$ 71,587	13.9%

Expense Summary by Department and Account

MATERIAL DISTRIBUTION - HOURLY

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ 547,772	\$ 613,981	\$ 587,473	\$ 775,894	\$ 161,913	26.4%
Other Salaries and Wages - Over Time		3,590	23,878	31,433	23,878	-	- %
Sick		15,381	10,114	16,205	33,798	23,684	234.2%
Holiday		27,023	32,454	34,885	46,577	14,123	43.5%
Vacation		34,587	46,831	44,028	37,493	(9,338)	(19.9%)
Other Paid Absence		154	1,904	2,416	3,583	1,679	88.2%
	Wages	\$ 628,507	\$ 729,162	\$ 716,440	\$ 921,223	\$ 192,061	26.3%
	Total	\$ 628,507	\$ 729,162	\$ 716,440	\$ 921,223	\$ 192,061	26.3%

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
FLEET AND FACILITIES			
FLEET & FACILITIES ADMINISTRATION AND SUPPORT			
ADMIN ASST TO VICE PRESIDENT - FLEET and FACILITIES	1	1	-
ASSET MANAGER	1	1	-
BUSINESS INTELLIGENCE ANALYST - MAINT	1	1	-
CONTRACTS AND SPECIFICATIONS COORDINATOR	1	1	-
DIRECTOR OF F and F OPER SUPPORT SVCS	1	1	-
EAM ADMINISTRATOR	-	1	1
EAM BUSINESS ANALYST	1	-	(1)
ENVIRONMENTAL SPECIALIST	1	-	(1)
FLEET & FACILITY ANALYST - CONTRACTED SERVICES	1	-	(1)
FLEET/FACILITIES MAINT RESEARCH TECH	4	4	-
MAINTENANCE SUPPORT SPECIALIST	1	2	1
MAINTENANCE TECHNICAL COORDINATOR	1	2	1
MAINTENANCE TECHNICAL TRAINER	5	5	-
MANAGER OF ENVIRONMENTAL SERVICES	1	-	(1)
MANAGER OF SUPPORT TRNG, QUALITY CONTROL	1	1	-
MGR F and F ADMIN, BUDGET and INFO SUPP SVCS	1	1	-
PROJECT AND CONTRACTS ADMINISTRATOR	1	1	-
QUALITY ASSURANCE & QUALITY CONTROL SPEC	2	2	-
SECRETARY II - FLEET AND FACILITIES	2	2	-
STOCK RECORDS SPECIALIST	1	-	(1)
VICE PRESIDENT FLEET and FACILITIES	1	1	-
WARRANTY ADMINISTRATOR	1	1	-
WARRANTY SUPPORT SPECIALIST	3	3	-
TOTAL	33	31	(2)
FACILITY MAINTENANCE ADMINISTRATION			
MANAGER OF FACILITY MAINTENANCE	1	1	-
SERVICE FOREMAN	1	-	(1)
SUPERVISOR - FACILITY MAINTENANCE	5	5	-
TOTAL	7	6	(1)
FACILITY MAINTENANCE - HOURLY			
FACILITY MAINTENANCE - HOURLY	34	29	(5)
TOTAL	34	29	(5)

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
FLEET AND FACILITIES				
FACILITY ENGINEERING				
	DIRECTOR OF FACILITY ENGINEERING & ENVIRONMENTAL	-	1	1
	ENGINEERING PROJECT MANAGER II	5	5	-
	ENVIRONMENTAL SPECIALIST	-	1	1
	MANAGER OF ENVIRONMENTAL SERVICES	-	1	1
	MANAGER OF FACILITY ENGINEERING	1	-	(1)
	PROJECT ENGINEER/ARCHITECT	1	1	-
	TOTAL	<u>7</u>	<u>9</u>	<u>2</u>
PASSENGER AMENITIES				
	FOREMAN	1	-	(1)
	MANAGER OF PASSENGER AMENITIES	1	1	-
	SERVICE FOREMAN	3	-	(3)
	SUPERVISOR - PASSENGER AMENITIES	1	5	4
	TOTAL	<u>6</u>	<u>6</u>	<u>-</u>
PASSENGER AMENITIES - HOURLY				
	PASSENGER AMENITIES - HOURLY	124	91	(33)
	TOTAL	<u>124</u>	<u>91</u>	<u>(33)</u>
FLEET MAINTENANCE ADMINISTRATION				
	DIRECTOR OF FLEET MAINTENANCE	1	1	-
	MANAGER OF FLEET SERVICES	3	3	-
	SERVICE SUPERVISOR	3	3	-
	SUPERVISOR - FLEET MAINTENANCE	15	16	1
	TOTAL	<u>22</u>	<u>23</u>	<u>1</u>
FLEET MAINTENANCE - HOURLY				
	FLEET MAINTENANCE - HOURLY	256	296	40
	TOTAL	<u>256</u>	<u>296</u>	<u>40</u>

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
FLEET AND FACILITIES			
MATERIAL DISTRIBUTION ADMINISTRATION			
INVENTORY CONTROL SPECIALIST	1	1	-
MANAGER OF INVENTORY and MATERIAL DIST	1	1	-
SHIPPING AND RECEIVING CLERK	2	2	-
STOCK RECORDS SPECIALIST	-	1	1
WAREHOUSE SUPERVISOR	4	4	-
TOTAL	<u>8</u>	<u>9</u>	<u>1</u>
MATERIAL DISTRIBUTION - HOURLY			
MATERIAL HANDLING CLERK I	16	16	-
TOTAL	<u>16</u>	<u>16</u>	<u>-</u>
DIVISION TOTAL	<u><u>513</u></u>	<u><u>516</u></u>	<u><u>3</u></u>

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Non-Departmental

The Non-Departmental expenditures are a group of activities that contain funding, which are not associated with or can be allocated to any department. These types of activities and expenditures include utilities (SAWS, CPS, Spectrum, AT&T, etc.), pension, and Other Post-Employment Benefits (OPEB).

Expense Summary by Department and Account

NON-DEPARTMENTAL

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 678	\$ (41,973)	\$ (20,986)	\$(2,000,000)	\$ (1,958,027)	4,665.0%
Sick	-	406,030	203,014	-	(406,030)	(100.0%)
Vacation	1,062,602	745,459	641,247	1,026,161	280,702	37.7%
Wages	\$ 1,063,280	\$ 1,109,516	\$ 823,275	\$ (973,839)	\$ (2,083,355)	(187.8%)
Fringes						
FICA	8,945,736	9,770,593	8,493,048	9,742,497	(28,096)	(0.3%)
Pension Plans	16,935,712	17,372,000	5,873,000	5,415,000	(11,957,000)	(68.8%)
Hospital, Medical and Surgical Plans	14,420,537	17,139,204	16,539,467	18,510,340	1,371,136	8.0%
Other Post Employment Benefits (OPEB)	7,472,565	(1,314,000)	(1,347,340)	6,625,000	7,939,000	(604.2%)
Life Insurance Plans	681,971	740,597	690,829	727,303	(13,294)	(1.8%)
Unemployment Insurance	377,078	157,560	160,525	200,000	42,440	26.9%
Worker's Compensation Insurance	-	(469,174)	-	-	469,174	(100.0%)
Uniform and Work Clothing Allowance	628,262	993,699	706,460	710,850	(282,849)	(28.5%)
Other Fringe Benefits	21,127	21,000	28,799	25,000	4,000	19.0%
Fringes	\$ 49,482,988	\$ 44,411,479	\$ 31,144,788	\$ 41,955,990	\$ (2,455,489)	(5.5%)
Non-Labor Expenses						
Professional and Technical Services	-	-	-	50,000	50,000	- %
Temporary Help	75,028	-	44,256	21,600	21,600	- %

Expense Summary by Department and Account

NON-DEPARTMENTAL

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Contract Maintenance Services	\$ 50,880	\$ 50,880	\$ -	\$ 455,000	\$ 404,120	794.3%
Other Services	167,717	175,332	168,475	173,232	(2,100)	(1.2%)
Other Materials and Supplies	1,119	3,000	2,381	3,000	-	- %
Utilities Other than Propulsion Power	2,770,232	3,002,716	2,580,839	3,012,780	10,064	0.3%
Training and Meetings	8,025	-	225	-	-	- %
Other Miscellaneous Expenses	424,218	459,655	444,443	61,000	(398,655)	(86.7%)
Capital Labor Fringes	(337,251)	(347,842)	(274,471)	(251,012)	96,830	(27.8%)
Leases and Rentals - Other General Administration Facilities	-	12,000	6,000	12,000	-	- %
Non-Labor Expenses	<u>\$ 3,159,968</u>	<u>\$ 3,355,741</u>	<u>\$ 2,972,148</u>	<u>\$ 3,537,600</u>	<u>\$ 181,859</u>	<u>5.4%</u>
Total	<u>\$ 53,706,236</u>	<u>\$ 48,876,736</u>	<u>\$ 34,940,211</u>	<u>\$ 44,519,751</u>	<u>\$(4,356,985)</u>	<u>(8.9%)</u>

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Public Engagement Group

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Public Engagement Group

The Public Engagement Group manages and coordinates interaction with the Board of Trustees, senior executive staff, elected and appointed officials, and other external constituencies. The group provides executive oversight of all VIA's communications, marketing and promotions, community relations, media relations, external relations, governmental relations functions and leads the overall customer experience for the agency. The group oversees working relationships and communications with multiple external entities and audiences through community meetings, public outreach efforts, media relations, public information programs and initiatives, governmental relations, legislative affairs, arts and education programs and passenger information outlets. The group is responsible for special projects at the direction of the CEO. The group coordinates and troubleshoots high-level issues of a sensitive manner. Assists in fulfilling the goals and objectives of the CEO.

Goals/Strategies

- Maintain, support and drive ridership across VIA products and services.
 - Oversee and guide integrated marketing and communication efforts that achieve specific results through targeted tactics and activities.
- Identify and pursue additional long-term funding opportunities to support the continued operations and expansion of VIA's products and services.
 - Execute the Keep SA Moving plan through awareness campaigns, public education programs, and influential stakeholder relations that aim to increase the relevance and urgency of VIA's plans.
 - In advance of the 87th session of the Texas Legislature, conduct regular stakeholder briefings on VIA's plans and funding challenges.
 - Support the activities of the VIA Transit Community Council, as reconstituted, with a focus on VIA funding opportunities and innovation.
 - Conduct monthly VIA to You Showcases with elected and civic leadership across the VIA service area.
 - Build a diverse and wide network of advocates for VIA products and services throughout VIA's service area.
- Enhance the customer journey in an effort to provide the greatest value and improvements to VIA's patrons and the community.
- Implement strategic improvements to primary touchpoints along the customer journey through technology integrations, operational optimizations, and measured modifications.
 - Maintain a database of customer contact information, preferably email or mobile phone numbers.
 - Institute an automated customer feedback program at the end of the customer journey (i.e. bus ride).
 - Execute at least 6 pulse surveys per year to gauge customer attitudes and viewpoints.

Expense Summary by Department and Account

PUBLIC ENGAGEMENT

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 330,744	\$ 399,542	\$ 334,309	\$ 377,710	\$ (21,832)	(5.5%)
Sick	2,617	6,059	2,803	13,946	7,887	130.2%
Holiday	17,330	19,501	15,183	20,956	1,455	7.5%
Vacation	9,596	9,296	8,184	17,902	8,606	92.6%
Other Paid Absence	-	1,141	570	1,612	471	41.3%
Wages	\$ 360,287	\$ 435,539	\$ 361,049	\$ 432,127	\$ (3,413)	(0.8%)
Non-Labor Expenses						
Professional and Technical Services	38,500	375,000	237,400	-	(375,000)	(100.0%)
Other Materials and Supplies	187	3,350	2,225	3,600	250	7.5%
Dues and Subscriptions	1,153	15,000	7,980	15,000	-	- %
Training and Meetings	1,986	13,225	8,243	23,225	10,000	75.6%
Employee Recognition	-	-	-	1,000	1,000	- %
Advertising/Promotion Media	979,169	-	150,459	-	-	- %
Other Miscellaneous Expenses	5,061	11,250	7,045	-	(11,250)	(100.0%)
Non-Labor Expenses	\$ 1,026,056	\$ 417,825	\$ 413,352	\$ 42,825	\$ (375,000)	(89.8%)
Total	\$ 1,386,343	\$ 853,364	\$ 774,401	\$ 474,952	\$ (378,413)	(44.3%)

Government & Community Relations Division

Government and Community Relations is responsible for leading VIA's government, community relations and public involvement efforts, and working to establish a significant community presence and ensure widespread and inclusive public involvement. This division will also facilitate partnerships and positive working relationships with elected officials, community organizations, public and private sector partners, other key stakeholders and the traveling public to share information and ultimately, foster support for public transportation throughout the region. This division helps to share, plan and disseminate the agency's messages to a variety of audiences using different approaches and mediums.

Goals/Strategies

- Present clear and effective messages to San Antonio elected officials and civic leaders
- Rebrand district showcases as a full, comprehensive program that highlights the impact of VIA within the community
 - Execute no less than 10 showcases per fiscal year
 - Receive feedback from 3 participants at each showcase
- Foster support for VIA's mission, vision and strategic initiatives
 - Develop a robust speakers bureau program to support Keep SA Moving plan and general outreach efforts to communicate the agency's strategic goals and initiatives
- Actively engage the community in grass roots advocacy
 - Facilitate no less than 6 meetings of the VIA Transit Community Council
 - Present to no less than 30 community/neighborhood/civic organizations on agency programs and projects.

Expense Summary by Department and Account

GOVERNMENT AND COMMUNITY RELATIONS

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 486,721	\$ 1,024,015	\$ 753,601	\$ 1,021,606	\$(2,409)	(0.2%)
Other Salaries and Wages - Over Time	-	-	184	-	-	- %
Sick	3,912	17,290	8,041	38,970	21,680	125.4%
Holiday	25,003	51,659	33,101	58,666	7,007	13.6%
Vacation	11,983	24,626	26,377	49,575	24,949	101.3%
Other Paid Absence	940	3,022	1,984	4,513	1,491	49.3%
Wages	\$ 528,559	\$ 1,120,612	\$ 823,288	\$ 1,173,330	\$ 52,718	4.7%
Non-Labor Expenses						
Professional and Technical Services	355,257	1,076,900	740,777	1,079,400	2,500	0.2%
Contract Maintenance Services	-	150,000	75,000	-	(150,000)	(100.0%)
Other Materials and Supplies	2,380	90,000	45,225	95,000	5,000	5.6%
Dues and Subscriptions	-	-	-	20,000	20,000	- %
Training and Meetings	-	83,500	55,074	96,500	13,000	15.6%
Other Miscellaneous Expenses	10,847	30,000	20,822	-	(30,000)	(100.0%)
Non-Labor Expenses	\$ 368,484	\$ 1,430,400	\$ 936,898	\$ 1,290,900	\$(139,500)	(9.8%)
Total	\$ 897,043	\$ 2,551,012	\$ 1,760,186	\$ 2,464,230	\$(86,782)	(3.4%)

Customer Experience & Sales Division

Customer Experience and Sales division is responsible for the direction and management of the agency's interaction with current and future customers. Additionally, the division works at building and maintaining customer relationships. This area of the agency is also responsible for fostering a culture of customer service while preserving and cultivating relationships with transit riders and area businesses that provide transit options to their workforce and at the same time identify and enroll participants in our programs. The division works to raise the profile of the agency's customer experience and ensures that customers receive transit related information that is accurate and timely utilizing different channels, including but not limited to on-board passenger notices, printed materials, signage at transit facilities, effective use of technology and contact with the customer information center. Customer Experience and Sales executes and utilizes research to better understand the customers' needs, measure satisfaction, and improve the customer journey. Additionally, the division works with area employers, organizations and educational institutions to promote the benefits of public transportation in an effort to increase service utilization.

Goals/Strategies

- Grow VIAWorks Program awareness and sales through collaboration with marketing
 - Create an evergreen campaign to enhance the sales pitch of the VIAWorks Program
 - Execute a targeted promotional campaign to support growth
 - Increase VIAWorks sales by 10%.
 - Increase Vanpool participation by 15% with a goal of having a mix of private sector and governmental employer clients
 - Capturing on the recent success of the Virtual Zoom Meetings and outreach, continue exploring effective use of virtual meeting to engage with potential customers, employers and organizations
- Improve the VIA goLine customer experience
 - Procure and implement a Customer Relationship Management (CRM) system to optimize VIA's goLine operations
 - Continue use of customer databases, identified trends, and real-time data, to improve efficiencies to enhance the overall customer experience when calling the goLine
 - Based on the CRM customization and system variables, establish and maintain a Net Promoter Score (NPS) of 8
- Sustain "right-sized" staffing levels to call center(s) volume rates to maintain the following the abandon rates:
 - 5% or less abandon rate for Bus Information
 - 10% or less for VIAtrans Reservation line
 - 10% or less for Customer Concerns line
 - Launch initial approach to introduce shared resource technology between the Bus and VIAtrans call centers to improve efficiencies for the agencies
- Continue to explore and enhance new approaches and platforms for responding to and engaging with customers (i.e., chat bot, social media, auto messaging, etc.) and proactively communicate with customer based on trends and customer input
- Continue implementation of VIA's goCard Program and successfully educate and transition customers to new fare technology platforms
 - Achieve adoption rate of 40%
 - Introduce riders to new customer fare payment options (fare-capping, retailer fare options) emphasizing benefits and adoption

Performance Measures

Performance Measure	FY 2021 Actual	FY 2022 Target	FY 2022 Result	FY 2023 Target
VIA goMobile Sales	\$1,703,765	\$1,607,493	\$1,705,000	\$1,850,000
VIAworks Sales	\$345,673	\$375,000	\$490,000	\$600,000
VIA goLine Customer Service Abandonment Rate	5%	5%	5%	5%
VIA goLine Customer Service Net Promoter Score (Scale of 1 to 10)	N/A	N/A	N/A	8.0

Expense Summary by Department and Account

CUSTOMER EXPERIENCE AND SALES ADMIN

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 329,112	\$ 346,414	\$ 344,089	\$ 339,528	\$(6,886)	(2.0%)
Other Salaries and Wages - Part Time	-	2,485	817	-	(2,485)	(100.0%)
Sick	14,876	8,926	4,233	15,050	6,124	68.6%
Holiday	18,323	20,477	18,709	19,986	(491)	(2.4%)
Vacation	21,172	9,836	18,710	23,623	13,787	140.2%
Other Paid Absence	-	1,207	900	1,537	330	27.4%
Wages	\$ 383,483	\$ 389,345	\$ 387,458	\$ 399,725	\$ 10,379	2.7%
Non-Labor Expenses						
Professional and Technical Services	11,122	238,200	123,771	323,000	84,800	35.6%
Temporary Help	-	-	-	2,500	2,500	- %
Other Services	49,788	60,964	57,116	60,964	-	- %
Other Materials and Supplies	6,727	149,139	35,353	277,095	127,956	85.8%
Training and Meetings	-	6,000	4,400	9,700	3,700	61.7%
Other Miscellaneous Expenses	6,878	43,706	22,986	27,003	(16,703)	(38.2%)
Non-Labor Expenses	\$ 74,515	\$ 498,009	\$ 243,626	\$ 700,262	\$ 202,253	40.6%
Total	\$ 457,998	\$ 887,354	\$ 631,084	\$ 1,099,987	\$ 212,632	24.0%

Expense Summary by Department and Account

CUSTOMER INFORMATION

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 1,689,776	\$ 1,662,413	\$ 1,647,954	\$ 2,768,673	\$ 1,106,260	66.5%
Other Salaries and Wages - Over Time	-	37,310	23,590	-	(37,310)	(100.0%)
Other Salaries and Wages - Part Time	-	152,108	76,058	268,691	116,583	76.6%
Sick	74,544	29,630	58,241	119,255	89,625	302.5%
Holiday	86,329	85,331	86,297	175,600	90,269	105.8%
Vacation	90,575	75,618	84,560	166,767	91,149	120.5%
Other Paid Absence	2,640	4,992	3,624	13,013	8,021	160.7%
Wages	\$ 1,943,864	\$ 2,047,402	\$ 1,980,324	\$ 3,511,999	\$ 1,464,597	71.5%
Fringes						
Other Fringe Benefits	-	-	-	21,600	21,600	- %
Fringes	\$ 0	\$ 0	\$ 0	\$ 21,600	\$ 21,600	- %
Non-Labor Expenses						
Professional and Technical Services	170,743	-	95,682	-	-	- %
Temporary Help	-	100,000	1,428	100,000	-	- %
Contract Maintenance Services	-	2,500	-	5,000	2,500	100.0%
Other Services	3,317	8,499	5,877	9,340	841	9.9%
Other Materials and Supplies	7,431	48,814	21,799	58,814	10,000	20.5%
Training and Meetings	3,000	15,000	17,175	-	(15,000)	(100.0%)

Expense Summary by Department and Account

CUSTOMER INFORMATION

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Employee Recognition		\$ -	\$ -	\$ -	\$ 22,500	\$ 22,500	- %
Bad Debt Expense		-	-	4	-	-	- %
Other Miscellaneous Expenses		6,082	49,250	25,674	6,000	(43,250)	(87.8%)
	Non-Labor Expenses	<u>\$ 190,573</u>	<u>\$ 224,063</u>	<u>\$ 167,639</u>	<u>\$ 201,654</u>	<u>\$(22,409)</u>	<u>(10.0%)</u>
	Total	<u><u>\$ 2,134,437</u></u>	<u><u>\$ 2,271,465</u></u>	<u><u>\$ 2,147,963</u></u>	<u><u>\$ 3,735,253</u></u>	<u><u>\$ 1,463,788</u></u>	<u><u>64.4%</u></u>

Expense Summary by Department and Account

SALES & RIDESHARE SERVICES

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ 285,959	\$ 297,197	\$ 299,048	\$ 290,429	\$(6,768)	(2.3%)
Sick		3,727	5,906	2,980	12,031	6,125	103.7%
Holiday		15,321	14,704	15,391	16,911	2,207	15.0%
Vacation		10,190	7,159	8,539	17,554	10,395	145.2%
Other Paid Absence		642	879	439	1,301	422	48.0%
	Wages	\$ 315,839	\$ 325,845	\$ 326,397	\$ 338,226	\$ 12,381	3.8%
Non-Labor Expenses							
Advertising Fees		-	15,600	7,802	15,600	-	- %
Professional and Technical Services		-	19,500	9,750	19,500	-	- %
Other Services		34,229	73,500	55,588	73,500	-	- %
Other Materials and Supplies		82,154	190,650	176,221	204,650	14,000	7.3%
Casualty and Liability Costs - Premiums for PL		122,050	272,832	201,016	272,832	-	- %
Purchased Transportation		101,350	300,508	238,716	330,508	30,000	10.0%
Training and Meetings		1,942	7,300	5,310	7,306	6	0.1%
Advertising/Promotion Media		1,757	11,975	5,987	11,975	-	- %
Other Miscellaneous Expenses		26,353	74,844	50,210	74,844	-	- %
Leases and Rentals - Data Processing Facilities		-	-	-	-	-	- %
	Non-Labor Expenses	\$ 369,835	\$ 966,709	\$ 750,600	\$ 1,010,715	\$ 44,006	4.6%

Expense Summary by Department and Account

SALES & RIDESHARE SERVICES

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Total	\$ 685,674	\$ 1,292,554	\$ 1,076,997	\$ 1,348,941	\$ 56,387	4.4%

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Marketing Division

Marketing is responsible for leading VIA's marketing and promotions efforts, including branding, website development, and oversight of advertising efforts. As part of a larger creative and content team, marketing will help to develop, shape, direct, plan and disseminate the agency's messages to a variety of audiences using different approaches and mediums. The division is also responsible internal support related to VIA's products and services, developing schedules, maps and signage, managing fleet and facilities branding and designs, and collaboratively managing the digital customer experience. Marketing serves as the creative support for the other divisions within the Public Engagement Group including Communications, Government & Community Relations and Customer Experience and Sales.

Goals/Strategies

- Further enhance VIA's overall brand in market and focus on improving the customer experience.
- Optimize VIA's website to maximize the digital user experience.
- Conduct a User Experience (UX) Audit on VIAinfo.net to identify recommendations to improve the digital user experience and consider the implementation of the identified recommendations.
 - Increase website user sessions by 10%.
 - Create a unified and well-defined brand identity for the agency.
 - Develop a comprehensive branding program to include an awareness campaign, branding guidelines and brand implementation plan.
 - Increase VIA's brand awareness rating by one point.
- Promote and advertise VIA's products and services.
 - Develop and execute micro-marketing strategies that target specific services and/or audiences and drive them to utilize VIA's services.
 - Increase ridership on targeted services by 10%
 - Achieve 15% click-through-rate on digital paid media.
 - Enhance social media content by increasing engagement by 20%

Expense Summary by Department and Account

MARKETING

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 214,797	\$ 411,850	\$ 381,965	\$ 406,799	\$(5,051)	(1.2%)
Sick		3,600	6,455	2,985	16,267	9,812	152.0%
Holiday		11,552	20,779	19,785	23,546	2,767	13.3%
Vacation		10,068	9,904	11,115	22,504	12,600	127.2%
Other Paid Absence		1,105	1,216	607	1,811	595	49.0%
	Wages	<u>\$ 241,122</u>	<u>\$ 450,204</u>	<u>\$ 416,457</u>	<u>\$ 470,927</u>	<u>\$ 20,723</u>	<u>4.6%</u>
Non-Labor Expenses							
Advertising Fees		1,329,232	641,000	1,316,857	826,000	185,000	28.9%
Professional and Technical Services		52,323	80,000	153,265	490,000	410,000	512.5%
Security Services		1,600	-	-	-	-	- %
Other Services		7,452	11,262	7,619	11,262	-	- %
Other Materials and Supplies		2,108	28,500	16,129	28,500	-	- %
Training and Meetings		(48)	3,000	1,499	3,000	-	- %
Advertising/Promotion Media		779,928	1,300,000	618,646	1,623,000	323,000	24.8%
Other Miscellaneous Expenses		17,374	77,000	72,386	77,000	-	- %
	Non-Labor Expenses	<u>\$ 2,189,969</u>	<u>\$ 2,140,762</u>	<u>\$ 2,186,401</u>	<u>\$ 3,058,762</u>	<u>\$ 918,000</u>	<u>42.9%</u>
	Total	<u><u>\$ 2,431,091</u></u>	<u><u>\$ 2,590,966</u></u>	<u><u>\$ 2,602,858</u></u>	<u><u>\$ 3,529,689</u></u>	<u><u>\$ 938,723</u></u>	<u><u>36.2%</u></u>

Communications Division

Communications is responsible for leading VIA's internal and external communication efforts, including customer and stakeholder information, employee programming and outreach, board relations, oversight of brand messaging, corporate reputation management, content and web development, social media presence, public relations and media relations and strategic partnership development. As part of a larger creative and content team, communications helps to develop and distribute the agency's messages to a variety of audiences using different approaches and mediums. A unified strategy is maintained by the organization's public engagement functions that work together to develop the larger public relations direction and efforts. The division is also responsible for passenger information and communications resources, special events coordination, and supporting community relations efforts across the agency.

Goals/Strategies

- Develop and implement an internal communications program that successfully communicates key messaging, critical agency-related information, customer experience priorities, and fosters VIA's corporate culture through various touchpoints, including print and digital platforms.
 - At least 12 formal, agency-wide communications per fiscal year
 - Engage employees in efforts to align VIA as a leader and innovator to Keep San Antonio Moving
- Expand VIA's social responsibility activities through VIA Cares, to support community partners and support VIA's Fiesta Royalty incentive program
 - Activate monthly community/non-profit events where employees serve as brand ambassadors via the agency's social responsibility program
- Create and execute a strategic communications plan that effectively delivers VIA's brand identity and messages while conveying the value and benefits of VIA's products and services
 - Identify and support the execution of 8 speaking engagements for VIA leadership for the fiscal year.
 - Publish quarterly Op-Ed, advertorial or other commentary as part of VIA's thought leadership program/efforts
 - Maintain monthly total media coverage at a 90% positive tone
 - Activate at least monthly direct dialogue opportunities across digital platforms

Expense Summary by Department and Account

COMMUNICATIONS

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 509,256	\$ 527,797	\$ 528,309	\$ 650,571	\$ 122,774	23.3%
Sick		5,921	8,273	3,886	25,330	17,057	206.2%
Holiday		27,228	26,628	27,812	37,459	10,831	40.7%
Vacation		22,596	12,693	17,578	32,935	20,242	159.5%
Other Paid Absence		1,567	1,558	778	2,881	1,323	84.9%
	Wages	<u>\$ 566,568</u>	<u>\$ 576,949</u>	<u>\$ 578,363</u>	<u>\$ 749,177</u>	<u>\$ 172,227</u>	<u>29.9%</u>
Non-Labor Expenses							
Professional and Technical Services		7,737	145,000	74,830	145,000	-	- %
Other Services		-	2,500	1,252	65,000	62,500	2,500.0%
Other Materials and Supplies		8,175	79,000	40,846	14,500	(64,500)	(81.6%)
Dues and Subscriptions		20,326	-	869	-	-	- %
Training and Meetings		603	7,778	4,601	111,778	104,000	1,337.1%
Employee Recognition		-	-	-	6,000	6,000	- %
Advertising/Promotion Media		3,250	25,000	16,871	34,000	9,000	36.0%
Other Miscellaneous Expenses		104,585	113,500	126,752	2,500	(111,000)	(97.8%)
	Non-Labor Expenses	<u>\$ 144,676</u>	<u>\$ 372,778</u>	<u>\$ 266,021</u>	<u>\$ 378,778</u>	<u>\$ 6,000</u>	<u>1.6%</u>
	Total	<u><u>\$ 711,244</u></u>	<u><u>\$ 949,727</u></u>	<u><u>\$ 844,384</u></u>	<u><u>\$ 1,127,955</u></u>	<u><u>\$ 178,227</u></u>	<u><u>18.8%</u></u>

Division/Department Authorized Positions

	<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
PUBLIC ENGAGEMENT			
PUBLIC ENGAGEMENT ADMINISTRATION			
CHIEF STRATEGIC OFFICER	1	-	(1)
EXEC ASSISTANT TO SR VP OF PUBLIC ENG	1	1	-
SENIOR VICE PRESIDENT PUBLIC ENGAGEMENT	1	1	-
VICE PRESIDENT OF COMMUNICATION & STRATEGY	-	1	1
TOTAL	3	3	-
GOVERNMENT AND COMMUNITY RELATIONS			
CHIEF EXTERNAL & GOV RELATIONS OFFICER	1	1	-
COMMUNITY ENGAGEMENT SPECIALIST	4	4	-
CONSUMER & DATA INSIGHT ANALYST	2	2	-
DIRECTOR OF CONSUMER INSIGHTS	1	-	(1)
GOVERNMENT RELATIONS COORDINATOR	3	3	-
MANAGER OF CONSUMER INSIGHT	-	1	1
MANAGER OF EXTERNAL RELATIONS	-	1	1
MANAGER OF GOVERNMENTAL RELATIONS	-	1	1
MANAGER OF PUBLIC INVOLVEMENT	1	-	(1)
OUTREACH SUPPORT ASSISTANT	1	1	-
TOTAL	13	14	1
CUSTOMER EXPERIENCE AND SALES ADMIN			
CUSTOMER RELATIONS & SALES ASSISTANT	1	1	-
CUSTOMER RELATIONS and SALES SPECIALIST	1	1	-
CUSTOMER RELATIONS/SALES PROJECT MANAGER	1	1	-
VICE PRESIDENT CUSTOMER RELATION and SALES	1	1	-
TOTAL	4	4	-
CUSTOMER INFORMATION			
CALL CENTER SUPPORT ANALYST	-	1	1
CUSTOMER RESOLUTION SPECIALIST I	3	3	-
CUSTOMER RESOLUTION SPECIALIST II	1	1	-
CUSTOMER SERVICE AGENT	1	1	-
INFORMATION FIELD REPRESENTATIVE	14	19	5
INFORMATION OPERATOR	19	19	-
LEAD INFORMATION OPERATOR	1	1	-
LEAD SUPERVISOR OF CUSTOMER INFORMATION	1	1	-
MANAGER OF CUSTOMER INFORMATION	1	1	-
PARA RESERVATION AGENT SUPERVISOR	-	1	1
PARATRANSIT LEAD RESERVATION AGENT	-	3	3

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
PUBLIC ENGAGEMENT				
CUSTOMER INFORMATION (continued)				
	PARATRANSIT RESERVATION AGENT	-	28	28
	PART TIME INFORMATION FIELD REPR	5	-	(5)
	PART TIME INFORMATION OPERATOR	1	1	-
	PART TIME PARA RESERVATION AGENT	-	4	4
	PBX OPERATOR	1	1	-
	SUPERVISOR OF CUSTOMER INFORMATION	3	3	-
	TOTAL	<u>51</u>	<u>88</u>	<u>37</u>
SALES & RIDESHARE SERVICES				
	MANAGER OF SALES & RIDESHARE SERVICES	1	1	-
	RIDESHARE ADMINISTRATOR	1	1	-
	SERVICE REPRESENTATIVE	3	3	-
	TOTAL	<u>5</u>	<u>5</u>	<u>-</u>
MARKETING				
	DIRECTOR OF MARKETING	1	1	-
	GRAPHIC DESIGNER/ILLUSTRATOR	1	1	-
	LEAD DESIGNER/PRODUCTION MANAGER	1	1	-
	MANAGER OF MARKETING PROMOTION	1	1	-
	MARKETING & ADVERTISING SPECIALIST	1	1	-
	TOTAL	<u>5</u>	<u>5</u>	<u>-</u>
COMMUNICATIONS				
	COMMUNICATIONS MGR/PUBLIC INFO OFFICER	1	1	-
	COPYWRITER/CONTENT COORDINATOR	1	-	(1)
	DIGITAL COMMUNICATIONS COORDINATOR	1	-	(1)
	DIRECTOR OF CORPORATE COMMUNICATIONS	1	1	-
	EVENT MANAGEMENT COORDINATOR	1	1	-
	INTERNAL COMMUNICATIONS ADMINISTRATOR	-	1	1
	INTERNAL CONTENT COORDINATOR	-	1	1
	MARKETING and PROMOTIONS ASSISTANT	1	1	-
	PUBLIC INFORMATION COORDINATOR	1	1	-
	SPECIAL PROJECTS ADMINISTRATOR	-	1	1
	STRATEGIC INITIATIVES MANAGER	-	1	1
	TOTAL	<u>7</u>	<u>9</u>	<u>2</u>
	DIVISION TOTAL	<u><u>88</u></u>	<u><u>128</u></u>	<u><u>40</u></u>

Planning and Development Group

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Planning & Development Group

The Planning and Development Group provides executive leadership and strategic vision for VIA's short- and long-range plans and capital programs. On a day-to-day basis, this Group is responsible for transit service planning and scheduling, strategic planning, capital programs and development, passenger amenities, and real estate acquisition and management. All of the projects identified under the Keep San Antonio Moving Plan are managed by Planning and Development to include a comprehensive look at the transit system network design; planning and implementation for Advanced Rapid Transit projects and a second operations and maintenance facility; and innovations including the VIA Link service. Planning and Development provides the strategic oversight and preparation for most of VIA's federal discretionary grant programs. In addition, this Group proactively manages VIA's real estate assets and assesses opportunities for joint development.

Strategic Planning and Special Projects Division

Goals/Strategies

- **Create a Multimodal Network**
 - Enter and progress the Advanced Rapid Transit (ART) N/S project through the Capital Investment Grant (CIG) Engineering Phase
 - Progress the Advanced Project Definition study of the ART E/W project and enter the project into the CIG Program
 - Utilize existing and new contracts to support staff initiatives
 - General Engineering and Planning Consultant
 - Project Management and Construction Management Consultant
 - Financial Planning Support
 - General Planning Consultant
 - Continue to collaborate with the partner agencies
- **Update Long-Range Transportation Plan**
 - Begin development of the update to the long-range transportation plan (LRTP)
 - Incorporate a Facilities Master Plan into the long-range transportation plan
 - Select contractor for the General Planning Consultant RFP
 - Review of existing plans/studies available from VIA and other Regional Transportation Agencies
 - Continue to collaborate with partner agencies
 - Continue Project Development of VIA's Second Operations and Maintenance Facility
 - Continue Robert Thompson Transit Station Joint Development Project
 - Continue due diligence for Scobey Joint Development Project
 - Study the expansion of VIA Link into Innovation Zones

Expense Summary by Department and Account

PLANNING AND DEVELOPMENT ADMIN

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 303,974	\$ 370,234	\$ 340,927	\$ 647,839	\$ 277,605	75.0%
Other Salaries and Wages - Over Time	-	-	29	-	-	- %
Sick	4,467	6,534	6,115	24,369	17,835	273.0%
Holiday	18,491	18,972	18,695	37,128	18,156	95.7%
Vacation	27,510	14,839	22,975	30,360	15,521	104.6%
Other Paid Absence	-	1,110	555	2,856	1,746	157.3%
Wages	\$ 354,442	\$ 411,689	\$ 389,296	\$ 742,552	\$ 330,863	80.4%
Non-Labor Expenses						
Professional and Technical Services	-	-	-	450,000	450,000	- %
Contract Maintenance Services	-	-	22,336	-	-	- %
Other Services	3,647	7,209	5,699	-	(7,209)	(100.0%)
Other Materials and Supplies	(25)	12,576	1,445	1,584	(10,992)	(87.4%)
Dues and Subscriptions	2,997	1,650	3,144	5,500	3,850	233.3%
Training and Meetings	11,282	22,000	18,602	49,000	27,000	122.7%
Non-Labor Expenses	\$ 17,901	\$ 43,435	\$ 51,226	\$ 506,084	\$ 462,649	1065.2%
Total	\$ 372,343	\$ 455,124	\$ 440,522	\$ 1,248,636	\$ 793,512	174.4%

Expense Summary by Department and Account

STRATEGIC PLANNING

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 279,846	\$ 468,988	\$ 380,160	\$ 314,490	\$(154,498)	(32.9%)
Sick		41,492	8,106	6,774	16,009	7,903	97.5%
Holiday		20,430	24,032	22,067	22,767	(1,265)	(5.3%)
Vacation		21,191	18,797	25,686	22,210	3,413	18.2%
Other Paid Absence		-	1,406	703	1,751	345	24.6%
	Wages	<u>\$ 362,959</u>	<u>\$ 521,329</u>	<u>\$ 435,390</u>	<u>\$ 377,227</u>	<u>\$(144,102)</u>	<u>(27.6%)</u>
Non-Labor Expenses							
Professional and Technical Services		1,856,112	5,500,000	3,948,566	1,750,000	(3,750,000)	(68.2%)
Other Materials and Supplies		-	2,460	1,230	1,584	(876)	(35.6%)
Dues and Subscriptions		2,572	5,650	3,925	5,000	(650)	(11.5%)
Training and Meetings		1,430	22,000	13,122	17,600	(4,400)	(20.0%)
	Non-Labor Expenses	<u>\$ 1,860,114</u>	<u>\$ 5,530,110</u>	<u>\$ 3,966,843</u>	<u>\$ 1,774,184</u>	<u>\$(3,755,926)</u>	<u>(67.9%)</u>
	Total	<u><u>\$ 2,223,073</u></u>	<u><u>\$ 6,051,439</u></u>	<u><u>\$ 4,402,233</u></u>	<u><u>\$ 2,151,411</u></u>	<u><u>\$(3,900,028)</u></u>	<u><u>(64.4%)</u></u>

Expense Summary by Department and Account

SPECIAL PROJECTS

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ -	\$ -	\$ -	\$ 256,522	\$ 256,522	- %
Sick		-	-	-	11,779	11,779	- %
Holiday		-	-	-	17,248	17,248	- %
Vacation		-	-	-	15,937	15,937	- %
Other Paid Absence		-	-	-	1,327	1,327	- %
	Wages	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 302,813</u>	<u>\$ 302,813</u>	<u>- %</u>
Non-Labor Expenses							
Professional and Technical Services		-	-	-	9,594,184	9,594,184	- %
Other Materials and Supplies		-	-	-	1,584	1,584	- %
Dues and Subscriptions		-	-	-	5,000	5,000	- %
	Non-Labor Expenses	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 9,600,768</u>	<u>\$ 9,600,768</u>	<u>- %</u>
	Total	<u><u>\$ 0</u></u>	<u><u>\$ 0</u></u>	<u><u>\$ 0</u></u>	<u><u>\$ 9,903,581</u></u>	<u><u>\$ 9,903,581</u></u>	<u><u>- %</u></u>

Service Planning and Scheduling Division

Goals/Strategies

- Rebalance VIA's fixed route system
 - Maintain service levels to allow time for the bus operator workforce to recover.
 - Implement structural changes to support improved network connections and efficiency.
 - Consolidate routes
 - Create more direct connections
 - Replace low-performing fringe routes with VIA Link
 - Implement structural changes to establish ridership in anticipation of North/South ART Line.
 - Review and consolidate stops.
 - Add resources to areas that are recovering.
 - Reduce 60-minute service.
 - Implement North/South ART Line in July 2027.
 - Increase access to service through VIA Link expansion.
 - Improve reliability.
- Connect core area with new mobility options
 - Explore Partnerships with TNCs to expand local and regional connections.
 - Explore Partnerships for accessible services, non-medical emergency transport providers, carshare, bikeshare and rideshare services.
 - Explore expanded access for individuals with disabilities.

Expense Summary by Department and Account

SERVICE PLANNING AND SCHEDULING ADMINISTRATION

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 127,246	\$ 219,100	\$ 194,875	\$ 156,359	\$ (62,741)	(28.6%)
Sick	-	3,488	2,694	5,753	2,265	64.9%
Holiday	6,686	11,227	9,761	8,930	(2,297)	(20.5%)
Vacation	2,457	8,781	9,983	6,869	(1,912)	(21.8%)
Other Paid Absence	-	657	329	687	30	4.5%
Wages	\$ 136,389	\$ 243,253	\$ 217,642	\$ 178,598	\$ (64,655)	(26.6%)
Non-Labor Expenses						
Professional and Technical Services	261,577	3,050,000	1,829,213	880,000	(2,170,000)	(71.1%)
Other Materials and Supplies	32	192	96	6,192	6,000	3,125.0%
Dues and Subscriptions	1,094	1,850	2,128	1,850	-	- %
Training and Meetings	1,701	12,500	7,818	7,000	(5,500)	(44.0%)
Non-Labor Expenses	\$ 264,404	\$ 3,064,542	\$ 1,839,255	\$ 895,042	\$ (2,169,500)	(70.8%)
Total	\$ 400,793	\$ 3,307,795	\$ 2,056,897	\$ 1,073,640	\$ (2,234,155)	(67.5%)

Expense Summary by Department and Account

SERVICE PLANNING

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ 699,806	\$ 637,094	\$ 565,042	\$ 574,897	\$(62,197)	(9.8%)
Sick		27,558	9,949	20,086	23,724	13,775	138.5%
Holiday		37,055	32,023	27,276	33,411	1,388	4.3%
Vacation		33,020	27,475	29,456	33,626	6,151	22.4%
Other Paid Absence		735	1,873	936	2,570	697	37.2%
	Wages	<u>\$ 798,174</u>	<u>\$ 708,414</u>	<u>\$ 642,796</u>	<u>\$ 668,228</u>	<u>\$(40,186)</u>	<u>(5.7%)</u>
Non-Labor Expenses							
Professional and Technical Services		166,675	580,000	346,710	700,000	120,000	20.7%
Other Services		5,268	1,000	3,581	200	(800)	(80.0%)
Other Materials and Supplies		1,109	1,320	773	960	(360)	(27.3%)
Dues and Subscriptions		-	2,100	1,049	1,000	(1,100)	(52.4%)
Training and Meetings		987	21,000	11,292	22,000	1,000	4.8%
	Non-Labor Expenses	<u>\$ 174,039</u>	<u>\$ 605,420</u>	<u>\$ 363,405</u>	<u>\$ 724,160</u>	<u>\$ 118,740</u>	<u>19.6%</u>
	Total	<u><u>\$ 972,213</u></u>	<u><u>\$ 1,313,834</u></u>	<u><u>\$ 1,006,201</u></u>	<u><u>\$ 1,392,388</u></u>	<u><u>\$ 78,554</u></u>	<u><u>6.0%</u></u>

Expense Summary by Department and Account

SERVICE SCHEDULING

		<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense							
Wages							
Other Salaries and Wages		\$ -	\$ 386,604	\$ 285,344	\$ 320,023	\$(66,581)	(17.2%)
Sick		-	2,374	1,342	13,422	11,048	465.4%
Holiday		-	7,641	10,897	18,611	10,970	143.6%
Vacation		-	6,556	9,060	18,724	12,168	185.6%
Other Paid Absence		-	447	393	1,432	985	220.3%
	Wages	<u>\$ 0</u>	<u>\$ 403,622</u>	<u>\$ 307,036</u>	<u>\$ 372,212</u>	<u>\$(31,410)</u>	<u>(7.8%)</u>
Non-Labor Expenses							
Other Services		-	6,000	3,000	400	(5,600)	(93.3%)
Other Materials and Supplies		-	800	398	480	(320)	(40.0%)
Dues and Subscriptions		-	550	274	-	(550)	(100.0%)
Training and Meetings		-	10,500	5,749	17,000	6,500	61.9%
	Non-Labor Expenses	<u>\$ 0</u>	<u>\$ 17,850</u>	<u>\$ 9,421</u>	<u>\$ 17,880</u>	<u>\$ 30</u>	<u>0.2%</u>
	Total	<u><u>\$ 0</u></u>	<u><u>\$ 421,472</u></u>	<u><u>\$ 316,457</u></u>	<u><u>\$ 390,092</u></u>	<u><u>\$(31,380)</u></u>	<u><u>(7.4%)</u></u>

Capital Programs Division

Goals/Strategies

- Direct, support, facilitate, coordinate and manage the implementation of the capital program and other infrastructure or improvements to the passenger experience identified in the long-range plan.
- Complete and follow a Planning, Project Development & Design Process to effectively deliver the capital program.
- Serve the direct real estate needs of the Division, and to other Divisions within VIA, while also fostering relationships in the greater San Antonio area real estate community and keeping up with market trends.
- Enhance partnerships, both internal and external, to support the implementation and planning of the capital program and long-range plan.
- Move towards full implementation of the FY 2023 – FY 2028 Capital Program.

FY 2022 Initiatives

- Continue to advance the following Capital Projects:
 - IH-10 Park & Pool – substantial completion and begin operations
 - Randolph Transit Center – to bidding, contract award and construction start
 - Eastside Mobility Hub – to final design, bidding, contract award and construction start
 - Alamo Ranch Park & Ride – to final design, bidding, contract award and construction start
- Partner with public agencies and private developers or entities to plan, develop & engineer multimodal transportation initiatives and infrastructure that support transit mobility, economic development and sustainable land development patterns.
- Coordinate use and expansion of the HOV lane network along TxDOT roadways.
- Implement joint development projects to support VIA's transit-oriented community policy which can be in the form of ground leasing, joint partnerships, P3s or Transit Oriented (or adjacent) Communities.
 - Joint Development at Scobey Complex – dependent on the final joint development team and results of the RFP
 - Joint Development at Robert Thompson Transit Station – solicit RFP and begin evaluation
- Fully coordinate and participate in the City Bond Project scoping & review process, TxDOT Design Committee Review process and other similar capital project process by partner agencies that may have impacts or reap improvements to corridors on which VIA has service, stops and passengers.
- Acquire real property through fee simple purchases, easements, leases or license agreements for the benefit of VIA's ongoing or future operations, or capital projects.

Expense Summary by Department and Account

CAPITAL PROGRAMS

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ 210,304	\$ 148,534	\$ 181,922	\$ 109,643	\$ (38,891)	(26.2%)
Sick		2,631	3,014	2,832	7,001	3,987	132.3%
Holiday		12,873	7,641	12,319	9,101	1,460	19.1%
Vacation		17,767	6,556	14,625	10,787	4,231	64.5%
Other Paid Absence		916	447	223	700	253	56.6%
	Wages	\$ 244,491	\$ 166,192	\$ 211,921	\$ 137,232	\$ (28,960)	(17.4%)
Non-Labor Expenses							
Other Services		-	-	-	600	600	- %
Other Materials and Supplies		-	151	73	192	41	27.1%
Dues and Subscriptions		201	300	300	600	300	100.0%
Training and Meetings		1,323	4,000	2,318	4,500	500	12.5%
	Non-Labor Expenses	\$ 1,524	\$ 4,451	\$ 2,691	\$ 5,892	\$ 1,441	32.4%
	Total	\$ 246,015	\$ 170,643	\$ 214,612	\$ 143,124	\$ (27,519)	(16.1%)

Expense Summary by Department and Account

ENGINEERING

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Wages						
Other Salaries and Wages	\$ 71,691	\$ 367,970	\$ 235,957	\$ 208,414	\$(159,556)	(43.4%)
Sick	1,200	5,858	2,941	11,041	5,183	88.5%
Holiday	7,201	18,855	15,324	16,036	(2,819)	(15.0%)
Vacation	6,375	14,748	12,179	14,522	(226)	(1.5%)
Other Paid Absence	-	1,103	551	1,233	130	11.8%
Wages	<u>\$ 86,467</u>	<u>\$ 408,534</u>	<u>\$ 266,952</u>	<u>\$ 251,246</u>	<u>\$(157,288)</u>	<u>(38.5%)</u>
Non-Labor Expenses						
Professional and Technical Services	6,706	22,500	11,250	10,000	(12,500)	(55.6%)
Other Services	3,000	2,604	2,579	-	(2,604)	(100.0%)
Other Materials and Supplies	55	1,800	1,241	288	(1,512)	(84.0%)
Dues and Subscriptions	895	1,200	1,850	2,400	1,200	100.0%
Training and Meetings	2,489	14,000	7,072	12,500	(1,500)	(10.7%)
Other Miscellaneous Expenses	-	4,550	2,274	-	(4,550)	(100.0%)
Non-Labor Expenses	<u>\$ 13,145</u>	<u>\$ 46,654</u>	<u>\$ 26,266</u>	<u>\$ 25,188</u>	<u>\$(21,466)</u>	<u>(46.0%)</u>
Total	<u><u>\$ 99,612</u></u>	<u><u>\$ 455,188</u></u>	<u><u>\$ 293,218</u></u>	<u><u>\$ 276,434</u></u>	<u><u>\$(178,754)</u></u>	<u><u>(39.3%)</u></u>

Expense Summary by Department and Account

REAL ESTATE SERVICES

	FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense						
Wages						
Other Salaries and Wages	\$ 146,015	\$ 214,245	\$ 181,108	\$ 214,930	\$ 685	0.3%
Sick	1,395	3,411	16,939	7,908	4,497	131.8%
Holiday	7,552	10,978	9,072	12,275	1,297	11.8%
Vacation	4,361	8,587	10,534	9,442	855	10.0%
Other Paid Absence	380	642	321	944	302	47.1%
Wages	\$ 159,703	\$ 237,863	\$ 217,974	\$ 245,499	\$ 7,636	3.2%
Non-Labor Expenses						
Professional and Technical Services	77,964	422,000	273,362	430,000	8,000	1.9%
Contract Maintenance Services	-	-	3,064	-	-	- %
Other Materials and Supplies	-	192	153	384	192	100.0%
Dues and Subscriptions	2,110	950	2,770	4,600	3,650	384.2%
Training and Meetings	230	3,900	2,807	15,800	11,900	305.1%
Advertising/Promotion Media	2,800	-	-	-	-	- %
Other Miscellaneous Expenses	-	80,000	40,078	-	(80,000)	(100.0%)
Leases and Rentals - Transit Way Structures and Equip	47,852	172,516	171,534	266,516	94,000	54.5%
Leases and Rentals - Passenger Stations	-	4,515	4,515	4,515	-	- %
Leases and Rentals - Passenger Parking Facilities	4,987	3,600	3,600	3,600	-	- %

Expense Summary by Department and Account

REAL ESTATE SERVICES

	<u>FY 2021 Actual</u>	<u>FY 2022 Budget</u>	<u>FY 2022 Forecast</u>	<u>FY 2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>	<u>% Difference</u>
Operating Expense						
Leases and Rentals - Rev Veh Movement Control Facilities	\$ 24,729	\$ 66,009	\$ 54,254	\$ 68,839	\$ 2,830	4.3%
Leases and Rentals - Other General Administration Facilities	165,047	263,500	271,848	528,500	265,000	100.6%
Non-Labor Expenses	<u>\$ 325,719</u>	<u>\$ 1,017,182</u>	<u>\$ 827,985</u>	<u>\$ 1,322,754</u>	<u>\$ 305,572</u>	<u>30.0%</u>
Total	<u><u>\$ 485,422</u></u>	<u><u>\$ 1,255,045</u></u>	<u><u>\$ 1,045,959</u></u>	<u><u>\$ 1,568,253</u></u>	<u><u>\$ 313,208</u></u>	<u><u>25.0%</u></u>

Expense Summary by Department and Account

CAPITAL AMENITIES

		FY 2021 Actual	FY 2022 Budget	FY 2022 Forecast	FY 2023 Budget	FY23 Budget to FY22 Budget	% Difference
Operating Expense							
Wages							
Other Salaries and Wages		\$ -	\$ -	\$ -	\$ 127,544	\$ 127,544	- %
Sick		-	-	-	5,322	5,322	- %
Holiday		-	-	-	7,436	7,436	- %
Vacation		-	-	-	7,846	7,846	- %
Other Paid Absence		-	-	-	572	572	- %
	Wages	\$ 0	\$ 0	\$ 0	\$ 148,720	\$ 148,720	- %
Non-Labor Expenses							
Other Materials and Supplies		-	-	-	288	288	- %
Dues and Subscriptions		-	-	-	500	500	- %
Training and Meetings		-	-	-	5,500	5,500	- %
	Non-Labor Expenses	\$ 0	\$ 0	\$ 0	\$ 6,288	\$ 6,288	- %
	Total	\$ 0	\$ 0	\$ 0	\$ 155,008	\$ 155,008	- %

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
PLANNING & DEVELOPMENT				
PLANNING AND DEVELOPMENT ADMIN				
	EXECUTIVE ASSISTANT	1	1	-
	PROJECT/CONTROL SCHEDULER	-	1	1
	SECRETARY II	2	-	(2)
	SENIOR VICE PRESIDENT DEVELOPMENT	1	1	-
	VICE PRESIDENT OF PROGRAM DELIVERY	-	1	1
	TOTAL	<u>4</u>	<u>4</u>	<u>-</u>
STRATEGIC PLANNING				
	MANAGER OF STRATEGIC PLANNING	1	1	-
	ENVIRONMENTAL PROJECT MANAGER	1	-	(1)
	PROJECT MANAGER - URBAN DESIGN	1	-	(1)
	SPECIAL PROJECTS MANAGER	-	1	1
	STRATEGIC PLANNER I	1	1	-
	STRATEGIC PLANNER II	1	1	-
	STRATEGIC PLANNER III	1	1	-
	TOTAL	<u>6</u>	<u>5</u>	<u>(1)</u>
SPECIAL PROJECTS				
	ENGINEERING DESIGN MANAGER	-	1	1
	PLANNING & DEVELOPMENT SUPPORT SPECIALIST	-	1	1
	SPECIAL PROJECTS ADMINISTRATOR	-	1	1
	SPECIAL PROJECTS MANAGER	-	2	2
	TOTAL	<u>-</u>	<u>5</u>	<u>5</u>
SERVICE PLANNING & SCHEDULING ADMIN				
	DIRECTOR OF SERVICE PLANNING & SCHEDULING	1	1	-
	SERVICE PLANNING & SCHEDULING SUPP TECH	-	1	1
	SPECIAL PROJECTS MANAGER	1	-	(1)
	TOTAL	<u>2</u>	<u>2</u>	<u>-</u>
SERVICE PLANNING				
	GIS ANALYST	1	1	-
	LEAD SERVICE CHECKER	1	1	-
	MANAGER OF SERVICE PLANNING	1	1	-

Division/Department Authorized Positions

		<u>FY2022 Budget</u>	<u>FY2023 Budget</u>	<u>FY23 Budget to FY22 Budget</u>
PLANNING & DEVELOPMENT				
SERVICE PLANNING (continued)				
	SENIOR SERVICE ANALYST	1	1	-
	SENIOR SERVICE PLANNER	2	2	-
	SERVICE ANALYST	1	1	-
	SERVICE CHECKER	2	2	-
	SERVICE PLANNER	1	1	-
	TOTAL	<u>10</u>	<u>10</u>	<u>-</u>
SERVICE SCHEDULING				
	LEAD SCHEDULER/ANALYST	1	1	-
	MANAGER OF SERVICE SCHEDULING	1	1	-
	SERVICE PLANNING & SCHEDULING SUPP TECH	1	-	(1)
	SERVICE SCHEDULER/ANALYST	3	3	-
	TOTAL	<u>6</u>	<u>5</u>	<u>(1)</u>
CAPITAL PROGRAMS				
	DIRECTOR OF CAPITAL PROGRAMS	1	1	-
	PLANNING & DEVELOPMENT SUPPORT SPECIALIST	-	1	1
	PROJECT CONTROL/SCHEDULER	1	-	(1)
	TRANSIT AMENITIES COORDINATOR	2	-	(2)
	TOTAL	<u>4</u>	<u>2</u>	<u>(2)</u>
ENGINEERING				
	CONSTRUCTION PROJECT MANAGER	1	1	-
	ENGINEERING PROJECT MANAGER III	2	1	(1)
	MANAGER OF ENGINEERING	1	1	-
	TOTAL	<u>4</u>	<u>3</u>	<u>(1)</u>
REAL ESTATE SERVICES				
	MANAGER OF REAL ESTATE SERVICES	1	1	-
	REAL ESTATE COORDINATOR	2	2	-
	TOTAL	<u>3</u>	<u>3</u>	<u>-</u>
CAPITAL AMENITIES				
	TRANSIT AMENITIES COORDINATOR	-	2	2
	TOTAL	<u>-</u>	<u>2</u>	<u>2</u>
	DIVISION TOTAL	<u>39</u>	<u>41</u>	<u>2</u>



FIVE-YEAR FINANCIAL PLAN



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FIVE-YEAR FINANCIAL PLAN (FISCAL YEARS 2023-2027)

OVERVIEW AND BACKGROUND INFORMATION

Financial Plan Summary

VIA's Five-Year Financial Plan shows that VIA has a sustainable plan that includes approximately \$2.4B in sources of funds over FY23-27, and a commensurate amount in uses of funds plus net changes in reserves. The Stabilization Fund and Working Capital reserve are both fully funded throughout the five-year period. Board policy level is to have 60 days of operating expenses in each of those reserves.

Information in this Overview section includes: Financial Plan Summary; Five-Year Financial Planning Process; Key Assumptions and Forecast Methodology; and, Capital Spending. This section is followed by the VIA Five-Year Financial Plan and ATD Financial Plan sections, which provide summary information and commentary on VIA and ATD financial schedules that appear at the back of this document.

Five-Year Financial Planning Process

VIA's Five-Year Financial Plan is based on an evaluation of information including service levels, revenues, expenses, capital project funding, and organizational priorities. At the outset of the budgeting process, VIA's Planning Division uses historical data, trends and planned service changes for the next five years to calculate hours and miles of service by service type. Fiscal Management evaluates all sources and uses of funds, and coordinates development of a budget that balances available resources and provides desired service levels.

The Five-Year Financial Plan is driven by Board priorities. VIA's budget focuses on retaining and returning ridership and delivering VIA's "Keep SA Moving" (KSAM) plan. In November 2020, San Antonio voters approved the reallocation of 1/8-cent of the local sales tax to transit, to support KSAM. VIA will begin receiving the additional tax in January 2026. Implementation of the KSAM plan will enhance mobility for economic opportunity, provide diverse and high-quality options, and improve the customer experience. A key priority in the Five-Year Financial Plan is working on planning and implementing high-capacity transit options. The capital project program that was included in the Five-Year Financial Plan was largely driven by the Long-Range Comprehensive Transportation Plan (LRCTP) which was adopted by VIA's Board in FY11; this plan was recently updated through 2040 and is now referred to as VIA's "Vision 2040" plan.

VIA does not officially adopt a Five-Year Financial Plan, but that plan and longer-range projections are developed to help assess the financial sustainability of VIA's planned service levels and future operations.

Key Assumptions and Forecast Methodology

For the Five-Year Financial Plan, key assumptions were noted in the Introduction section of this book, and are the following:

- Systemwide service levels are up 16.2% when comparing the FY27 forecast to the FY22 budget. Line service is up 5.4%, paratransit service is up 15.7%, and VIA Link service is up 174.3%.
- FY23 spending budgets were compiled based on divisional and departmental input, input from consultants, and known/projected changes. For instance, actuarial estimates were used for pension and Other Post-Employment Benefits (OPEB), VIAcare costs are based on expected medical cost inflation, and service cost changes are based on service hours changes.
- Consistent with projections used for the KSAM project, used 6.0% for inflation in FY24, and 3%/year inflation in subsequent years; for capital spending, revenue vehicle price projections include 6.5% inflation in FY24 and 3.5%/year inflation in subsequent years.
- Potential \$0.10 fare increase to the base bus fare is included in FY25, along with commensurate increases for other fares (in terms of percentage increase)
- Sales taxes, VIA's key source of revenue, are assumed to increase by 4%/year in the FY23-27 timeframe, and ATD II sales tax begins in January 2026
- VIA's Section 5307 grant fund awards are assumed to grow modestly in the FY23-27 timeframe, at close to 2.3%/year on average
- Except for KSAM, no new discretionary grant fund awards, although funding for FY23-27 expenditures includes some discretionary grant funds already awarded
- Assumed that VIA would be awarded \$212.4M FTA New Starts program grant funds for KSAM ART North/South
- The FY23 budget includes the impact of a 3.5% hourly wage increase effective August 1, 2022, a 3.5% salaried increase effective on October 1, 2022, and 3%/year increase hourly wage increase effective August 1, 2023
- For fuel, assumed that the alternative fuels credit would continue for both CNG and propane. The credit is \$0.50/gallon, which equates to approximately \$3M/year.
- Estimated incremental operating costs have been included for the new paratransit facility (opened in September 2022) and new passenger facilities in the capital plan
- Any staffing needed in connection with the capital program is included in the budget.

In VIA's Five-Year Financial Plan, revenues are projected based on known factors including current and projected fare revenues and increases, and estimates based on historical data and trends for other revenue categories. VIA's grant revenues typically come primarily from the FTA's Section 5307 apportionment to the agency. However, in the current five-year projections VIA included the assumed award of a \$212.4M New Starts grant for the KSAM project.

Sales taxes, which account for over 77% of VIA's revenues in FY23, are forecasted by an economic consulting firm that is very familiar with the San Antonio economy. Recent sales tax receipts have been strong, with the FY22 forecasted sales tax receipts up \$28.5M (12.9%) compared to the FY22 budget. Future sales tax revenue is projected with a 4%/year growth rate.

Sales tax receipts are impacted by variables outside the control of VIA, including the local and national economy, major corporation business relocations into or out of the VIA service area, the rate of population growth, and pandemics such as COVID. If service is added based on sales tax estimates that are too optimistic, when actual tax receipts fall short of projections it is very difficult to curtail service to the citizens that have begun to rely on the service.

VIA has saved a significant amount on fuel costs due to the replacement of diesel-powered buses in their fleet with CNG-powered vehicles. Currently, nearly 85% of VIA's buses are CNG vehicles. CNG prices are significantly lower than ULSD (ultra low sulfur diesel) prices. Budgeted prices for fuel in FY23 are \$0.66/gallon for CNG, \$4.19/gallon for ULSD, \$1.83/gallon for propane, and \$4.00/gallon for gasoline. VIA receives a \$0.50/gallon credit for alternative fuels, which includes CNG and propane. These credits are not included in the above prices. Budgeted prices in the prior year were \$0.65/gallon for CNG, \$2.74/gallon for ULSD, \$1.00/gallon for propane, and \$2.43/gallon for gasoline.

Capital Spending

VIA's \$748.4M of capital spending in the Five-Year Financial Plan is dominated by spending for KSAM (66.7% of capital spending) and revenue vehicles and revenue vehicles replacement components (19.6%). All other categories account for the remaining 13.7% of spending. The KSAM projects in the current Five-Year Capital Plan include the Advanced Rapid Transit (ART) North/South project, and the 2nd Operations and Maintenance Facility, some ART East/West spending, and capital for mobility hub support. Revenue vehicles to be purchased in the five-year planning horizon include 103 buses and 154 paratransit vans. The revenue vehicle category bus total does not include the 17 Primo buses to be purchased for ART North/South – these are included in the KSAM category. The remaining 13.7% of capital spending is accounted for by passenger facilities, operational facilities, administrative facilities, maintenance tools & equipment, service vehicles, and computer hardware/software.

VIA uses debt to help fund capital expenditures. Until FY12, when VIA issued some private placement bonds, VIA had always been a "pay-as-you-go" agency. VIA made their first two public bond issuances in FY14: MTA Farebox Revenue Bonds (issued in November 2013) and ATD Sales Tax Revenue Bonds (issued in July 2014). In February 2017, VIA issued MTA Contractual Obligation bonds to help fund the purchase of 270 buses, and in May 2020, VIA issued MTA Contractual Obligation bonds to help fund the purchase of 139 paratransit vans. VIA refunded a portion a portion of the FY13 and FY14 bond issuances in December 2020 in order to take advantage of lower interest rates, and was able to realize \$6.1M in present value saving.

In the FY23-27 timeframe, VIA has TIFIA loans and bonds included in the funding mix. TIFIA loans will be used to help finance the KSAM project. Bonds will be used to help finance revenue vehicles purchases.

For a complete picture of VIA's capital spending plan, refer to the Five-Year Capital Plan section of this document.

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VIA FIVE-YEAR FINANCIAL PLAN

VIA's Five-Year Financial Plan is summarized on the following schedules (included at the back of this section): Condensed Statement of Revenues and Expenses; Cash and Reserves Summary; Reserve Changes and Balances; Statement of Cash Flows; Sources of Cash; Uses of Cash and Net Reserves Change; Cash Inflows, Outflows and Reserves; Grant Funds; Capital Spending Summary; Operating Revenue; Operating Expenses; Non-Operating Revenue/(Expenses); Sales Tax Revenue; Grant Funds; Stabilization Fund and Working Capital Reserves; Service Hours and Passengers; Bond Issuances and Debt Service; and, Debt Ratio and Unrestricted Cash Reserve Balance. Key observations from these schedules are noted below:

Schedule 1: Condensed Statement of Revenues and Expenses. This schedule shows that VIA forecasts having a total of \$102M of operating revenue over the next five years, \$1.586B of operating expenses, and \$1.790B of non-operating revenue/(expense). This results in net income (before depreciation and capital contributions) of \$306M. Contributed capital (federal and state grant funds used for capital projects) is projected to be \$85M.

Schedule 2: Operating Revenue. VIA is projected to have \$81.5M of total operating revenue in the five-year plan, with \$81.5M (79%) coming from bus service. Bus revenue comes primarily from line service, with a relatively small amount coming from special events. VIAtrans (paratransit service) revenue accounts for \$8.2M of revenue, and remaining operating revenue comes from bus advertising, VIA Link service (mobility-on-demand service) and "other" items ("other" consists of various items such as property rentals and facility fees).

Schedule 3: Operating Expenses. VIA's operating expenses are projected to total \$1.586B over the five-year plan period, with bus expenses accounting for \$1.176B (74%) of that total. VIAtrans service accounts for \$273.2M (17%) of expenses, with VIA Link and miscellaneous other items accounting for the remaining 9% of expenses. Although VIAtrans accounts for 17% of expenses, VIAtrans only accounts for about 2.6% of ridership over the five-year period.

Schedule 4: Non-Operating Revenue/(Expense). VIA's non-operating revenue/(expense) is projected to total a net of \$1.790B in the five-year plan. In FY23, non-operating revenue is down due to FY22 including \$59.14M of government stimulus funds, whereas there is no additional stimulus funding projected for FY23 (or beyond). Sales taxes account for 83.9% of net non-operating revenue/(expense) over the five-year period and are projected to increase by 4%/year in FY23-27 (excluding new ATD tax). Additionally, the additional 1/8-cent ATD sales tax from the November 2020 election is included beginning in January 2026.

FTA Section 5307 grant funds are the next largest non-operating revenue/(expense) line item, accounting for \$235.12M of revenue over the five-year period. Section 5307 grant funds are the FTA's Urbanized Area Formula Program grant funds, and those funds are apportioned to urban area transit agencies based on formulas driven mainly by overall funding available, bus revenue vehicle miles, population and population density (operating costs also factor into calculations). Section 5340 apportionments are for the FTA's Growing States and High-Density States Formula Program, and the FTA publishes the 5307 and 5340 apportionments as a combined amount.

VIA uses most of the FTA's Section 5307/5340 grant program funds for operating items. This generally allows VIA to draw grant funds down more quickly than if they were used

for capital projects. The FTA allows a portion of Section 5307 capital grant funds to be used for operating expense reimbursements in the following areas: 1) up to 10% of the total grant allocation each year can be used to help defray the expense of paratransit service; 2) agencies are also allowed to cover a portion of purchased paratransit service expense with capital grant dollars; and, 3) preventative maintenance on revenue vehicles – the use of funds in this manner encourages the maintenance of the fleet acquired with federal funds and helps to lengthen the service life of vehicles.

Schedule 5: Sales Tax. VIA projects \$1,143.3M of MTA sales tax revenue in the five-year plan and \$359.0M of ATD-VIA sales tax revenue, for a total of \$1.502B. The ATD sales tax figures include ATD I and ATD II taxes. The ATD-VIA I figures reflect VIA's 50% share of the current 1/4-cent ATD sales tax – the other 50% share is currently being split by the City of San Antonio and Bexar County. For the 1/8-cent ATD sales tax starting in January 2026 (ATD II), the full amount is reflected as going to VIA. The MTA sales tax is 1/2-cent. Combined, the MTA and ATD-VIA taxes total 5/8-cent up until January 2026, at which time the combined taxes are 3/4-cent.

Schedule 6: Reserve Balances. The expected decrease of \$46.72M over the five-year planning period is driven mainly by spending down of funds currently reserved for the Keep San Antonio Moving (KSAM) project, and spending down of TxDOT grant funds, partially offset by increases in the working capital and stabilization fund balances. Working capital and stabilization fund balances are each kept at 60 days of budgeted operating expenses, per Board policy.

The unrestricted cash reserve balance is currently higher than usual due to government stimulus funds that VIA received following the inception of COVID-19 (those federal funds freed up local funds). The unrestricted cash reserve balance will primarily be used to fund the KSAM project.

Schedule 7: Statement of Cash Flows. This statement shows that VIA's projected cash flow over the five-year planning horizon is as follows (in \$M):

<u>Net Cash Generated/(Used)</u>	<u>Amount (\$M)</u>
Operating Activities	\$ (1,483.30)
Non-Capital Financing Activities	1,756.52
Capital and Related Financing Activities	(357.57)
Investing Activities	37.63
Net Change in Cash	<u>\$ (46.72)</u>

Operating activities include operating revenue (mainly farebox revenue) and operating expenses. Non-capital financing activities includes sales taxes and grant revenues used for operating expense reimbursements, both of which are reported as non-operating revenues. Capital and related financing activities includes: capital grant funds used for capital expenditures; the purchase and sale of capital assets; bond proceeds, costs of bond issuance, TIFIA loan activity, debt service; and, capital contributions to/from miscellaneous entities.

Schedule 7A: Sources of Cash. VIA's sources of cash total \$2.380B over the next five years. The largest source of funds is sales taxes, which account for nearly 63% of total sources of cash. Other key sources of cash include capital grant funds, farebox revenue, bond proceeds, TIFIA loan proceeds, and funding contributions. Other than the one-time government stimulus funds (CARES Act, CRRSAA and ARP funds), the largest items on the grants line include VIA's Section 5307 grant funds apportionment, Section 5339 apportionments, TxDOT grant funds, and various discretionary grant awards. The Grant Funds line for KSAM includes the \$212M assumed New Starts grant for ART N/S.

Funding contributions from the City of San Antonio are budgeted at a total of \$20M total over the FY23-FY27 timeframe; this funding is for route improvements. The “Other” line captures a variety of relatively small funding sources as listed on the cash flow statement (“other” operating revenue, such as from property rentals; advertising; an Alamodome facility fee; and investment income).

Schedule 7B: Uses of Cash and Net Reserves Change. VIA’s uses of cash total \$2.427B over the next five years. Most of these funds are used for operating expenses, which account for \$1.586B (65%) of the total. Other key uses include capital projects (\$748M) and debt service (\$90M).

The net reserves change section shows that total uses of cash exceed sources of cash (prior to pulling from existing balances), resulting in a \$46.7M decrease in cash balances (mainly spending down of KSAM and TxDOT funds against the projects for which they were programmed, as noted earlier).

Schedule 8: Capital Contributions. This schedule shows \$319.40M of capital contributions for FY23-27. Capital contributions are grant funds that VIA receives for capital projects. Most of VIA’s contributed capital is from federal grants, although contributed capital has also been received from state grants and TxDOT grants in past years.

The FTA’s Capital Investment Grant (CIG) for the ART North/South project is the largest capital contribution in the FY23-27 timeframe. VIA has applied for this grant (which is also referred to as a New Starts grant) and is forecasting an expected award of \$212M. The FTA has accepted the ART N/S project into the Project Development phase, and the project has been included in the President’s Budget.

Other than for the CIG grant, for the sake of conservatism, no future discretionary grant awards were assumed, although VIA has been very successful in receiving such awards in the past.

Schedule 9: Capital Spending Summary. VIA’s capital spending program for 2023-2027 includes \$748.4M of capital projects. The largest spending categories are the following: KSAM, \$499.0M (66.7% of spending); Revenue Vehicles and Revenue Vehicle Replacement Components, \$146.7M (19.6%); and Passenger Facilities, \$45.7M (6.1%). Remaining categories account for 7.6% of total capital spending. For a more thorough discussion of the Capital Spending Summary, please refer to the Five-Year Capital Plan section of this book.

Schedule 10: Service Hours and Passengers. Projected FY27 systemwide ridership of 38.0 million passengers reflects a 66% increase compared to the FY22 forecast. VIA will be focusing on retaining and growing ridership in FY23. VIA projects that a total of 12.2 million hours of transportation service will be provided during the upcoming five-year period (FY23-27).

Schedule 11: Bond Issuances and Debt Service. VIA has six outstanding bond issuances, with a projected bonds payable balance of \$124.5M as of 9/30/22 (proceeds generated from these bonds total \$133.6M). Bond issues currently outstanding include: MTA Farebox Revenue and Refunding Bonds, Series 2013; ATD Sales Tax Revenue and Refunding Bonds, Series 2014; MTA Contractual Obligation Bonds, Series 2017; MTA Contractual Obligation Bonds, Series 2020; 2020 Farebox Revenue Refunding Bonds; and, 2020 ATD Sales Tax Revenue Refunding Bonds. VIA issued refunding bonds in FY21 in order to take advantage of lower interest rates, and was thereby able

to achieve over \$6M in present value savings. Additional bonds are projected to be issued in the FY23-27 timeframe, to help fund bus purchases. In FY23-27, debt service ranges from \$14.6M/year to \$21.6M/year, and averages \$18.1M/year.

ATD FIVE-YEAR FINANCIAL PLAN

The ATD's Five-Year Financial Plan is summarized on the following schedules (included at the back of this section): Condensed Statement of Revenues and Expenses; Cash and Reserves Summary; Reserve Changes and Balances; Statement of Cash Flows; Sources of Cash; Uses of Cash and Net Reserves Change; Operating Revenue; Operating Expenses Non-Operating Revenue/(Expense); Sales Tax Revenue; Stabilization Fund and Working Capital Reserves; and, Service Hours and Passengers. Key observations from these schedules are noted below:

Schedule 1: Condensed Statement of Revenues and Expenses. This schedule shows that the ATD has an estimated total of \$18.98M in operating revenue over the next five years, \$304.72M in operating expenses, and \$364.95M in non-operating revenue/(expense). This results in net income (before depreciation and capital contributions) of \$79.21M. Capital contributions are \$212.36M (these are Capital Investment Grant funds from the FTA).

Schedule 2: Operating Revenue. The ATD is projected to have \$18.98M of total operating revenue in the five-year plan, with all of that coming from bus service. This bus service includes express routes and some limited stop routes. ART North/South is separately reported, and has revenue beginning in FY27.

Schedule 3: Operating Expenses. The ATD's operating expenses are projected to total \$304.72M in the five-year plan, with bus expenses accounting for \$280.84M (92.2%) of that total. Business development and vanpool expenses make up the remaining 7.8%. The business development line captures one-time planning-related expenses associated with the KSAM project.

Schedule 4: Non-Operating Revenue/(Expense). The ATD's net non-operating revenue/(expense) is projected to total \$364.95M in the five-year plan, growing from \$45.04M in FY22 to \$114.26M in FY27. The ATD Sales Tax I line (existing ATD sales tax) is the largest component of non-operating revenue. That tax is projected to grow at a rate of 4.0%/year. The ATD Sales Tax II line reflects the new 1/8-cent ATD sales tax that begins in January 2026. Investment income totals \$9.39M over the five-year period. The bond interest that is shown reflects interest on the ATD's 2014 bond issue and 2020 refunding bonds.

Schedule 5: Sales Tax. The ATD's sales tax revenue is projected to total \$359.04M in the five-year plan. The total ATD-VIA line reflects VIA's 50% share of the 1/4-cent ATD sales tax, plus the 1/8-cent ATD II sales tax. The other 50% of the ATD I sales tax is currently being split by the City of San Antonio and Bexar County.

Schedule 6: Cash and Reserves Balances. The expected increase of \$75.52M over the next five years is primarily attributable to a \$55M increase in the Unrestricted Cash Reserve, which captures remaining funds after other reserves have been fully funded. The Stabilization Fund and Working Capital reserve each increase by \$8.14M over the five-year planning horizon, keeping those reserves at Board policy level.

Schedule 7: Statement of Cash Flows. This statement shows that the ATD's projected cash flow over the next five-year plan horizon is as follows (in \$M):

<u>Net Cash Generated/(Used)</u>	<u>Amount (\$M)</u>
Operating Activities	\$ (285.71)
Non-Capital Financing Activities	354.78
Capital and Related Financing Activities	(2.94)
Investing Activities	9.39
Net Change in Cash	<u>\$ 75.52</u>

Operating activities include operating revenue (ATD farebox revenue) and operating expenses. For non-capital financing activities, sales taxes account for 100% of the total. Capital and related financing activities include: purchase of capital assets; bond proceeds, bond refunds, TIFIA loan proceeds debt service. Although the ATD does not own any capital assets, it has helped purchase some assets (through the ATD's 2014 bond issue) that are on the MTA's ledger.

Schedule 7A: Sources of Cash. The ATD's sources of cash total \$712.48M over the next five years. The largest source of funds is the ATD I sales tax, which accounts for \$257.32M of total sources of cash (this is the net amount to VIA, after passing a portion of ATD sales taxes to the City of San Antonio and Bexar County). ATD II sales tax, which starts in January 2026, accounts for \$95.66M of revenue. Following sales taxes, the next largest sources of cash in FY23-27 for the ATD are Capital Investment Grant funds (\$212.36M) and TIFIA loan proceeds (\$116.93M). Farebox revenue (\$19.02M) and "Other" (investment income, \$11.19M) account for the remainder of the total cash amount shown.

Schedule 7B: Uses of Cash and Net Reserves Change. The ATD's uses of cash total \$636.96M over the next five years. The largest use of cash is for capital projects, as the ATD will transfer CIG grant funds to the MTA to cover KSAM capital expenditures. The ATD cannot own any assets. The next largest use of funds are for operating expenses, which account for \$304.73M of the total, and debt service, which accounts for \$11.07M of the total. The net reserves change section shows that reserves increase by \$75.52M, as sources of funds exceeds uses. Total uses of cash plus the net reserves change equals total sources of cash.

Schedule 8: Service Hours and Passengers. Projected FY27 ridership reflects an increase of 118.3% over FY22 forecasted ridership, growing from 5.25 million to 11.46 million. The projected ATD bus transportation service to be provided for FY23-27 totals more than 2.1 million hours.



VIA Metropolitan Transit
Five-Year Financial Plan (2023-2027)

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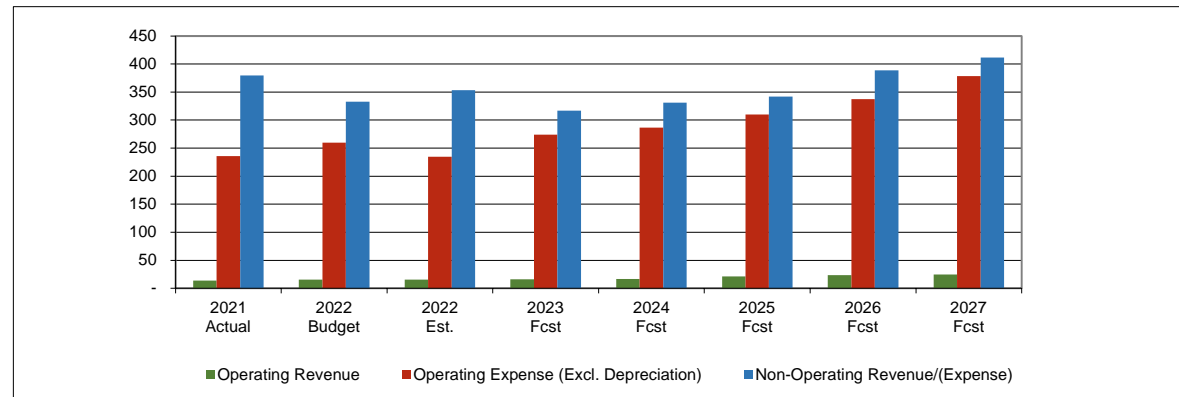
**VIA Metropolitan Transit
Five-Year Financial Plan Schedules**

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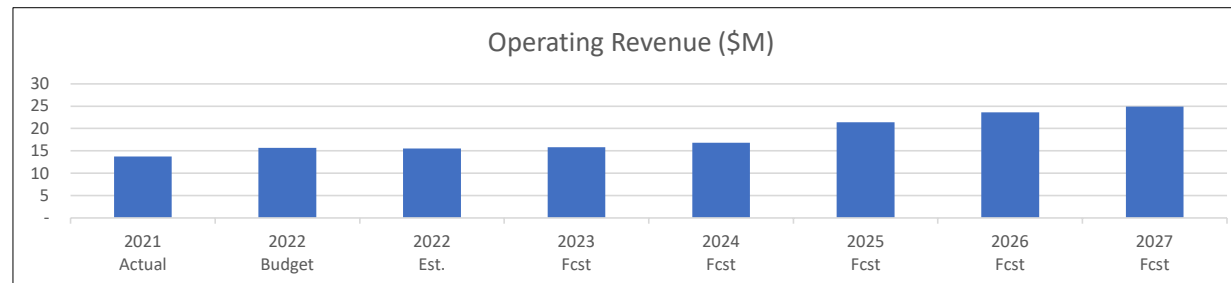
VIA Metropolitan Transit
Condensed Statement of Revenues and Expenses
(\$ Millions)

	Actual 2021	Budget 2022	Estimated 2022	Forecast					
				2023	2024	2025	2026	2027	Total
<u>Operating Revenues</u>									
Total Operating Revenues	\$ 13.72	\$ 15.69	\$ 15.51	\$ 15.81	\$ 16.80	\$ 21.37	\$ 23.60	\$ 24.88	\$ 102.46
<u>Operating Expenses</u>									
Total Operating Expenses	235.95	259.44	234.55	274.00	286.54	309.73	337.12	378.40	1,585.79
<u>Non-Operating Revenue/(Expense)</u>									
Sales Tax	220.25	220.19	248.67	258.61	268.96	279.71	336.88	358.15	1,502.31
Grants	160.32	107.40	98.98	52.48	52.28	46.72	47.54	48.48	247.50
Investment Income	-	0.27	1.04	3.90	8.94	8.49	8.05	8.25	37.63
Debt - Interest Exp., Issuance Costs and Fees	(4.03)	(3.57)	(3.57)	(3.41)	(3.92)	(3.19)	(3.67)	(3.37)	(17.56)
Intergovernmental Revenue	10.00	10.00	10.00	5.00	5.00	10.00	-	-	20.00
Intergovernmental Expense	(0.50)	(1.70)	(1.70)	-	-	-	-	-	-
Other	(6.51)	-	0.01	-	-	-	-	-	-
Total Non-Operating Revenue/(Expense)	379.53	332.59	353.43	316.58	331.26	341.73	388.80	411.51	1,789.88
NI before Deprec and Capital Contributions	\$ 157.30	\$ 88.84	\$ 134.39	\$ 58.39	\$ 61.52	\$ 53.37	\$ 75.28	\$ 57.99	\$ 306.55
Capital Contributions	\$ 19.24	\$ 27.24	\$ 21.78	\$ 50.40	\$ 7.68	\$ 102.21	\$ 112.36	\$ 24.98	\$ 297.63



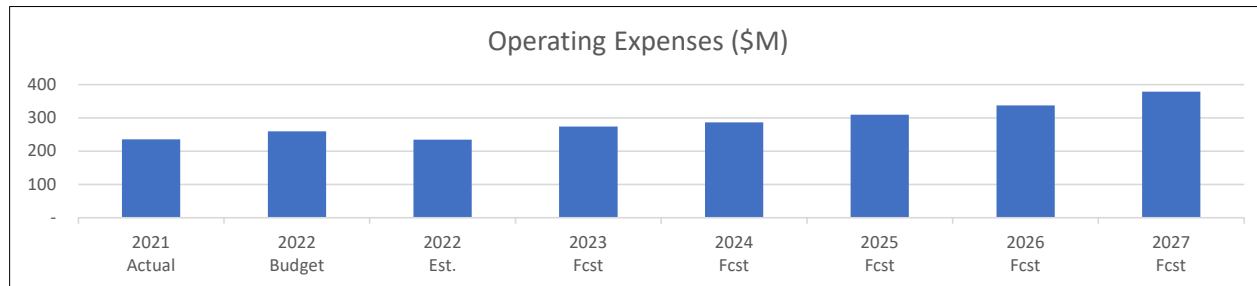
**VIA Metropolitan Transit
Operating Revenue
(\$ Millions)**

	Actual	Budget	Estimated	Forecast						
	2021	2022	2022	2023	2024	2025	2026	2027	Total	
Line - MTA	\$ 8.45	\$ 9.74	\$ 9.46	\$ 9.41	\$ 10.07	\$ 13.13	\$ 14.55	\$ 14.90	\$ 62.06	
Line - ATD	1.85	2.52	2.28	2.50	2.66	3.92	4.57	5.04	18.69	
Special Events	0.01	0.09	0.08	0.08	0.08	0.09	0.09	0.09	0.43	
ART N/S	-	-	-	-	-	-	-	0.30	0.30	
ART E/W	-	-	-	-	-	-	-	-	-	
Subtotal Bus Revenue	10.31	12.35	11.82	11.99	12.81	17.14	19.21	20.33	81.48	
VIAtrans	1.09	1.12	1.33	1.40	1.48	1.65	1.77	1.87	8.17	
VIA Link - MTA	0.01	0.08	0.02	0.06	0.10	0.12	0.12	0.12	0.52	
VIA Link - ATD	-	-	-	-	-	-	-	-	-	
Bus Advertising	1.56	1.57	1.57	1.62	1.66	1.69	1.72	1.76	8.45	
Other	0.75	0.57	0.77	0.74	0.75	0.77	0.78	0.80	3.84	
Total Operating Revenues	\$ 13.72	\$ 15.69	\$ 15.51	\$ 15.81	\$ 16.80	\$ 21.37	\$ 23.60	\$ 24.88	102.46	



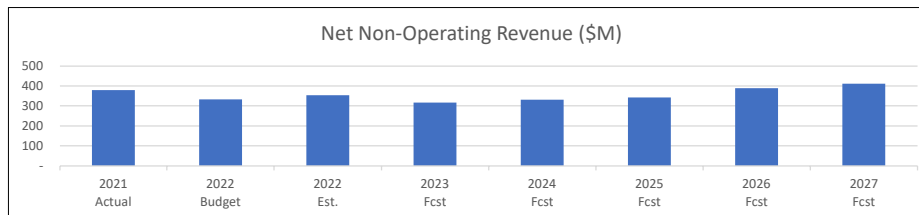
VIA Metropolitan Transit
Operating Expenses
(\$ Millions)

	Actual		Budget	Estimated	Forecast					Total
	2021		2022	2022	2023	2024	2025	2026	2027	
Line - MTA	\$ 154.74	\$	155.36	\$ 141.72	\$ 154.51	\$ 164.12	\$ 177.15	\$ 192.29	\$ 201.96	\$ 890.03
Line - ATD	34.46		39.19	37.21	44.35	47.04	52.99	59.94	63.13	267.45
ART N/S	-		-	-	-	-	-	-	13.39	13.39
ART E/W	-		-	-	-	-	-	-	-	-
Special Events	0.11		0.73	0.54	0.91	0.96	0.99	1.02	1.05	4.93
Disaster Relief	1.20		-	-	-	-	-	-	-	-
Promotional	0.06		-	0.01	-	-	-	0.01	0.01	0.02
Subtotal Bus Expenses	190.57		195.28	179.48	199.77	212.12	231.13	253.26	279.54	1,175.82
VIAtrans	37.34		43.70	40.12	47.09	50.57	54.35	58.41	62.78	273.20
VIA Link - MTA	1.24		3.98	2.86	5.78	12.36	12.44	13.27	14.13	57.98
VIA Link - ATD Innovation Zones	-		-	-	-	0.39	0.38	0.41	0.43	1.61
VIA Link - ATD Unplanned	-		-	-	-	-	-	-	-	-
2nd O&M Facility	-		-	-	-	-	-	-	9.40	9.40
Vanpool	0.32		0.73	0.56	0.65	0.69	0.71	0.73	0.75	3.53
Business Development/Real Estate - MTA	6.48		15.75	11.52	11.37	10.41	10.72	11.04	11.37	54.91
Business Development/Real Estate - ATD	-		-	-	9.34	-	-	-	-	9.34
Other	-		-	0.01	-	-	-	-	-	-
Total Operating Revenues	\$ 235.95	\$	259.44	\$ 234.55	\$ 274.00	\$ 286.54	\$ 309.73	\$ 337.12	\$ 378.40	\$ 1,585.79



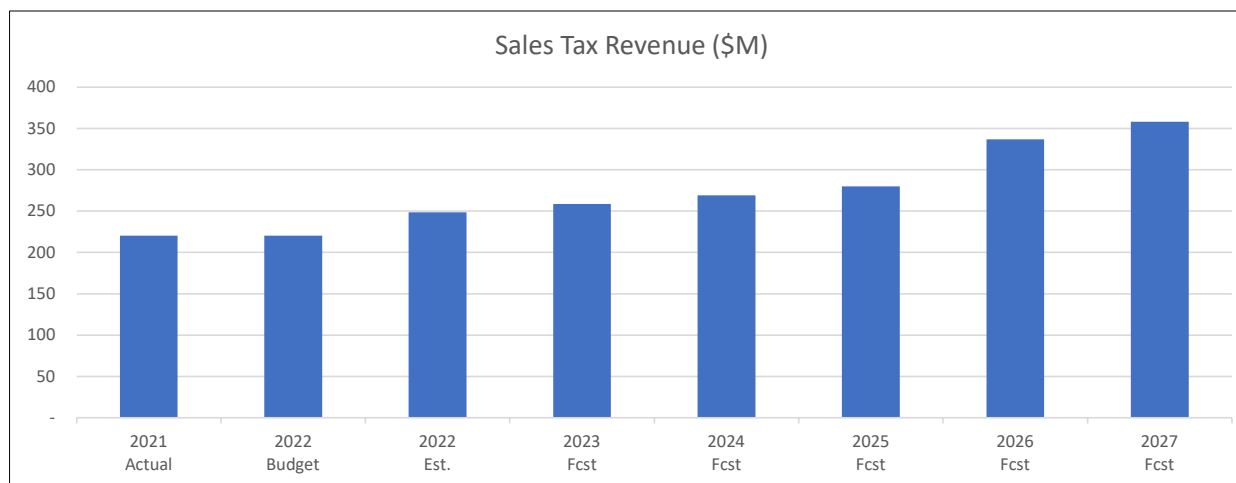
VIA Metropolitan Transit
Non-Operating Revenue/(Expense)
(\$ Millions)

	Actual 2021	Budget 2022	Estimated 2022	Forecast					Total
				2023	2024	2025	2026	2027	
Sales Tax - MTA	\$ 179.54	\$ 179.52	\$ 202.96	\$ 211.08	\$ 219.52	\$ 228.30	\$ 237.44	\$ 246.93	\$ 1,143.27
Sales Tax - ATD I - VIA's Share	40.71	40.67	45.71	47.53	49.44	51.41	53.47	55.61	257.46
Sales Tax - ATD I CoSA & Bexar County - In	40.71	40.67	45.71	47.53	49.44	51.41	53.47	55.61	257.46
Sales Tax - ATD I CoSA & Bexar County - Out	(40.71)	(40.67)	(45.71)	(47.53)	(49.44)	(51.41)	(53.47)	(55.61)	(257.46)
Sales Tax - ATD II	-	-	-	-	-	-	45.97	55.61	101.58
Investment Income - MTA	(0.01)	0.27	1.00	3.60	8.51	6.91	4.39	4.83	28.24
Investment Income - ATD	0.01	-	0.04	0.30	0.43	1.58	3.66	3.42	9.39
Intergovernmental Revenue - CoSA	10.00	10.00	10.00	5.00	5.00	10.00	-	-	20.00
Intergovernmental Expense - MyLink	-	(1.70)	(1.70)	-	-	-	-	-	-
Intergovernmental Expense - 5 Points	(0.50)	-	-	-	-	-	-	-	-
CARES Act	0.67	-	-	-	-	-	-	-	-
CARES Act Pass-Through	(0.67)	-	-	-	-	-	-	-	-
CRRSA Act	61.66	-	-	-	-	-	-	-	-
CRRSA Act Pass-Through	(0.43)	-	-	-	-	-	-	-	-
ARP Grant Revenue	57.92	63.51	59.14	-	-	-	-	-	-
FTA Section 5307	40.66	37.88	25.58	46.76	47.48	45.86	47.04	47.98	235.12
FTA Section 5307 Carryover	-	-	5.80	-	-	-	-	-	-
FTA Section 5309	-	-	-	-	-	-	-	-	-
FTA Section 5310	0.35	0.50	0.92	0.50	0.50	0.50	0.50	0.50	2.50
TOD/UDC Planning Grant	-	0.18	0.40	0.75	0.15	-	-	-	0.90
MPO O&D Reimbursement	-	-	-	0.25	-	-	-	-	0.25
MPO Other	-	3.20	5.01	1.44	-	-	-	-	1.44
Community Project Grant	-	-	-	0.89	-	-	-	-	0.89
Route Restoration Planning Grant	-	-	-	0.70	0.08	-	-	-	0.78
TSA K9 Program	0.16	-	-	-	-	-	-	-	-
CMAQ Funds - Operating	-	2.13	2.13	1.19	-	-	-	-	1.19
MPO FY23-27 Call for Projects - Operating	-	-	-	-	4.07	0.36	-	-	4.43
Bond Interest Expense - MTA	(3.30)	(2.86)	(2.86)	(2.58)	(2.69)	(2.25)	(2.58)	(2.55)	(12.65)
Bond Interest Expense - ATD	(0.73)	(0.71)	(0.71)	(0.58)	(0.53)	(0.47)	(0.40)	(0.39)	(2.37)
Debt - Cost of Issuance - MTA Bonds	-	-	-	(0.25)	-	(0.47)	(0.24)	(0.43)	(1.39)
TIFIA Transaction Fee - ART N/S - ATD	-	-	-	-	(0.70)	-	-	-	(0.70)
TIFIA Transaction Fee - O&M Facility - ATD	-	-	-	-	-	-	(0.45)	-	(0.45)
Gain/(Loss) on Sale of Assets	(6.49)	-	-	-	-	-	-	-	-
Section 5307/40 UZA Funds - In	-	-	0.60	0.61	0.63	0.64	0.66	0.67	3.21
Section 5310/New Freedom UZA Funds - In	-	-	1.19	1.20	1.21	1.22	1.24	1.25	6.12
Section 5307/40 UZA Funds - Out	-	-	(0.60)	(0.61)	(0.63)	(0.64)	(0.66)	(0.67)	(3.21)
Section 5310/New Freedom UZA Funds - Out	-	-	(1.19)	(1.20)	(1.21)	(1.22)	(1.24)	(1.25)	(6.12)
Other	(0.02)	-	0.01	-	-	-	-	-	-
	\$ 379.53	\$ 332.59	\$ 353.43	\$ 316.58	\$ 331.26	\$ 341.73	\$ 388.80	\$ 411.51	\$ 1,789.88



VIA Metropolitan Transit
Sales Tax Revenue
(\$ Millions)

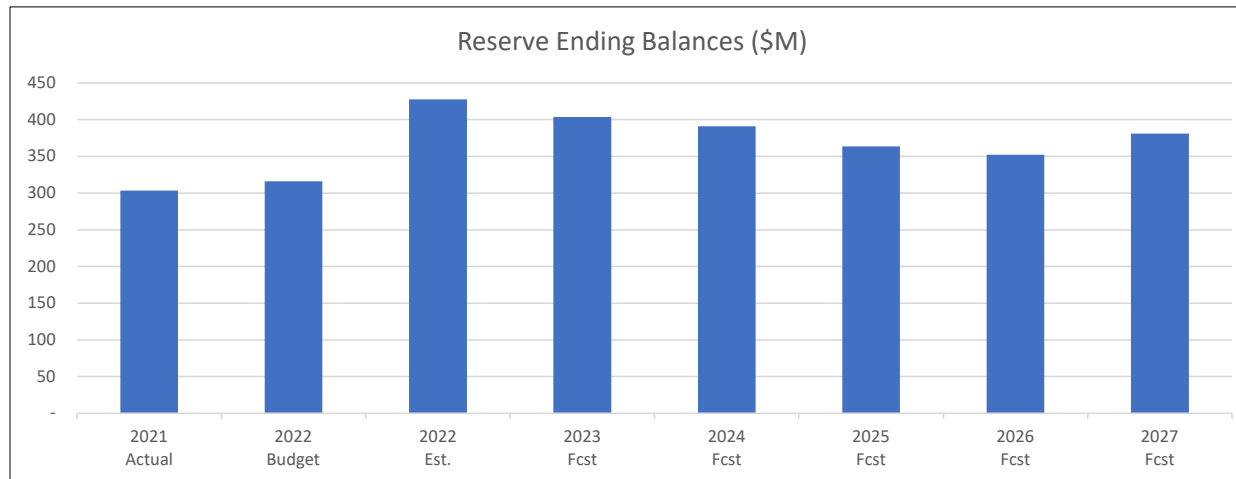
	Actual 2021	Budget 2022	Estimated 2022	Forecast					
				2023	2024	2025	2026	2027	Total
<u>Reserve Ending Balances</u>									
MTA Sales Tax	\$ 179.54	\$ 179.52	\$ 202.96	\$ 211.08	\$ 219.52	\$ 228.30	\$ 237.44	\$ 246.93	\$ 1,143.27
% Growth									
ATD-VIA I Sales Tax	40.71	40.67	45.71	47.53	49.44	51.41	53.47	55.61	\$ 257.46
% Growth									
ATD-VIA II Sales Tax	-	-	-	-	-	-	45.97	55.61	\$ 101.58
% Growth									
Total Sales Tax	\$ 220.25	\$ 220.19	\$ 248.67	\$ 258.61	\$ 268.96	\$ 279.71	\$ 336.88	\$ 358.15	\$ 1,502.31



Note: ATD II sales tax growth % shown above in FY27 is higher than 4% due to ATD II sales tax beginning in January 2026 (taxes shown for FY26 are for a partial year).

**VIA Metropolitan Transit
Reserve Balances
(\$ Millions)**

	Actual 2021	Budget 2022	Estimated 2022	Forecast					Total FY23- FY27 Change
				2023	2024	2025	2026	2027	
Reserve Ending Balances									
Bond Construction Fund	\$ 1.85	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bond Debt Service Fund	5.63	6.42	5.63	5.63	5.63	5.63	5.63	5.63	-
TxDOT Grant Funds	40.77	2.19	25.52	6.56	0.01	0.01	0.01	0.01	(25.51)
Stabilization Fund	41.00	42.65	40.68	45.04	47.10	50.91	55.41	62.20	21.52
Working Capital	41.00	42.65	40.68	45.04	47.10	50.91	55.41	62.20	21.52
Retainage	0.03	0.04	0.03	0.03	0.03	0.03	0.03	0.03	-
KSAM Reserve	56.74	34.17	83.14	40.30	19.11	-	-	-	(83.14)
TIFIA Loan Reserve	-	-	-	-	-	-	-	-	-
TIFIA Debt Service Reserve	-	-	-	-	-	-	1.67	4.24	4.24
Capital Grant Local Share	9.38	10.31	9.38	9.38	9.38	9.38	9.38	9.38	-
Unrestricted Cash Reserve	107.08	177.45	222.53	251.67	262.55	246.49	224.80	237.18	14.65
Total	\$ 303.48	\$ 315.88	\$ 427.59	\$ 403.65	\$ 390.91	\$ 363.36	\$ 352.34	\$ 380.87	\$ (46.72)
Change in Reserves	\$ 61.32	\$ (32.77)	\$ 124.11	\$ (23.94)	\$ (12.74)	\$ (27.55)	\$ (11.02)	\$ 28.53	\$ (46.72)

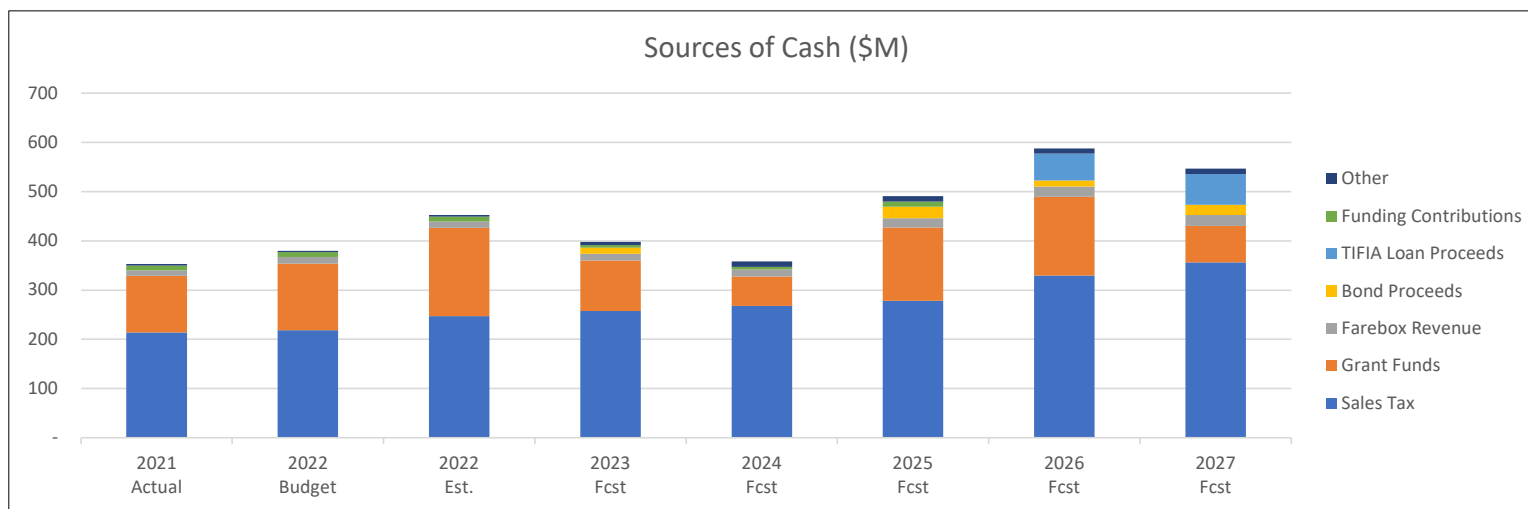


**VIA Metropolitan Transit
Statement of Cash Flows
(\$ Millions)**

	Actual 2021	Budget 2022	Estimated 2022	Forecast					Total
				2023	2024	2025	2026	2027	
<u>Cash Flows from Operating Activities</u>									
Farebox Revenue	\$ 11.20	\$ 13.55	\$ 13.17	\$ 13.45	\$ 14.40	\$ 18.90	\$ 21.11	\$ 22.33	\$ 90.19
Other Operating Revenue	2.31	2.14	2.34	2.36	2.41	2.46	2.51	2.56	12.30
Operating Expenses	(235.60)	(266.02)	(234.55)	(274.00)	(286.55)	(309.73)	(337.11)	(378.40)	(1,585.79)
Net Cash Used in Operating Activities	(222.09)	(250.33)	(219.04)	(258.19)	(269.74)	(288.37)	(313.49)	(353.51)	(1,483.30)
<u>Cash Flows from Non-Capital Financing Activities</u>									
Sales Taxes: MTA	174.56	178.39	201.68	209.74	218.13	226.86	235.93	245.37	1,136.03
Sales Taxes: ATD I	79.24	80.82	91.36	95.02	98.82	102.77	106.88	111.16	514.65
Sales Tax Pymnts to CoSA, TxDOT, BxR Co.	(39.62)	(40.41)	(45.68)	(47.51)	(49.41)	(51.39)	(53.44)	(55.58)	(257.33)
Sales Taxes: ATD II	-	-	-	-	-	-	40.08	55.58	95.66
Grant Revenue	98.15	107.40	156.91	52.49	52.28	46.72	47.54	48.48	247.51
City of San Antonio Funding	10.00	10.00	10.00	5.00	5.00	10.00	-	-	20.00
Contributions: MyLink Program	-	(1.70)	(1.70)	-	-	-	-	-	-
Net Cash Provided by Non-Capital Financing Activities	322.33	334.50	412.57	314.74	324.82	334.96	376.99	405.01	1,756.52
<u>Cash Flows from Capital and Related Fin. Activities</u>									
Capital Grant Funds	16.44	27.23	21.78	50.40	7.68	102.21	112.36	24.98	297.63
Purchase of Capital Assets	(38.01)	(130.54)	(78.31)	(132.57)	(67.21)	(189.09)	(242.01)	(117.53)	(748.41)
Sales of PP&E	0.06	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	12.65	-	23.41	12.01	21.09	69.16
Bond Refunds	-	-	-	-	-	-	-	-	-
Costs of Debt Issuance	-	-	-	(0.25)	-	(0.47)	(0.24)	(0.43)	(1.39)
TIFIA Transaction Fee	-	-	-	-	(0.70)	-	(0.45)	-	(1.15)
Debt Service	(17.41)	(13.93)	(13.92)	(14.61)	(16.53)	(18.70)	(18.94)	(21.55)	(90.33)
TIFIA Loan Proceeds	-	-	-	-	-	-	54.71	62.22	116.93
Other	-	0.03	(0.01)	(0.01)	-	0.01	(0.01)	-	(0.01)
Net Cash Used in Capital and Related Fin. Activities	(38.92)	(117.21)	(70.46)	(84.39)	(76.76)	(82.63)	(82.57)	(31.22)	(357.57)
<u>Cash Flows from Investing Activities</u>									
Sale of Investment Securities (*)	-	-	-	-	-	-	-	-	-
Purchase of Investment Securities (*)	-	-	-	-	-	-	-	-	-
Investment Income	0.44	0.27	1.04	3.90	8.94	8.49	8.05	8.25	37.63
Net Cash Provided by Investing Activities	0.44	0.27	1.04	3.90	8.94	8.49	8.05	8.25	37.63
Total Change in Cash	61.76	(32.77)	124.11	(23.94)	(12.74)	(27.55)	(11.02)	28.53	(46.72)
<u>Total Change in Cash, Cash Equivalents, and Investments</u>									
Change in Cash	61.76	(32.77)	124.11	(23.94)	(12.74)	(27.55)	(11.02)	28.53	(46.72)
Incr./(Decr.) in U.S. Agency Secs Excl. FMV Change	-	-	-	-	-	-	-	-	-
Incr./(Decr.) in FMV of Investments	(0.44)	-	-	-	-	-	-	-	-
Total Change (= Net Change in Reserves)	61.32	(32.77)	124.11	(23.94)	(12.74)	(27.55)	(11.02)	28.53	(46.72)
Beginning Reserves	242.16	348.65	303.48	427.59	403.65	390.91	363.36	352.34	
Ending Reserve	303.48	315.88	427.59	403.65	390.91	363.36	352.34	380.87	
Change in Reserves	61.32	(32.77)	124.11	(23.94)	(12.74)	(27.55)	(11.02)	28.53	
<u>Total Sources and Uses of Funds (**)</u>									
Total Sources of Funds	352.78	379.39	452.60	397.50	358.25	490.43	587.74	546.44	2,380.36
Total Uses of Funds	(291.02)	(412.16)	(328.49)	(421.44)	(370.99)	(517.98)	(598.76)	(517.91)	(2,427.08)
Incr./(Decr.) in FMV of Investments	(0.44)	-	-	-	-	-	-	-	-
Total Net Change in Reserves	\$ 61.32	\$ (32.77)	\$ 124.11	\$ (23.94)	\$ (12.74)	\$ (27.55)	\$ (11.02)	\$ 28.53	\$ (46.72)

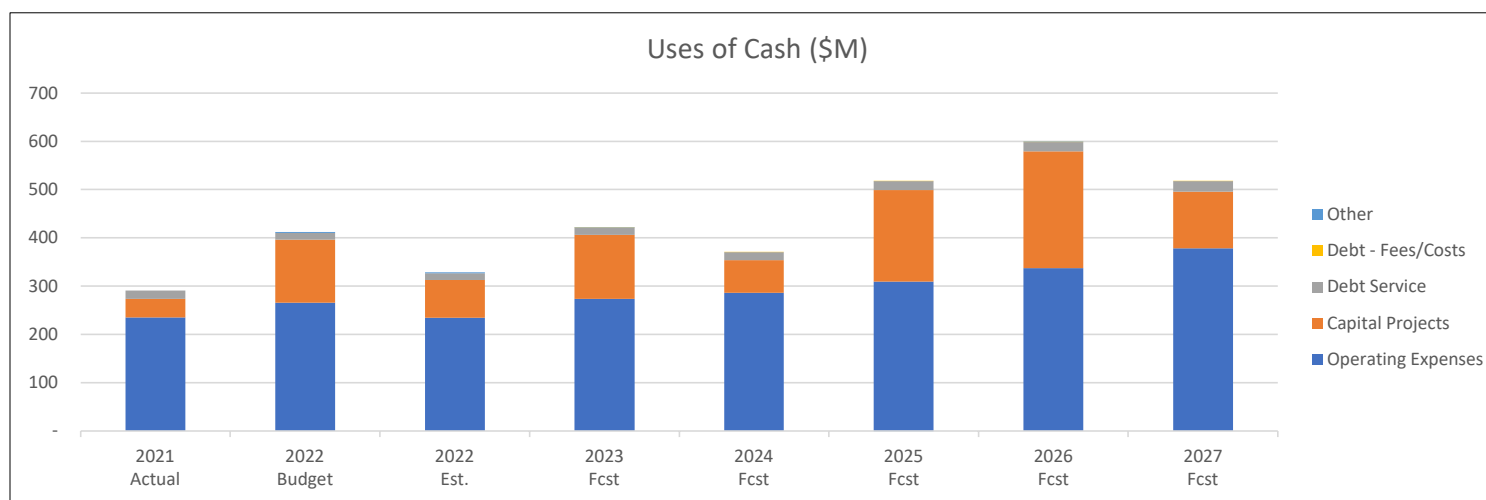
VIA Metropolitan Transit
Sources of Cash
(\$ Millions)

<u>Sources of Cash</u>	Actual	Budget	Estimated	Forecast					Total
	2021	2022	2022	2023	2024	2025	2026	2027	
Sales Tax	\$ 214.18	\$ 218.80	\$ 247.36	\$ 257.25	\$ 267.54	\$ 278.24	\$ 329.45	\$ 356.53	\$ 1,489.01
Grant Funds	114.59	134.63	178.69	102.89	59.96	148.93	159.90	73.46	545.14
Farebox Revenue	11.20	13.55	13.17	13.45	14.40	18.90	21.11	22.33	90.19
Bond Proceeds	-	-	-	12.65	-	23.41	12.01	21.09	69.16
TIFIA Loan Proceeds	-	-	-	-	-	-	54.71	62.22	116.93
Funding Contributions	10.00	10.00	10.00	5.00	5.00	10.00	-	-	20.00
Other	2.81	2.41	3.38	6.26	11.35	10.95	10.56	10.81	49.93
Total	\$ 352.78	\$ 379.39	\$ 452.60	\$ 397.50	\$ 358.25	\$ 490.43	\$ 587.74	\$ 546.44	\$ 2,380.36



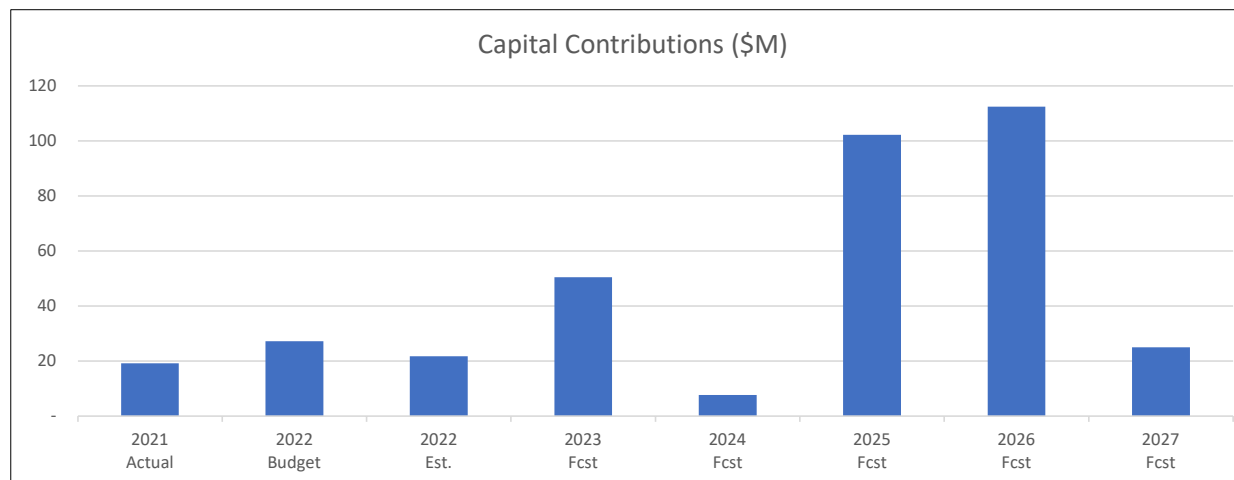
VIA Metropolitan Transit
Uses of Cash, and Net Reserves Change
(\$ Million)

Uses of Cash	Actual	Budget	Estimated	Forecast					Total
	2021	2022	2022	2023	2024	2025	2026	2027	
Operating Expenses	\$ 235.60	\$ 266.02	\$ 234.55	\$ 274.00	\$ 286.55	\$ 309.73	\$ 337.11	\$ 378.40	\$ 1,585.79
Capital Projects	38.01	130.54	78.31	132.57	67.21	189.09	242.01	117.53	748.41
Debt Service	17.41	13.93	13.92	14.61	16.53	18.70	18.94	21.55	90.33
Debt - Fees/Costs	-	-	-	0.25	0.70	0.47	0.69	0.43	2.54
Other	-	1.67	1.71	0.01	-	(0.01)	0.01	-	0.01
Total	291.02	412.16	328.49	421.44	370.99	517.98	598.76	517.91	2,427.08
Net Reserves Change									
Total Sources of Funds	352.78	379.39	452.60	397.50	358.25	490.43	587.74	546.44	2,380.36
Total Uses of Funds	(291.02)	(412.16)	(328.49)	(421.44)	(370.99)	(517.98)	(598.76)	(517.91)	(2,427.08)
Incr./((Decr.) in FMV of Invest.	(0.44)	-	-	-	-	-	-	-	-
Total (Reserves Change)	61.32	(32.77)	124.11	(23.94)	(12.74)	(27.55)	(11.02)	28.53	(46.72)
Total Uses & Res. Change	\$ 352.34	\$ 379.39	\$ 452.60	\$ 397.50	\$ 358.25	\$ 490.43	\$ 587.74	\$ 546.44	\$ 2,380.36



**VIA Metropolitan Transit
Capital Contributions
(\$ Millions)**

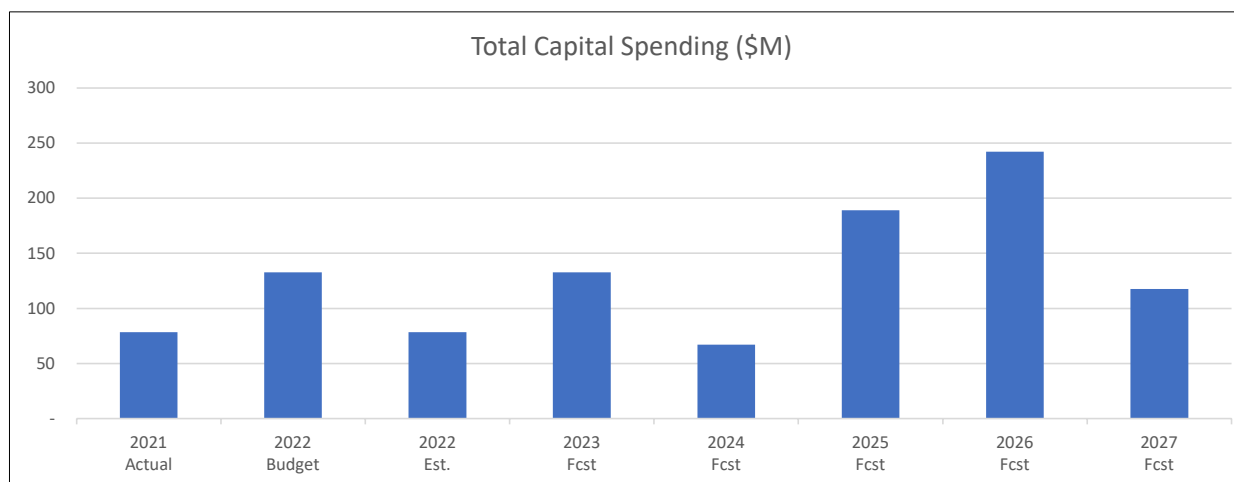
	Actual 2021	Budget 2022	Estimated 2022	Forecast					
				2023	2024	2025	2026	2027	Total
Capital Contributions									
MPO FY23-27 Call for Projects - Capital		\$ -	\$ -	\$ 15.66	\$ -	\$ -	\$ -	\$ 14.98	\$ 30.64
Section 5307 for Capital			-	9.98	1.77	-	-	-	11.75
Section 5307 CARES Act - Capital	1.86								
Section 5339 Grant		7.91	3.76	3.83	3.91	3.99	4.07	4.15	23.71
Section 5339 Grant Carryover	13.28		-	-	-	(1.78)	(4.07)	5.85	-
No-Low Grant		3.75	3.75	-	-	-	-	-	3.75
VW Settlement Funds	0.76		4.78	-	-	-	-	-	4.78
CMAQ Funds - Capital	3.06	5.49	5.49	5.49	-	-	-	-	10.98
TCEQ Grant		3.99	3.99	-	-	-	-	-	3.99
TxDOT (UTP)	0.01	0.09	-	4.50	2.00	-	-	-	6.50
Capital Investment Grant - ART N/S		-	-	-	-	100.00	112.36	-	212.36
Capital Investment Grant - ART E/W		-	-	-	-	-	-	-	-
Carryover Grant Funds	0.27	6.01	-	10.94	-	-	-	-	10.94
Other	-	-	0.01	-	-	-	-	-	0.01
Total Capital Contributions	\$ 19.24	\$ 27.24	\$ 21.77	\$ 50.40	\$ 7.68	\$ 102.21	\$ 112.36	\$ 24.98	\$ 319.40



Note: This schedule details contributed capital, which is FTA and other grant funds used for capital projects.

**VIA Metropolitan Transit
Capital Spending Summary
(\$ Millions)**

	Actual	Budget	Estimated	Forecast					Total
	2021	2022	2022	2023	2024	2025	2026	2027	
Revenue Vehicles	\$ 23.86	\$ 36.13	\$ 23.86	\$ 36.13	\$ -	\$ 25.15	\$ 11.77	\$ 45.64	\$ 118.69
Service Vehicles	1.02	2.57	1.02	2.57	0.74	0.80	0.66	0.80	5.57
Passenger Facilities	4.07	29.82	4.07	29.82	11.30	0.53	0.70	3.32	45.67
Operational Facilities	13.75	8.31	13.75	8.31	2.67	-	-	-	10.98
Administrative Facilities	-	3.13	-	3.13	7.81	2.24	-	-	13.18
Maintenance Tools & Equipment	1.58	0.47	1.58	0.47	3.00	0.05	0.05	0.05	3.62
Replacement Components for Rev Vehicles	3.83	15.55	3.83	15.55	5.62	3.76	3.15	-	28.08
Computer Hardware/Software	7.89	16.06	7.87	16.06	1.42	3.61	1.21	1.31	23.61
ART N/S Corridor	14.22	15.48	14.22	15.48	19.81	118.63	123.58	62.22	339.72
ART E/W Corridor	-	-	-	-	7.29	6.99	5.06	-	19.34
2nd Maintenance Facility	8.09	5.05	8.09	5.05	7.55	27.33	91.78	-	131.71
KSAM Support Capital/Facility Mobility Hub	-	-	-	-	-	-	4.05	4.19	8.24
Miscellaneous	-	-	-	-	-	-	-	-	-
Total Capital Spending	\$ 78.31	\$ 132.57	\$ 78.29	\$ 132.57	\$ 67.21	\$ 189.09	\$ 242.01	\$ 117.53	\$ 748.41



**VIA Metropolitan Transit
Service Hours and Passengers**

	Actual 2021	Budget 2022	Estimated 2022	Forecast					
				2023	2024	2025	2026	2027	Total
Hours									
Bus									
Line - MTA	1,297,039	1,359,525	1,173,372	1,147,662	1,151,138	1,229,940	1,324,575	1,340,173	6,193,488
Line - ATD	298,073	341,623	294,998	305,746	305,999	346,906	395,652	430,067	1,784,370
ART - N/S	-	-	-	-	-	-	-	21,707	21,707
Disaster Relief	-	-	-	-	-	-	-	-	-
Special Events	324	5,850	4,375	6,460	6,460	6,460	6,460	6,460	32,300
Promotional	6,117	-	992	120	120	120	120	120	600
Subtotal	1,601,553	1,706,998	1,473,737	1,459,988	1,463,717	1,583,426	1,726,807	1,798,527	8,032,465
Van									
Directly Provided	170,463	202,844	182,534	196,244	208,019	220,500	233,730	247,754	1,106,247
Purchased	261,995	301,901	267,584	266,261	282,237	299,171	317,121	336,149	1,500,939
Will Call Taxi	3,717	3,655	3,202	3,716	3,716	3,716	3,716	3,716	18,580
Taxi Subsidy	6,161	7,478	5,633	6,157	6,157	6,157	6,157	6,157	30,785
Taxi ADA	14,704	13,283	15,933	18,619	18,619	18,619	18,619	18,619	93,095
Subtotal	457,040	529,161	474,886	490,997	518,748	548,163	579,343	612,395	2,749,646
VIA Link - MTA	24,322	119,141	62,076	167,822	280,935	296,253	306,648	317,095	1,368,753
VIA Link - ATD (Innovation Zones/Unplanned)	-	-	-	-	8,776	9,103	9,410	9,717	37,006
Total	2,082,915	2,355,300	2,010,699	2,118,807	2,272,176	2,436,945	2,622,208	2,737,734	12,187,870
Passengers									
Bus									
Line - MTA	15,453,346	18,639,108	16,639,340	16,765,825	17,936,810	22,177,997	23,997,042	24,567,163	105,444,837
Line - ATD	3,996,288	6,042,802	5,252,028	5,791,116	6,177,967	8,631,245	9,807,539	10,811,515	41,219,382
ART - N/S	-	-	-	-	-	-	-	622,557	622,557
Disaster Relief	-	-	-	-	-	-	-	-	-
Special Events	4,678	53,245	35,118	51,657	51,657	51,657	51,657	51,657	258,285
Charter/Promotional	-	-	-	-	-	-	-	-	-
Subtotal	19,454,312	24,735,155	21,926,486	22,608,598	24,166,434	30,860,899	33,856,238	36,052,892	147,545,061
Van									
Directly Provided	237,471	244,352	286,785	308,325	326,825	346,434	367,220	389,254	1,738,058
Purchased	334,327	359,261	426,632	424,522	449,993	476,993	505,613	535,949	2,393,070
Will Call Taxi	11,140	11,565	9,302	11,140	11,140	11,140	11,140	11,140	55,700
Taxi Subsidy	36,831	44,326	32,531	36,831	36,831	36,831	36,831	36,831	184,155
Taxi ADA	21,034	15,433	26,134	30,720	30,720	30,720	30,720	30,720	153,600
Subtotal	640,803	674,937	781,384	811,538	855,509	902,118	951,524	1,003,894	4,524,583
VIA Link - MTA	80,557	368,485	166,830	504,745	820,176	861,434	887,639	914,062	3,988,056
VIA Link - ATD (Innovation Zones/Unplanned)	-	-	-	-	26,020	26,887	27,863	28,844	109,614
Total	20,175,672	25,778,577	22,874,700	23,924,881	25,868,139	32,651,338	35,723,264	37,999,692	156,167,314

VIA Metropolitan Transit
Bond Issuances and Debt Service
(\$ Millions)

OUTSTANDING BONDS

Description	Issuing Entity	Bond Term (Years)	Projected Bonds Payable	Use of Funds
			as of 9/30/22 (\$M)	
Projected Bonds Outstanding as of 9/30/22				
2013 Farebox Revenue Bonds	MTA	25	5.56	Passenger facilities and misc. other items
2014 ATD Sales Tax Bonds	ATD	25	6.01	Passenger facilities and misc. other items
2017 Contractual Obligation Bonds	MTA	12	55.47	Revenue vehicles: buses
2020 Contractual Obligation Bonds	MTA	5	6.67	Revenue vehicles: vans
2020 Farebox Revenue Refunding Bonds	MTA	18	27.91	Refunding bonds
2020 ATD Sales Tax Refunding Bonds	ATD	18	22.91	Refunding bonds
Total			124.53	

Additional Bonds Projected to be Issued in FY23-27

		Par Amount (\$M)
2023 Contractual Obligation Bonds - Buses	MTA	12.65
2025 Contractual Obligation Bonds - Buses	MTA	23.41
2026 Contractual Obligation Bonds - Vans	MTA	12.01
2027 Contractual Obligation Bonds - Buses	MTA	5.65
2027 Contractual Obligation Bonds - Vans	MTA	15.44

DEBT SERVICE

Description	2022	2023	2024	2025	2026	2027
2013 Farebox Revenue Bonds	1.55	1.55	1.55	1.55	1.55	-
2014 ATD Sales Tax Bonds	1.39	1.39	1.39	1.39	1.39	1.39
2017 Contractual Obligation Bonds - Buses	6.87	7.56	8.17	10.34	10.42	10.42
2020 Contractual Obligation Bonds - Vans	2.27	2.27	2.27	2.27	-	-
2020 Farebox Revenue Refunding Bonds	1.01	1.01	1.01	1.01	1.01	2.56
2020 ATD Sales Tax Refunding Bonds	0.83	0.83	0.83	0.83	0.83	0.83
2023 Contractual Obligation Bonds	-	-	1.31	1.31	1.31	1.31
2025 Contractual Obligation Bonds - Buses	-	-	-	-	2.42	2.42
2026 Contractual Obligation Bonds - Vans	-	-	-	-	-	2.62
Rounding to Tie to Schedule 7	-	-	-	-	0.01	-
Total	<u>13.92</u>	<u>14.61</u>	<u>16.53</u>	<u>18.70</u>	<u>18.94</u>	<u>21.55</u>

Note: On new bonds, assumed first payment is made in year following debt issuance.



Advanced Transportation District Five-Year Financial Plan (2023-2027)

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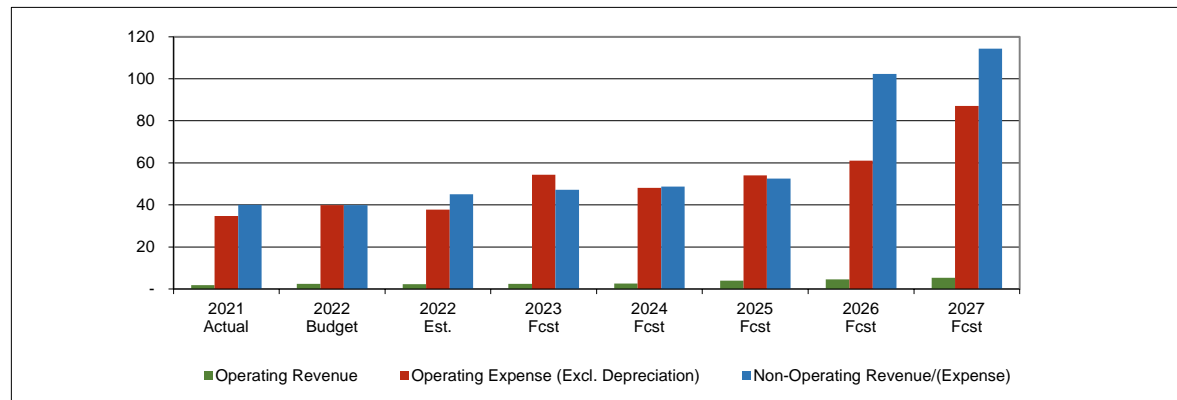
**Advanced Transportation District
Five-Year Financial Plan Schedules**

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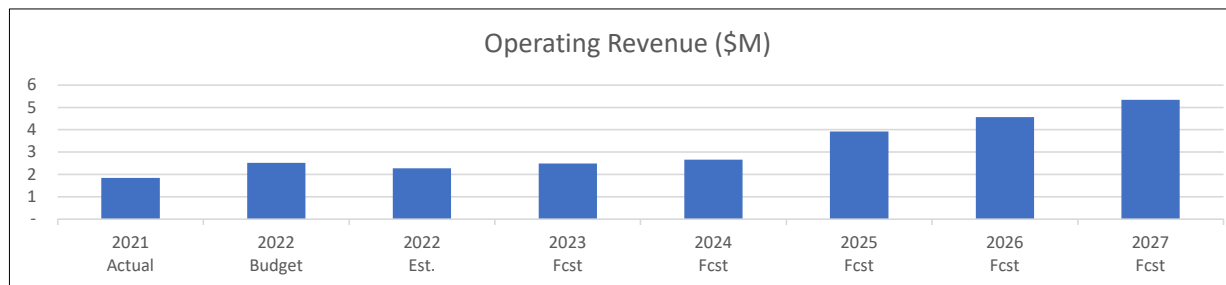
Advanced Transportation District
Condensed Statement of Revenues and Expenses
(\$ Millions)

	Actual 2021	Budget 2022	Estimated 2022	Forecast					Total
				2023	2024	2025	2026	2027	
<u>Operating Revenues</u>									
Total Operating Revenues	\$ 1.84	\$ 2.52	\$ 2.28	\$ 2.49	\$ 2.66	\$ 3.92	\$ 4.57	\$ 5.34	\$ 18.98
<u>Operating Expenses</u>									
Total Operating Expenses	34.78	39.91	37.77	54.34	48.12	54.08	61.08	87.10	304.72
<u>Non-Operating Revenue/(Expense)</u>									
Sales Tax	40.71	40.67	45.71	47.53	49.44	51.41	99.44	111.22	359.04
Investment Income	0.01	-	0.04	0.30	0.43	1.58	3.66	3.42	9.39
Debt - Interest Exp., Issuance Costs and Fees	(0.73)	(0.71)	(0.71)	(0.58)	(1.23)	(0.47)	(0.85)	(0.39)	(3.52)
Other	-	-	-	-	0.01	0.01	0.01	0.01	0.04
Total Non-Operating Revenue/(Expense)	39.99	39.96	45.04	47.25	48.65	52.53	102.26	114.26	364.95
NI before Deprec and Capital Contributions	\$ 7.05	\$ 2.57	\$ 9.55	\$ (4.60)	\$ 3.19	\$ 2.37	\$ 45.75	\$ 32.50	\$ 79.21
Capital Contributions	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100.00	\$ 112.36	\$ -	\$ 212.36



**Advanced Transportation District
Operating Revenue
(\$ Millions)**

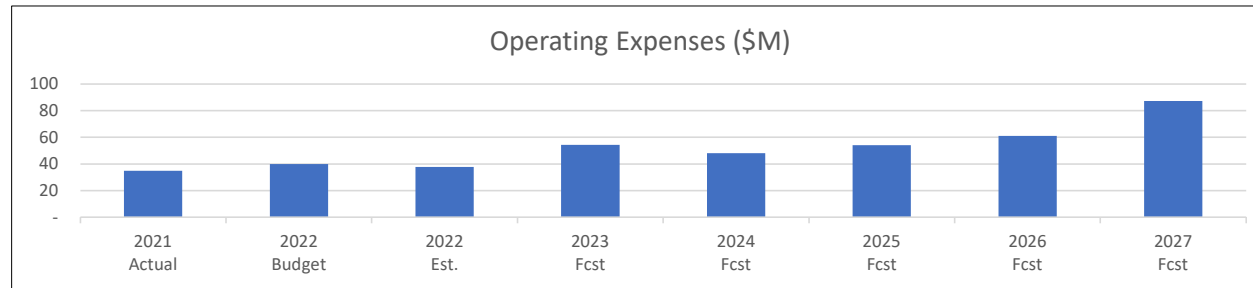
	Actual	Budget	Estimated	Forecast						
	2021	2022	2022	2023	2024	2025	2026	2027	Total	
Line - ATD	\$ 1.84	\$ 2.52	\$ 2.28	\$ 2.49	\$ 2.66	\$ 3.92	\$ 4.57	\$ 5.04	\$ 18.68	
ART N/S	-		-	-	-	-	-	0.30	0.30	
ART E/W	-		-	-	-	-	-	-	-	
Subtotal Bus Revenue	1.84	2.52	2.28	2.49	2.66	3.92	4.57	5.34	18.98	
VIA Link - ATD	-	-	-	-	-	-	-	-	-	
Total Operating Revenues	\$ 1.84	\$ 2.52	\$ 2.28	\$ 2.49	\$ 2.66	\$ 3.92	\$ 4.57	\$ 5.34	18.98	



Note: ART E/W line is for future use. VIA Link does have some revenue in FY24-27, but it is less than \$4K/year and therefore rounds to \$0.00M.

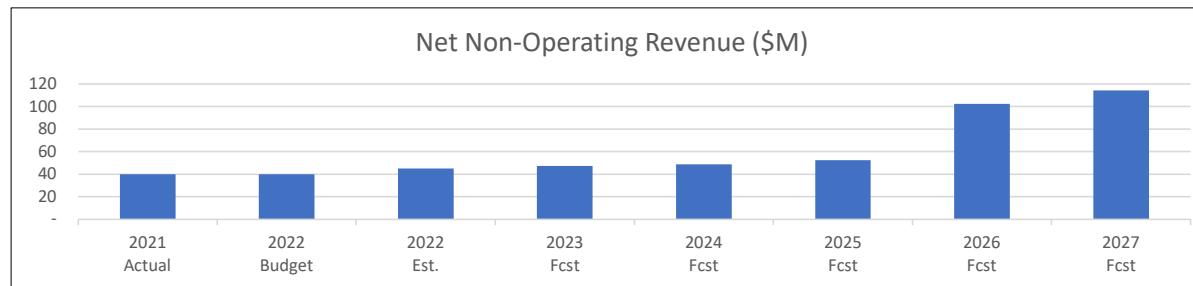
**VIA Metropolitan Transit
Operating Expenses
(\$ Millions)**

	Actual 2021	Budget 2022	Estimated 2022	Forecast						Total
				2023	2024	2025	2026	2027		
Line - ATD	\$ 34.46	\$ 39.19	\$ 37.21	\$ 44.35	\$ 47.04	\$ 52.99	\$ 59.94	\$ 63.13	\$	267.45
ART N/S	-	-	-	-	-	-	-	13.39		13.39
ART E/W	-	-	-	-	-	-	-	-		-
Subtotal Bus Expenses	34.46	39.19	37.21	44.35	47.04	52.99	59.94	76.52		280.84
VIA Link - ATD Innovation Zones	-	-	-	-	0.39	0.38	0.41	0.43		1.61
VIA Link - ATD Unplanned	-	-	-	-	-	-	-	-		-
2nd O&M Facility	-	-	-	-	-	-	-	9.40		9.40
Vanpool	0.32	0.72	0.56	0.65	0.69	0.71	0.73	0.75		3.53
Business Development/Real Estate - ATD	-	-	-	9.34	-	-	-	-		9.34
Other	-	-	-	-	-	-	-	-		-
Total Operating Revenues	\$ 34.78	\$ 39.91	\$ 37.77	\$ 54.34	\$ 48.12	\$ 54.08	\$ 61.08	\$ 87.10	\$	304.72



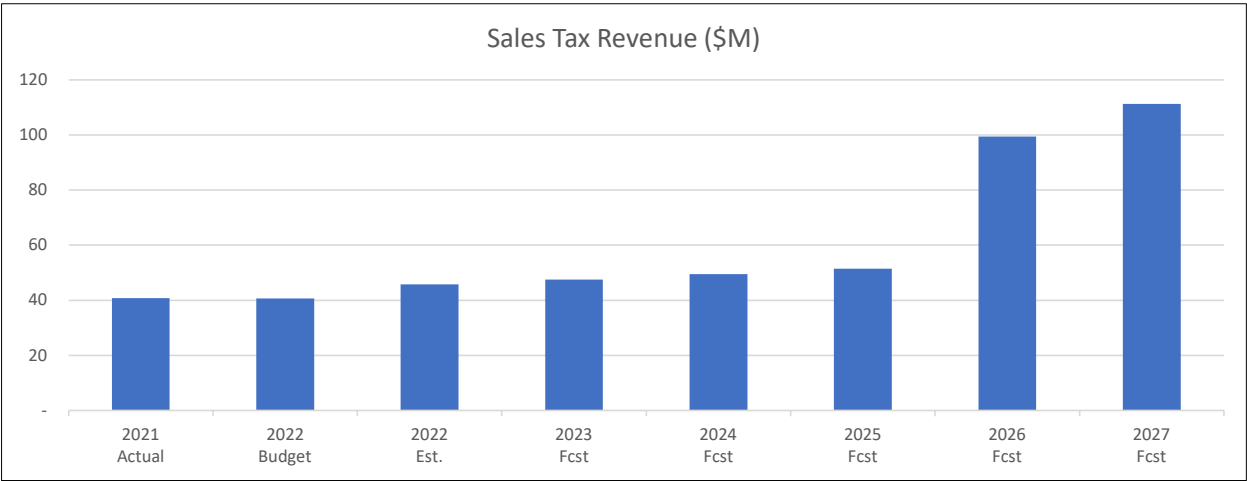
**Advanced Transportation District
Non-Operating Revenue/(Expense)
(\$ Millions)**

	Actual 2021	Budget 2022	Estimated 2022	Forecast						Total
				2023	2024	2025	2026	2027		
Sales Tax - ATD I - VIA's Share	\$ 40.71	\$ 40.67	\$ 45.71	\$ 47.53	\$ 49.44	\$ 51.41	\$ 53.47	\$ 55.61	\$	257.46
Sales Tax - ATD I CoSA & Bexar County - In	40.71	40.67	45.71	47.53	49.44	51.41	53.47	55.61		257.46
Sales Tax - ATD I CoSA & Bexar County - Out	(40.71)	(40.67)	(45.71)	(47.53)	(49.44)	(51.41)	(53.47)	(55.61)		(257.46)
Sales Tax - ATD II	-	-	-	-	-	-	45.97	55.61		101.58
Investment Income - ATD	0.01	-	0.04	0.30	0.43	1.58	3.66	3.42		9.39
Bond Interest Expense - ATD	(0.73)	(0.71)	(0.71)	(0.58)	(0.53)	(0.47)	(0.40)	(0.39)		(2.37)
TIFIA Transaction Fee - ART N/S - ATD	-	-	-	-	(0.70)	-	-	-		(0.70)
TIFIA Transaction Fee - O&M Facility - ATD	-	-	-	-	-	-	(0.45)	-		(0.45)
Other	-	-	-	-	0.01	0.01	0.01	0.01		0.04
	<u>\$ 39.99</u>	<u>\$ 39.96</u>	<u>\$ 45.04</u>	<u>\$ 47.25</u>	<u>\$ 48.65</u>	<u>\$ 52.53</u>	<u>\$ 102.26</u>	<u>\$ 114.26</u>	<u>\$</u>	<u>364.95</u>



**Advanced Transportation District
Sales Tax Revenue
(\$ Millions)**

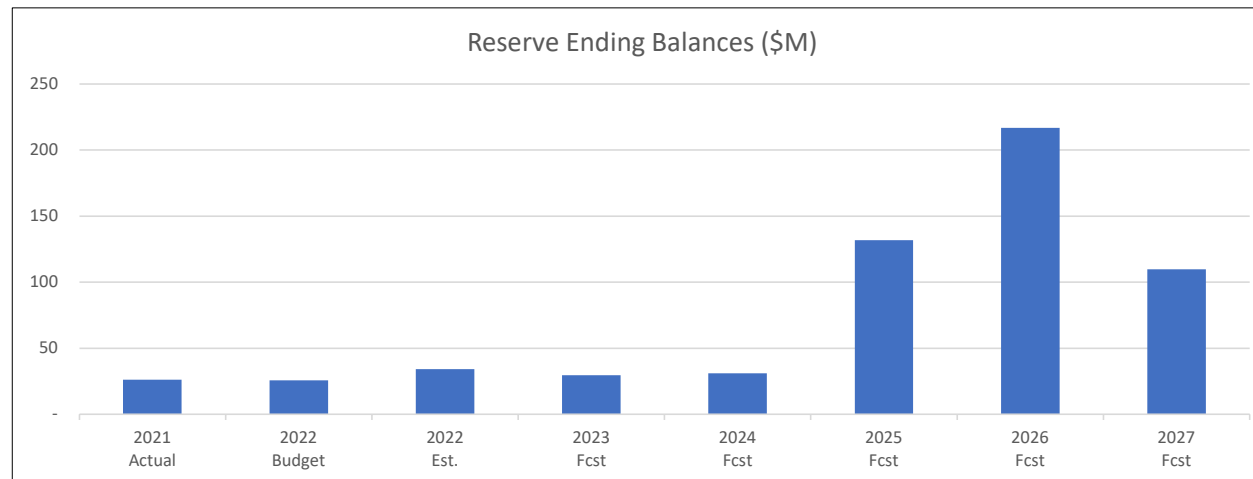
	Actual 2021	Budget 2022	Estimated 2022	Forecast					Total
				2023	2024	2025	2026	2027	
Sales Tax I - ATD	\$ 81.42	\$ 81.34	\$ 91.42	\$ 95.06	\$ 98.88	\$ 102.82	\$ 106.94	\$ 111.22	\$ 514.92
Sales Tax I to CoSA & Bexar County	(40.71)	(40.67)	(45.71)	(47.53)	(49.44)	(51.41)	(53.47)	(55.61)	(257.46)
Sales Tax II - ATD	-	-	-	-	-	-	45.97	55.61	101.58
Sales Tax - ATD-VIA	\$ 40.71	\$ 40.67	\$ 45.71	\$ 47.53	\$ 49.44	\$ 51.41	\$ 99.44	\$ 111.22	\$ 359.04
% Growth	-1.19%	-0.10%	12.28%	4.00%	4.00%	4.00%	93.43%	11.85%	



Note: ATD II sales tax growth % shown above in FY27 is higher than 4% due to ATD II sales tax beginning in January 2026 (taxes shown for FY26 are for a partial year).

**VIA Metropolitan Transit
Advanced Transportation District
(\$ Millions)**

	Actual 2021	Budget 2022	Estimated 2022	Forecast					Total FY23- FY27 Change
				2023	2024	2025	2026	2027	
<u>Reserve Ending Balances</u>									
Bond Construction Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bond Debt Service Fund	0.37	0.40	0.37	0.37	0.37	0.37	0.37	0.37	-
TxDOT Grant Funds	-	-	-	-	-	-	-	-	-
Stabilization Fund	6.31	6.56	6.18	8.93	7.91	8.89	10.04	14.32	8.14
Working Capital	6.31	6.56	6.18	8.93	7.91	8.89	10.04	14.32	8.14
Retainage	-	-	-	-	-	-	-	-	-
KSAM Reserve	10.61	-	-	-	-	-	-	-	-
TIFIA Loan Reserve	-	-	-	-	-	-	-	-	-
TIFIA Debt Service Reserve	-	-	-	-	-	-	1.67	4.24	4.24
Capital Grant Local Share	-	-	-	-	-	-	-	-	-
Unrestricted Cash Reserve	2.50	12.24	21.38	11.42	14.94	113.58	194.68	76.38	55.00
Other	-	-	-	-	-	-	(0.01)	-	-
Total	\$ 26.10	\$ 25.76	\$ 34.11	\$ 29.65	\$ 31.13	\$ 131.73	\$ 216.79	\$ 109.63	\$ 75.52
 Change in Reserves	 3.98	 0.81	 8.01	 (4.46)	 1.48	 100.60	 85.06	 (107.16)	 75.52

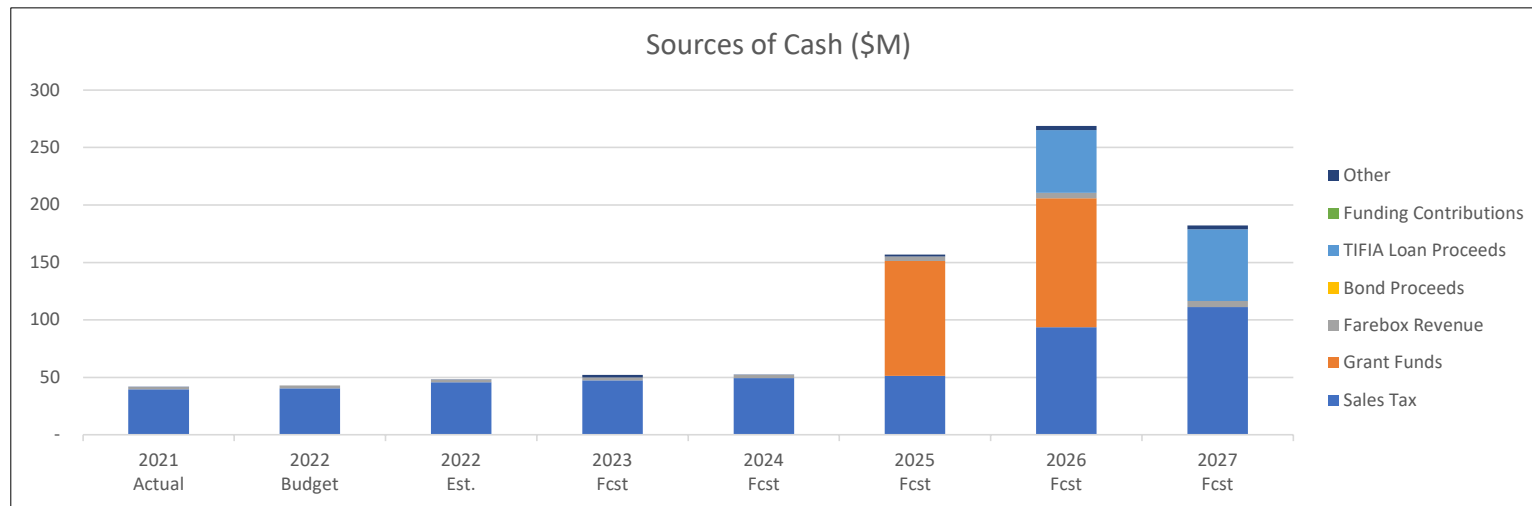


Advanced Transportation District
Statement of Cash Flows
(\$ Millions)

	Actual 2021	Budget 2022	Estimated 2022	Forecast					Total
				2023	2024	2025	2026	2027	
Cash Flows from Operating Activities									
Farebox Revenue	\$ 1.83	\$ 2.52	\$ 2.28	\$ 2.50	\$ 2.67	\$ 3.93	\$ 4.57	\$ 5.35	\$ 19.02
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Operating Expenses	(35.26)	(39.91)	(37.77)	(54.35)	(48.12)	(54.08)	(61.08)	(87.10)	(304.73)
Net Cash Used in Operating Activities	(33.43)	(37.39)	(35.49)	(51.85)	(45.45)	(50.15)	(56.51)	(81.75)	(285.71)
Cash Flows from Non-Capital Financing Activities									
Sales Taxes: MTA	-	-	-	-	-	-	-	-	-
Sales Taxes: ATD I	79.24	80.82	91.36	95.02	98.82	102.77	106.88	111.16	514.65
Sales Tax Pymnts to CoSA, TxDOT, Bxr Co.	(39.62)	(40.41)	(45.68)	(47.51)	(49.41)	(51.39)	(53.44)	(55.58)	(257.33)
Sales Taxes: ATD II	-	-	-	-	-	-	40.08	55.58	95.66
Grant Revenue	-	-	-	-	-	-	-	-	-
City of San Antonio Funding	-	-	-	-	-	-	-	-	-
Interfund Cash Transfer	-	-	-	1.80	-	-	-	-	1.80
Contributions: MyLink Program	-	-	-	-	-	-	-	-	-
Net Cash Provided by Non-Capital Financing Activities	39.62	40.41	45.68	49.31	49.41	51.38	93.52	111.16	354.78
Cash Flows from Capital and Related Fin. Activities									
Capital Grant Funds	-	-	-	-	-	100.00	112.36	-	212.36
Purchase of Capital Assets	-	-	-	-	-	-	-	-	-
Interfund Cash Transfer	-	-	-	-	-	-	(120.00)	(200.00)	(320.00)
Sales of PP&E	-	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-	-
Bond Refunds	-	-	-	-	-	-	-	-	-
Costs of Debt Issuance	-	-	-	-	-	-	-	-	-
TIFIA Transaction Fee	-	-	-	-	(0.70)	-	(0.45)	-	(1.15)
Debt Service	(2.22)	(2.22)	(2.22)	(2.21)	(2.21)	(2.22)	(2.22)	(2.21)	(11.07)
TIFIA Loan Proceeds	-	-	-	-	-	-	54.71	62.22	116.93
Other	-	0.01	-	(0.01)	-	0.01	(0.01)	-	(0.01)
Net Cash Used in Capital and Related Fin. Activities	(2.22)	(2.21)	(2.22)	(2.22)	(2.91)	97.79	44.39	(139.99)	(2.94)
Cash Flows from Investing Activities									
Sale of Investment Securities (*)	-	-	-	-	-	-	-	-	-
Purchase of Investment Securities (*)	-	-	-	-	-	-	-	-	-
Investment Income	0.01	-	0.04	0.30	0.43	1.58	3.66	3.42	9.39
Net Cash Provided by Investing Activities	0.01	-	0.04	0.30	0.43	1.58	3.66	3.42	9.39
Total Change in Cash	3.98	0.81	8.01	(4.46)	1.48	100.60	85.06	(107.16)	75.52
Total Change in Cash, Cash Equivalents, and Investments									
Change in Cash	3.98	0.81	8.01	(4.46)	1.48	100.60	85.06	(107.16)	75.52
Incr./(Decr.) in U.S. Agency Secs Excl. FMV Change	-	-	-	-	-	-	-	-	-
Incr./(Decr.) in FMV of Investments	-	-	-	-	-	-	-	-	-
Total Change (= Net Change in Reserves)	3.98	0.81	8.01	(4.46)	1.48	100.60	85.06	(107.16)	75.52
Beginning Reserves	22.11	24.94	26.10	34.11	29.65	31.13	131.73	216.80	
Ending Reserve	26.09	25.75	34.11	29.65	31.13	131.73	216.80	109.63	
Change in Reserves	3.98	0.81	8.01	(4.46)	1.48	100.60	85.07	(107.17)	
Total Sources and Uses of Funds (**)									
Total Sources of Funds	41.46	42.93	48.00	52.11	52.51	156.89	268.82	182.15	712.48
Total Uses of Funds	(37.48)	(42.12)	(39.99)	(56.57)	(51.03)	(56.29)	(183.76)	(289.31)	(636.96)
Incr./(Decr.) in FMV of Investments	-	-	-	-	-	-	-	-	-
Total Net Change in Reserves	\$ 3.98	\$ 0.81	\$ 8.01	\$ (4.46)	\$ 1.48	\$ 100.60	\$ 85.06	\$ (107.16)	\$ 75.52

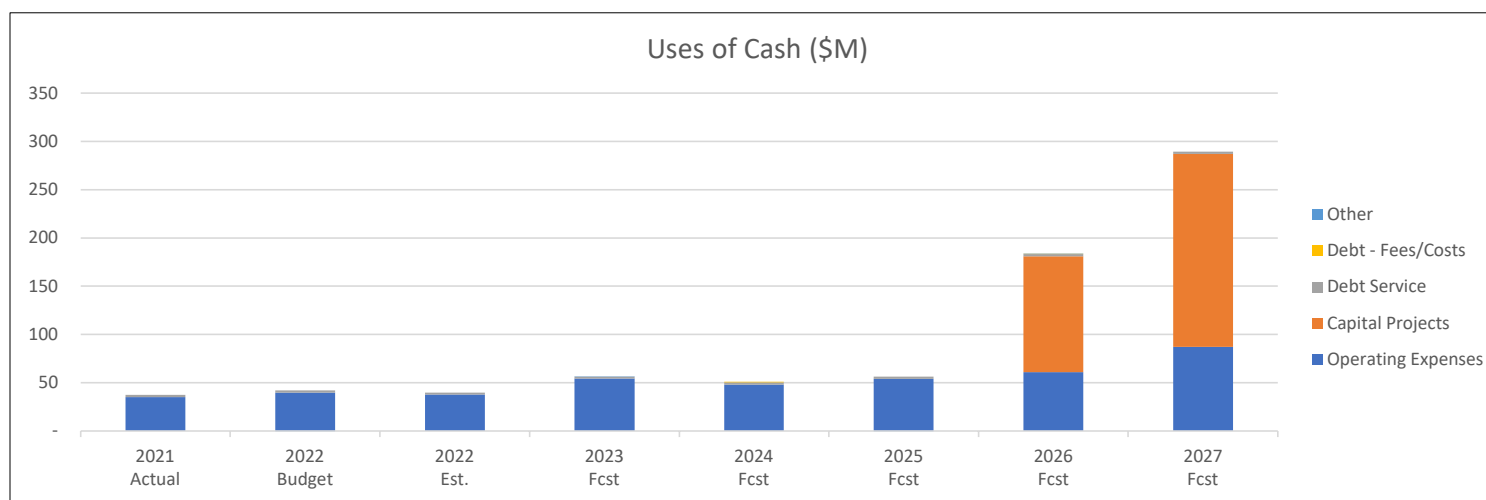
Advanced Transportation District
Sources of Cash
(\$ Millions)

Sources of Cash	Actual	Budget	Estimated	Forecast					
	2021	2022	2022	2023	2024	2025	2026	2027	Total
Sales Tax	\$ 39.62	\$ 40.41	\$ 45.68	\$ 47.51	\$ 49.41	\$ 51.38	\$ 93.52	\$ 111.16	\$ 352.98
Grant Funds	-	-	-	-	-	100.00	112.36	-	212.36
Farebox Revenue	1.83	2.52	2.28	2.50	2.67	3.93	4.57	5.35	19.02
Bond Proceeds	-	-	-	-	-	-	-	-	-
TIFIA Loan Proceeds	-	-	-	-	-	-	54.71	62.22	116.93
Funding Contributions	-	-	-	-	-	-	-	-	-
Other	0.01	-	0.04	2.10	0.43	1.58	3.66	3.42	11.19
Total	\$ 41.46	\$ 42.93	\$ 48.00	\$ 52.11	\$ 52.51	\$ 156.89	\$ 268.82	\$ 182.15	\$ 712.48



**Advanced Transportation District
Uses of Cash, and Net Reserves Change
(\$ Million)**

Uses of Cash	Actual	Budget	Estimated	Forecast					Total
	2021	2022	2022	2023	2024	2025	2026	2027	
Operating Expenses	\$ 35.26	\$ 39.91	\$ 37.77	\$ 54.35	\$ 48.12	\$ 54.08	\$ 61.08	\$ 87.10	\$ 304.73
Capital Projects	-	-	-	-	-	-	120.00	200.00	320.00
Debt Service	2.22	2.22	2.22	2.21	2.21	2.22	2.22	2.21	11.07
Debt - Fees/Costs	-	-	-	-	0.70	-	0.45	-	1.15
Other	-	(0.01)	-	0.01	-	(0.01)	0.01	-	0.01
Total	37.48	42.12	39.99	56.57	51.03	56.29	183.76	289.31	636.96
Net Reserves Change									
Total Sources of Funds	41.46	42.93	48.00	52.11	52.51	156.89	268.82	182.15	712.48
Total Uses of Funds	(37.48)	(42.12)	(39.99)	(56.57)	(51.03)	(56.29)	(183.76)	(289.31)	(636.96)
Incr./((Decr.) in FMV of Invest.	-	-	-	-	-	-	-	-	-
Total (Reserves Change)	3.98	0.81	8.01	(4.46)	1.48	100.60	85.06	(107.16)	75.52
Total Uses & Res. Change	\$ 41.46	\$ 42.93	\$ 48.00	\$ 52.11	\$ 52.51	\$ 156.89	\$ 268.82	\$ 182.15	\$ 712.48



**Advanced Transportation District
Service Hours and Passengers**

	Actual 2021	Budget 2022	Estimated 2022	Forecast					
				2023	2024	2025	2026	2027	Total
<u>Hours</u>									
Bus									
Line - ATD	298,073	341,623	294,998	305,746	305,999	346,906	395,652	430,067	1,784,370
ART - N/S	-	-	-	-	-	-	-	21,707	21,707
Subtotal	298,073	341,623	294,998	305,746	305,999	346,906	395,652	451,774	1,806,077
VIA Link - ATD (Innovation Zones/Unplanned)	-	-	-	-	8,776	9,103	9,410	9,717	37,006
Total	298,073	341,623	294,998	305,746	314,775	356,009	405,062	461,491	1,843,083
<u>Passengers</u>									
Bus									
Line - ATD	3,996,288	6,042,802	5,252,028	5,791,116	6,177,967	8,631,245	9,807,539	10,811,515	41,219,382
ART - N/S	-	-	-	-	-	-	-	622,557	622,557
Subtotal	3,996,288	6,042,802	5,252,028	5,791,116	6,177,967	8,631,245	9,807,539	11,434,072	41,841,939
VIA Link - ATD (Innovation Zones/Unplanned)	-	-	-	-	26,020	26,887	27,863	28,844	109,614
Total	3,996,288	6,042,802	5,252,028	5,791,116	6,203,987	8,658,132	9,835,402	11,462,916	41,951,553

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FIVE-YEAR CAPITAL PLAN



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FIVE-YEAR CAPITAL PLAN (FISCAL YEARS 2023-2027)

OVERVIEW AND BACKGROUND INFORMATION

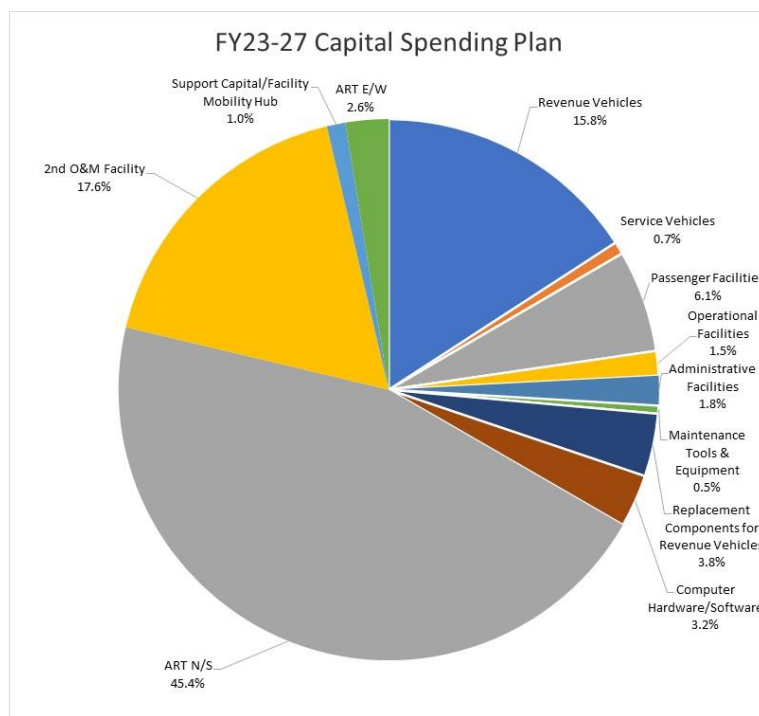
Information in this Overview section includes: Capital Plan Summary; Capital Planning Process; Capital Project Funding; Key Capital Projects; Grant Funding; and, Impact of Capital Expenditures on Operating Budget.

Capital Plan Summary

VIA'S capital spending for FY23-27 is projected to be \$748.4M. VIA is pursuing a variety of important transportation projects that will benefit the community. Programmed spending by year is the following (in \$M):

FY23	FY24	FY25	FY26	FY27	Total
132.6	67.2	189.1	242.0	117.5	748.4

The projects accounting for the largest portion of spending are the Keep San Antonio Moving (KSAM) Advanced Rapid Transit (ART) North-South project (45.4%), a second operations and maintenance facility (17.6%), revenue vehicles (15.8%), and passenger facilities (6.1%). Together, these categories account for 84.9% of planned capital spending in FY23-27. Passenger facility projects include a variety of transit and transfer centers, mobility hubs and other passenger amenities. Descriptions and details of key passenger facility projects were provided in the "Progress on Key Projects Underway" section at the beginning of this book. Remaining spending is made of various other categories shown below, each of which are 3.8% or less of total spending:



The Five-Year Capital Plan is discussed in more detail in a separate section below, following discussion of the FY23 Capital Plan. In addition, included at the back of this document are the following documents: Capital Spending Plan, showing detailed listing of projects; Capital Spending Plan Comparison by Project Category; Capital Spending Plan Comparison by Project; and Transportation Improvement Program, including spending and funding figures by year.

Capital Planning Process

VIA's development of the Five-Year Capital Plan (for 2023-2027) was driven by VIA's Vision 2040 plan. Vision 2040 reflects a 2016 update to the Long-Range Comprehensive Transportation Plan (LRCTP) that was adopted by VIA's Board in July 2011. The Five-Year Capital Plan addresses priorities in the first five years of the Vision 2040 plan.

Vision 2040 is a plan that outlines a network of high-capacity corridors, innovative services and technology, and increased frequency of bus service. This plan is a living document and will be updated every five years, complementary to the Metropolitan Planning Organization's Long-Range Plan updates.

The Keep San Antonio Moving (KSAM) plan is an element of the long-range plan that is designed to improve the transit system by expanding trip options, investing in capital projects, exploring new technology, and putting resources where they are needed. VIA received voter approval on November 3, 2020, to permanently reallocate a 1/8-cent sales tax to the Advanced Transportation District, for transit purposes. The tax will be used to fund the KSAM plan.

Developing an updated capital plan for VIA was accomplished through a process that began in March 2022 with a request for Division vice-presidents to submit a list of their capital spending needs. Projects were then reviewed by executive/senior management to develop the final list. Projects were evaluated based on project merit and priority, and any ongoing operating costs associated with the projects were also taken into consideration and included in operating expense projections as appropriate. Fiscal Management compiled the capital projects list, reviewed projects to make sure that submitted projects met VIA's capitalization policy, and updated the agency's financing plan.

VIA staff has kept the Board of Trustees updated on the progress on key capital projects such as bus purchases and various passenger facilities. The updated Five-Year Capital Plan was presented to the Board for review in August and September 2022 and was adopted in September 2022. The listing of projects included in the capital plan is used to update the Transportation Improvement Program (TIP). The TIP is a program of projects that is approved by the local Metropolitan Planning Organization. After approval by the MPO, the TIP is then submitted for inclusion in the State Transportation Improvement Program (STIP). When VIA files the annual federal grant application, the projects must be included in the STIP in order to receive federal funding. This process ensures that coordination with other governmental entities occurs and provides a mechanism for community review and input into the overall capital plan for the local area.

Capital Project Funding

VIA usually funds the capital projects with a combination of federal and local funds. In VIA's 2023-2027 Capital Plan, funding sources include grants, Texas Department of Transportation (TxDOT) funds, bond funds, TIFIA loans, and VIA capital. The federal grant funds that VIA uses for capital projects include FTA Section 5307 "Urbanized Area Formula Program" grant funds, FTA Section 5339 Bus and Bus Facilities apportionments, and various competitively awarded discretionary funds. For these grants, the FTA generally pays 80 percent of the total project cost and VIA matches the grant funds by paying 20 percent of the total project cost. The local match funds for any projected grant awards are included in VIA's budget, along with the federal grant funds.

In the 2023-2027 capital project funding plan, VIA has included a New Starts grant for which the agency submitted an application in July 2021. The application is for the Advanced Rapid Transit (ART) North-South project, an element of the KSAM acceleration plan. The project was accepted into the project development (PD) phase in July 2021.

Grant funding is addressed in more detail below under "Grant Funding".

Key Capital Projects

In the Five-Year Capital Plan, VIA has a robust slate of projects that includes acceleration of KSAM plan elements, the purchase of new revenue vehicles, many passenger facility projects, and many other projects. Over FY23-27, VIA's \$118.6M revenue vehicles spending total includes \$89.3M for 103 CNG buses, and \$29.4M for 139 vans. Additionally, there are 17 Primo buses (for \$27.4M total) included in the KSAM project spending (specifically, the ART N/S project).

The objective of VIA's passenger facility capital projects is to build a better transit system to benefit the community. VIA's spending plan for this infrastructure includes the following key projects: KSAM, IH10 Park & Pool, Alamo Ranch Park & Ride, Northeast Mobility Hub, Randolph Park & Ride, Eastside Mobility Hub, and the Mobility Hub Program.

A description of key capital projects is included in the "Progress on Key Projects Underway" section at the beginning of this book.

Grant Funding

VIA obtains a significant amount of grant funding, primarily through the Federal Transit Administration (FTA). In FY20 and FY21, VIA received a total of over \$271M of federal relief funding awards through Coronavirus Aid, Relief and Economic Security Act (CARES Act), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and the American Recovery Plan (ARP). Less than 1% of this funding was used for capital purchases.

Each year, VIA receives an apportionment of Section 5307 grant funds from the FTA, which in FY22 was nearly \$43M, after adjusting for the amount going to subrecipients. The current legislation under which transit funding is provided is the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act. The BIL was signed into law on November 15, 2021. The legislation reauthorizes surface transportation programs for FY22-FY26.

VIA has used FTA Section 5307 grant program funds for various capital and operating expenditures. These are funds that are referred to as the FTA's "Urbanized Area Formula Program grant funds", and are driven by apportionment formulas that take into account factors such as population, population density, revenue vehicle miles, passenger miles, and operating costs. Additionally, VIA receives grant fund apportionments under the Section 5339 program for Buses and Bus Facilities. Discretionary grant awards

have also played an important role in funding various projects, and with implementation of the FAST Act, the Section 5339 program now includes a discretionary component. In recent years, VIA has been awarded \$6M for a new paratransit facility and \$3.75M of no/low emissions discretionary grant funds that are being used to purchase electric buses. VIA was also successful in obtaining a \$8M surface transportation block grant for planning studies and a Texas Clean Fleet Program grant for \$4M.

VIA has also obtained Surface Transportation Program Metropolitan Mobility (STPMM) grant funds in recent years; these funds were Federal Highway Administration (FHWA) funds that were flexed to the Federal Transit Administration (FTA). These funds include \$12M for the Stone Oak Park & Ride, \$8M for a compressed natural gas (CNG) fueling station, and \$1.6M for bus stop improvements.

In FY22, VIA was awarded \$35.1M funds through the MPO's FY23-27 Call for Projects. The award is for the following projects (amount shown is the federal share): CNG replacement vehicles (\$29.1M), Alamo Ranch Park & Ride service (\$3.5M), Rigsby frequency enhancement (\$2.1M), and a mobility hub study (\$0.4M).

In FY19, VIA received an award of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the first time, and also received an award of Volkswagen (VW) settlement funds. The CMAQ funds became available due to San Antonio's nonattainment in the area of ozone air quality. VIA's CMAQ award totaled \$23.9M, of which about 85% was for capital, and 15% for operating expenses. Remaining funds of \$6.7M are programmed for FY23. The VW settlement funds became available in connection with litigation involving the EPA, the state of California, and VW and its related entities. The litigation involved an allegation that VW and its related entities manufactured vehicles that contain emission defeat devices. VIA was awarded \$5M of VW funds in the first round of awards and \$4.8M in the second round of awards; remaining funds will be used by FY23.

Impact of Capital Expenditures on Operating Budget

Capital projects can have an impact on VIA's operating costs as they are completed, and these incremental operating costs need to be identified and quantified so that they can be properly budgeted. For instance, new transit centers typically require staffing for ticket windows, maintenance, and security, and have utility costs as well. VIA's five-year operating expense projections include operating expenses for any new facilities scheduled to open. For the new paratransit facility, which opened in September 2022, all costs of operating the facility have been included in the FY23 budget.

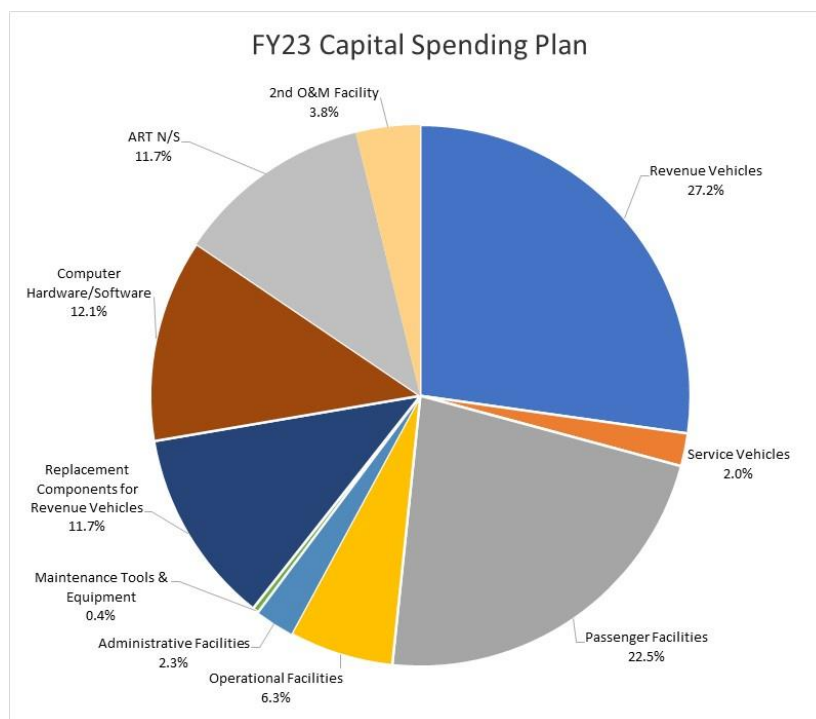
Other facilities scheduled to open in the five-year planning horizon include the IH10 Park & Pool, Alamo Ranch Park & Ride, Northeast Mobility Hub, and Eastside Mobility Hub. None of these facilities will have interior spaces and/or restrooms. Each has some combination of waiting areas, shelters, landscaping, parking lots and/or lighting. The operating costs for these facilities should be somewhat minimal and should be easily covered with a combination of general inflationary increases in the budget projections, along with efforts to reduce/control costs.

For the Advanced Rapid Transit North-South project and 2nd O&M facility that are in the five-year capital plan, operating expenses begin in FY27. VIA has utilized a team of consultants to develop detailed operating expense projections for these KSAM project elements. Long-term spending projections (through FY41) associated with the New Starts grant application were submitted to the Federal Transit Administration for review last year, and those projections are periodically updated.

VIA will continue to evaluate the capital plan each year to ensure that appropriate incremental operating expenses are included in expense projections.

FY23 CAPITAL SPENDING PLAN

Capital spending for FY23 is projected to be \$132.6M. A detailed Capital Spending Plan is included at the back of this document. Project categories accounting for the largest percentage of capital spending in FY23 are the following, as shown in the graph below: Revenue Vehicles (27.2%); Passenger Facilities (22.5%); Computer Hardware/Software (12.1%); Replacement Components for Revenue Vehicles (11.7%); and ART North/South (11.7%). Together, these categories account for 85.2% of spending. Other spending makes up the remainder (14.8%).



	\$M	%
Revenue Vehicles	36.1	27.2%
Service Vehicles	2.6	2.0%
Passenger Facilities	29.8	22.5%
Operational Facilities	8.3	6.3%
Administrative Facilities	3.1	2.3%
Maintenance Tools & Equipment	0.5	0.4%
Replacement Components for Revenue Vehicles	15.5	11.7%
Computer Hardware/Software	16.1	12.1%
ART N/S	15.5	11.7%
2nd O&M Facility	5.1	3.8%
Total	132.6	100.0%

A detailed listing of the specific projects that comprise each of the above line items appears in the Capital Spending Plan at the back of this document. FY23 capital spending accounts for 17.7% of the Five-Year Capital Plan total.

Budgeted revenue vehicles spending in FY23 totals \$36.1M, and includes spending of \$33.6M for 50 CNG buses and \$2.5M for 15 paratransit vans. A total of \$23.7M of these purchases is being covered by various grant funds, with bonds making up the remaining \$12.4M.

Of the \$29.8M budgeted for passenger facility projects in FY23, the projects with the largest spending totals are Alamo Ranch Park & Ride (\$8.0M), Randolph Transit Center (\$6.5M), Alamo Ranch Site Purchase (\$4.4M), IH10 Park & Pool (\$3.8M), and Eastside Mobility Hub (\$3.7M).

Of the \$16.1M budgeted for computer hardware/software projects in FY23, the projects with the largest spending totals are the ERP System (\$5.5M), Automatic Vehicle Locator (AVL) Hardware (\$3.5M), Fleet Vehicle Router Upgrade (\$2.5M), and Mobility Payment Platform (\$2.5M).

For the \$15.5M budgeted in the replacement components for revenue vehicles category in FY23, the largest projects are \$9.4M for farebox replacement, and \$3.1M for engines and transmissions.

The ART North/South project also accounts for \$15.5M of capital spending budgeted in FY23. The spending is part of the KSAM project that also includes a 2nd operations and maintenance facility, an ART East/West line, and support capital for mobility hubs.

Of the \$8.3M of operational facility project spending in FY23, the projects with the largest spending totals are a wastewater treatment upgrade project (\$2.7M), and replacement of underground storage tanks (\$1.9M). Remaining operational facility projects all have \$0.5M or less of spending in FY23.

Remaining spending programmed for FY23 includes: 2nd O&M Facility (\$5.1M), Administrative Facilities (\$3.1M), Service Vehicles (\$2.6M), and Maintenance Tools & Equipment (\$0.5M).

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FIVE-YEAR CAPITAL SPENDING PLAN

Capital spending for funded projects in the five-year period 2023-2027 is projected to be \$748.4M. Keep San Antonio Moving (KSAM) projects – the ART N/S project, 2nd O&M Facility, ART E/W, and Mobility Hubs Capital – account for 66.7% of total spending. Revenue Vehicles and Revenue Vehicle Replacement Components together account for 19.6% of spending. All other categories account for the remaining 13.7% of spending.

Five-Year Capital Plan total spending consists of the following:

	\$M	%
Revenue Vehicles	118.6	15.8%
Service Vehicles	5.6	0.7%
Passenger Facilities	45.7	6.1%
Operational Facilities	11.0	1.5%
Administrative Facilities	13.2	1.8%
Maintenance Tools & Equipment	3.6	0.5%
Replacement Components for Revenue Vehicles	28.1	3.8%
Computer Hardware/Software	23.6	3.1%
ART N/S	339.7	45.4%
2nd O&M Facility	131.7	17.6%
Support Capital/Facility Mobility Hub	8.3	1.1%
ART E/W	19.3	2.6%
Total	748.4	100.0%

Spending Plan Detail. The KSAM projects dominate the spending, as they key projects will be a significant focus for VIA in coming years. VIA is working to obtain New Starts funding for the ART North/South project, and plans on pursuing TIFIA funding as well. In the five-year horizon, ART North/South accounts for \$339.7M (45.4%) of spending, although the total cost of the project will be \$320M (the cost extends beyond FY27, the last year in the Five-Year Capital Plan). The 2nd O&M Facility accounts for \$131.7M (17.6%) of spending in FY23-27. ART East/West and Support Capital for Mobility Hubs spending together account for 3.7% of planned FY23-27 capital spending.

The next largest spending category is Revenue Vehicles, which accounts for \$118.6M (15.8%) of total spending. This spending is for 103 CNG buses, and 154 paratransit vans. Revenue Vehicle Replacement Components account for \$28.1M (3.8%) of spending, which is higher than normal due to farebox replacement.

The Passenger Facilities category accounts for \$45.7M (6.1%) of spending. Projects with the largest spending in that category include: Randolph Park & Ride (\$12.4M); Alamo Ranch Park & Ride (\$10.4M); Eastside Mobility Hub (\$6.1M); Mobility Hubs Program (\$4.5M), Alamo Ranch Site Purchase (\$4.4M); and IH10 Park & Pool (\$3.8M). All other passenger facilities projects account for \$1.6M/each or less of spending.

The Computer Hardware and Software category accounts for \$23.6M (3.1%) of total capital spending. Projects with the largest spending amounts in FY23-27 are the ERP System (\$5.5M), Automated Vehicle Location (AVL) hardware (\$3.5M), Security (\$3.4M for cameras, doors, network, storage), Fleet Vehicle Router Upgrade (\$2.5M), Mobility Payment Platform (\$2.5M), Cloud Migration (\$1.0M), and Network and Backbone Switch Refresh (\$1.0M). Remaining spending is accounted for by various projects less than or equal to \$520K each.

The remaining capital spending line items each account for less than 2% of capital spending.

Spending Plan Changes. The change in spending plans can be highlighted by comparing last year's Five-Year Capital Plan (2022-2026), approved in September 2021, to the common period in the September 2022 Five-Year Capital Plan (2023-2027), adjusted to include 2022 forecasted spending and exclude 2027 spending:

	Spending Plan Sept 2022	Spending Plan Sept 2021	Variance	Variance Comments
TOTAL FY22-26				
Revenue Vehicles	96,905,776	82,543,059	14,362,717	Higher bus prices and some timing
Service Vehicles	5,800,732	3,812,500	1,988,232	Higher prices and modified spending plan
Passenger Facilities	46,418,325	35,182,200	11,236,125	Largest item is Alamo Ranch Site purchase (+\$4.2M); remaining amount is due to various projects
Operational Facilities	24,728,874	18,294,284	6,434,590	Mainly timing difference on Paratransit Facility, and increase in Waste Water Treatment Upgrade (\$1.8M)
Administrative Facilities	13,182,697	90,000	13,092,697	Scobey Office Buildout (+\$7.5M) and Backup Generators (\$5.2M)
Maintenance Tools & Equipment	5,166,311	6,595,500	(1,429,189)	Decrease in Shop Tools & Equipment
Repl Components for Rev. Vehicles	31,905,930	22,350,600	9,555,330	Largest item is Farebox Replacement (+\$7.6M)
Computer Hardware/Software	30,163,684	24,503,000	5,660,684	ERP System (+\$5.5M)
KSAM	454,916,666	393,439,827	61,476,839	Added ART E/W, and higher prices and revised spending plan on other spending
Total	709,188,995	586,810,970	122,378,025	
Adjustment for FY21 Underspending			(8,812,119)	Timing difference only; funds not spent in FY21 rolled into FY22
Adjusted Total			113,565,906	Net difference after adjusting for FY21 underspending

As shown in the above summary, there is a \$122.4M increase in capital spending, of which \$8.8M is underspending in FY21 that was rolled into FY22. The adjusted spending increase is \$113.6M.

Projected KSAM spending is up \$61.5M, due to timing, cost increases, and the inclusion of some ART East/West spending in the current Five-Year Capital Plan. The next largest increase is in the revenue vehicles category, which is up \$14.4M due to higher bus prices and timing of purchases.

The above summary shows five-year totals; a Capital Project Comparison by Project Category and a Capital Spending Plan Comparison by Project are included at the back of this document, and both documents provide yearly totals.

Transportation Improvement Program. The Transportation Improvement Program (TIP) summary at the end of this document summarizes the capital spending plan and also includes grant funds used for operations. Related capital project funding sources are also shown at the bottom of the document.

The TIP is a plan that must be approved by the Metropolitan Planning Organization (MPO), and then incorporated into the State Transportation Improvement Program (STIP). The MPO uses a four-year TIP period, although VIA submits five-year projections to the MPO, to match VIA's five-year financial planning horizon. VIA's capital spending plan forms the basis of the TIP.

Under the "Other Programs" heading of the Transportation Improvement Program schedule, three of the line items shown are considered "capitalized expenses" – Preventative Maintenance, Capital Cost of Contracting, and Paratransit Expenses. The FTA allows transit agencies to use capital funds for certain operating costs and refers to this practice as capitalization of expenses. The expenses are not capitalized, but the federal legislation uses this title to distinguish these costs from the cost of capital acquisitions. The program of capitalization of expenses replaces earlier federal legislation which actually granted amounts for operating expense recovery.

Preventative Maintenance, which is VIA's largest line item under the currently allowed capitalization of expense programs, is for facility and vehicle maintenance. These expenses can be partially funded with capital funds. A good maintenance program extends the useful life of assets, which expands the time between replacement grants and in the end saves tax money.

The Capital Cost of Contracting is another category of cost allowed under capitalization of expenses. These costs are related to the expense of contracting portions of transit service with the private sector. These costs include the cost of revenue vehicles used by the private provider to run the service and are paid for by the transit agency as part of the hourly rate charged by the contractor.

The FTA also allows transit agencies to draw up to 10% of the total grant amount to help defray the unfunded mandate created by the ADA through the ADA Complementary Paratransit Service category.

Capitalization of expense categories discussed above use expenses paid by the agency as the local match and do not require additional set asides in the cash reserve accounts. In developing the five-year plan, the

determination of how to allocate use of federal funds – for operating expenses or capital purchases – is driven by the organization’s spending projections in these areas and the availability of other funds.

The remaining line item in the “Other Programs” section of the TIP is Section 5310 (Elderly and Disabled) grant funds. This spending is partially funded by the FTA (50% federal, 50% local). Section 5310 funds are allocated to urbanized areas to provide services to the elderly and disabled. VIA serves as the Section 5310 grant funds designated recipient for the San Antonio area. Therefore, VIA conducts calls for projects and handles other administrative responsibilities for those funds. VIA can use Section 5310 funds to pay for those administrative costs. VIA has also included some Section 5310 funds in their five-year plan to help pay for VIA’s taxi programs.

A summary of funding sources for the capital plan is shown at the bottom of the TIP document. Funding for the \$748.4M of funded projects programmed in FY23-27 is coming from grant funds (\$291.1M), TIFIA loans (\$116.9M), TxDOT grant funds (\$32.0M), bonds (\$67.8M), and cash/reserves (\$240.6M). For the grant funds amount shown, \$212.4M is assumed to come from the FTA’s New Starts Capital Investments Grant (CIG) program. VIA submitted a New Starts grant application in July 2021. The amount shown for bonds is to purchase buses and paratransit vans.

As shown in the TIP funding sources detail, along with New Starts funds, VIA has programmed other grant funds to help fund the slate of capital projects for FY23-27. Those grant funds include the FTA Section 5339 Bus and Bus Facilities grants, CMAQ funds (which includes FY23-27 MPO Call for Projects funds), VW settlement funds, Texas Clean Fleet program funds, No-Low grant funds, and miscellaneous carryover grant funds. The carryover grant funds line shown captures various grant funds already awarded but not yet used. In the upcoming five years, VIA plans to use awards of 5307/40 funds primarily for operating expense reimbursements, although approximately \$12M is programmed for capital projects. Section 5307/5340 funds are referred to as federal “Formula Funds”, and are driven by apportionment formulas that take into account factors such as population, population density, revenue vehicle miles, and passenger miles, and operating cost.

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VIA Metropolitan Transit
Five-Year Capital Plan (2023-2027)

VIA Metropolitan Transit
Five-Year Capital Spending Plan (FY23-27) and
FY22 Forecast (\$)

		Proposed Spending Plan - September 2022						Total
Category	Proj No	Forecast 2022	2023	2024	2025	2026	2027	2023-2027
<u>Revenue Vehicles</u>								
BRT Buses - 19	181100						30,510,000	30,510,000
Fullsize Buses - 28	191101	15,700,776						-
Fullsize Buses - 50	211102		33,625,000					33,625,000
Electric Buses - 8	181102	8,160,000						-
Fullsize Buses - 34	New				25,150,000			25,150,000
Paratransit Buses - 15, 62, 77	211101		2,500,000			11,770,000	15,130,000	29,400,000
Total Revenue Vehicles		23,860,776	36,125,000	-	25,150,000	11,770,000	45,640,000	118,685,000
<u>Service Vehicles</u>								
Non-Revenue Support Vehicles	181201	1,024,591	2,274,284	739,664	804,934	659,949	804,399	5,283,230
Non-Revenue Support Equipment	181202	-	297,310	-	-	-	-	297,310
Total Service Vehicles		1,024,591	2,571,594	739,664	804,934	659,949	804,399	5,580,540
<u>Passenger Facilities</u>								
Centro Plaza	161300	50,000	825,000	525,000				1,350,000
Stone Oak Park & Ride Phase II Bridge	181305	50,000	150,000					150,000
IH10 Park & Pool	161304	1,020,000	3,822,000					3,822,000
Alamo Ranch Park & Ride	161305	100,000	8,001,300	2,438,700				10,440,000
NE Mobility Hub (Naco Pass)	161308	2,270,000	250,700					250,700
Bus Stop Improvements (BSI)	161310	150,000	520,000					520,000
Randolph Park & Ride	161400	275,000	6,484,000	5,925,000				12,409,000
Alamo Ranch Site Purchase	New		4,400,000					4,400,000
Primo Station Screen Walls	161403	42,000	1,553,625					1,553,625
Mobility Hubs Program	New				525,000	702,000	3,315,000	4,542,000
Parking System (Ellis Alley and The Grand)	181306		160,000					160,000
Eastside Mobility Hub	191301	116,300	3,655,675	2,407,025				6,062,700
Total Passenger Facilities		4,073,300	29,822,300	11,295,725	525,000	702,000	3,315,000	45,660,025
<u>Operational Facilities</u>								
Facility Upgrade/Renovation	161600	106,459						-
Switch/Breaker/Transf/Gear Eval & Update	171600	90,000	339,171					339,171
Repairs - Vehicle Repair Pits	161604	31,948	208,460					208,460
Bus Garage Air Compressor Replacement	191605	95,000						-
Replace Automated Fuel Control System	161608		34,772					34,772
Madia Training Center Upgrades	171609	587						-
Paratransit Facility	161615	10,551,465						-
Paratransit Facility Gym Equipment	221602	74,377						-
Campus Master Plan & Improvements	171613	44,507						-
Replace Diesel/Gasoline/Fresh Oil/Waste USTs	161618	1,878,990	1,878,990					1,878,990
Replace VMC Roof	191600		584,488					584,488
Waste Water Treatment Upgrade	191601	499,168	2,681,200					2,681,200
VMC Carpet Replacement	181604		361,662					361,662
Insp Steamroom Renovations	191603		615,250					615,250
Garage Heater Replacement	201600	378,230						-
Storeroom Cabinets	181607		29,425					29,425
Renovation of Main Service Station	221601			1,439,225				1,439,225
VIATrans Additional Improvements & Equip	New		500,000					500,000
Paint Booth Renovation & Improvements	New		132,250					132,250
Maintenance Shop Spot Cooling	-			1,230,500				1,230,500
Training Classroom	New		80,500					80,500
Ellis Alley Elevator	New		250,000					250,000
A/C Replacement	New		362,250					362,250
Gas Detection Monitoring System	New		250,000					250,000
Total Operational Facilities		13,750,731	8,308,418	2,669,725	-	-	-	10,978,143

VIA Metropolitan Transit
Five-Year Capital Spending Plan (FY23-27) and
FY22 Forecast (\$)

		Proposed Spending Plan - September 2022						Total
Category	Proj No	Forecast 2022	2023	2024	2025	2026	2027	2023-2027
<u>Administrative Facilities</u>								
Operating Facilities Backup Generators	181700		2,212,265	2,212,265	737,422			5,161,952
Restroom Upgrades	New		460,000					460,000
Scobey Office Buildout	New		350,000	5,600,000	1,500,000			7,450,000
Administration Bldg Patio Improvements	161703		110,745					110,745
Total Administrative Facilities		-	3,133,010	7,812,265	2,237,422	-	-	13,182,697
<u>Maintenance Tools & Equipment</u>								
Shop Tools and Equipment	161800	155,710	472,260	3,004,341	53,500	53,500	53,500	3,637,101
Emergency Preparedness	221801	72,000						-
Electric Bus Charging Equipment	221800	1,355,000						-
Total Maintenance Tools & Equip.		1,582,710	472,260	3,004,341	53,500	53,500	53,500	3,637,101
<u>Replace Components for Rev. Vehicles</u>								
Engines and Transmissions	161900	1,816,500	3,108,500	4,658,500	3,308,500	3,145,500	-	14,221,000
Hybrid Bus Major Components	171900	110,000	960,025	960,025	449,642	-	-	2,369,692
Electric Bus Major Components	181900	53,107	360,180					360,180
Farebox Replacement	211900		9,385,200					9,385,200
Zonar Tracking Equipment	-		1,617,201					1,617,201
Air Purification System	221900	1,850,000						-
Bus Yard Emergency Alert System	191900		123,050					123,050
Total Replace Components for Rev. Veh.		3,829,607	15,554,156	5,618,525	3,758,142	3,145,500	-	28,076,323
<u>Technology & Innovation</u>								
Network and Backbone Switch Refresh	172100	150,000	-	750,000	50,000	150,000	150,000	1,100,000
Computing Devices	162102	93,684						-
Data Center Server and Storage Refresh	162105	100,000	275,000	100,000	250,000	100,000	750,000	1,475,000
P25 Radio System Upgrade/Replacement	162109	361,500						-
AVL Hardware	162110	3,000,000	3,500,000					3,500,000
Telephone System Upgrade/Replacement	162111	300,000						-
ERP System	172102	22,500	5,500,000					5,500,000
Security (Cameras, Doors, Network, Storage)	162118	141,000	85,000	105,000	3,000,000	100,000	100,000	3,390,000
AV Replacement	162121	17,000	135,000					135,000
VDI Licenses & HW	172104	65,000	65,000	65,000	65,000	250,000	75,000	520,000
Fleet Vehicle Router Upgrade	-	2,000,000	2,500,000					2,500,000
Cloud Migration & Build Out Svcs	172105		700,000			450,000		1,150,000
Wireless Network	162131	25,000	250,000		25,000	25,000	100,000	400,000
Fiber Build Out (Grand, GCS, VMC)	172106		175,000	225,000	85,000			485,000
Digital Signage/Kiosks	182100	40,000	75,000	75,000	75,000	75,000	75,000	375,000
Other Vehicle Hardware	212100							-
IT Security/Network Security	182101	25,000	50,000	100,000	55,000	60,000	60,000	325,000
Engineering Project Mgmt Software	192107		250,000					250,000
Police CAD/RMS App Repl	212101	300,000						-
Fare Collection System	163100	228,000						-
Mobility Payment Platform	213105	1,000,000	2,500,000					2,500,000
Total Computer Hardware/Software		7,868,684	16,060,000	1,420,000	3,605,000	1,210,000	1,310,000	23,605,000
Total Capital Before KSAM		55,990,399	112,046,738	32,560,245	36,133,998	17,540,949	51,122,899	249,404,829
<u>KSAM</u>								
Advanced Rapid Transit N/S Corridor	213100	14,222,222	15,476,983	19,806,194	118,628,916	123,581,195	62,215,535	339,708,823
2nd O&M Facility	213101	8,094,373	5,047,413	7,553,389	27,334,320	91,784,430	-	131,719,552
Support Capital/Facility Mobility Hub	-	-	-	-	-	4,046,651	4,188,283	8,234,934
ART E/W Corridor	-	-		7,290,731	6,990,379	5,059,470	-	19,340,580
Total KSAM		22,316,595	20,524,396	34,650,314	152,953,615	224,471,746	66,403,818	499,003,889
Total Capital		78,306,994	132,571,134	67,210,559	189,087,613	242,012,695	117,526,717	748,408,718

Note: Red font indicates new project.

VIA Metropolitan Transit
Capital Spending Comparison: FY22-26
(Common 5-Year Period in 6-Year Spending Projections)
By Project Category (\$)

	Spending Plan <u>Sept 2022</u>	Spending Plan <u>Sept 2021</u>	<u>Variance</u>	<u>Variance Comments</u>
<u>TOTAL FY22-26</u>				
Revenue Vehicles	96,905,776	82,543,059	14,362,717	Higher bus prices and some timing
Service Vehicles	5,800,732	3,812,500	1,988,232	Higher prices and modified spending plan
Passenger Facilities	46,418,325	35,182,200	11,236,125	Largest item is Alamo Ranch Site purchase (+\$4.2M); remaining amount is due to various projects
Operational Facilities	24,728,874	18,294,284	6,434,590	Mainly timing difference on Paratransit Facility, and increase in Waste Water Treatment Upgrade (\$1.8M)
Administrative Facilities	13,182,697	90,000	13,092,697	Scobey Office Buildout (+\$7.5M) and Backup Generators (\$5.2M)
Maintenance Tools & Equipment	5,166,311	6,595,500	(1,429,189)	Decrease in Shop Tools & Equipment
Repl Components for Rev. Vehicles	31,905,930	22,350,600	9,555,330	Largest item is Farebox Replacement (+\$7.6M)
Computer Hardware/Software	30,163,684	24,503,000	5,660,684	ERP System (+\$5.5M)
KSAM	454,916,666	393,439,827	61,476,839	Added ART E/W, and higher prices and revised spending plan on other spending
Total	709,188,995	586,810,970	122,378,025	
Adjustment for FY21 Underspending			(8,812,119)	Timing difference only; funds not spent in FY21 rolled into FY22
Adjusted Total			113,565,906	Net difference after adjusting for FY21 underspending
<u>Fiscal Year 2022</u>				
Revenue Vehicles	23,860,776	33,484,553	(9,623,777)	Fleet purchase plan revision/deferral
Service Vehicles	1,024,591	1,397,000	(372,409)	Modified spending plan
Passenger Facilities	4,073,300	25,637,800	(21,564,500)	Mainly deferred spending for Alamo Ranch P&R, Randolph P&R, and IH10 Park & Pool
Operational Facilities	13,750,731	16,739,284	(2,988,553)	Mainly reduced spend on two projects: Exiting Paint Facility Upgrade and Paint Maintenance Building Ceiling
Administrative Facilities	-	-	-	No change
Maintenance Tools & Equipment	1,582,710	5,323,500	(3,740,790)	Shop Tools & Equipment (mostly timing)
Repl Components for Rev. Vehicles	3,829,607	8,660,600	(4,830,993)	Mainly deferred spending on various projects
Computer Hardware/Software	7,868,684	16,768,000	(8,899,316)	Mainly deferred spending on AVL Hardware and Fleet Vehicle Router Upgrade
KSAM	22,316,595	22,530,329	(213,734)	Timing
FY22 Total	78,306,994	130,541,066	(52,234,072)	
<u>Fiscal Year 2023</u>				
Revenue Vehicles	36,125,000	41,628,456	(5,503,456)	Fleet purchase plan revision/deferral
Service Vehicles	2,571,594	624,500	1,947,094	Modified spending plan
Passenger Facilities	29,822,300	8,356,400	21,465,900	Mainly IH10 Park & Pool and Alamo Ranch deferred spending from FY22, and Alamo Ranch Site Purchase
Operational Facilities	8,308,418	1,555,000	6,753,418	Largest items are Waste Water Treatment Upgrade and Replacing Underground Storage Tanks
Administrative Facilities	3,133,010	90,000	3,043,010	Mainly Operating Facility Backup Generators
Maintenance Tools & Equipment	472,260	1,060,000	(587,740)	Shop Tools & Equipment
Repl Components for Rev. Vehicles	15,554,156	2,665,000	12,889,156	Largest items are Farebox Replacement and Zonar Tracking Equipment
Computer Hardware/Software	16,060,000	1,405,000	14,655,000	Largest items are AVL Hardware and Fleet Vehicle Router Upgrade (spending deferred from FY22)
KSAM	20,524,396	19,628,388	896,008	Slight revision to spending plan
FY23 Total	132,571,134	77,012,744	55,558,390	
<u>Fiscal Year 2024</u>				
Revenue Vehicles	-	-	-	No change
Service Vehicles	739,664	601,500	138,164	Modified spending plan
Passenger Facilities	11,295,725	1,176,500	10,119,225	Mainly higher Randolph P&R (deferred spending from FY22), Alamo Ranch P&R timing, and Eastside Mobility Hub
Operational Facilities	2,669,725	-	2,669,725	Renovation of Main Service Station, and Maintenance Shop Spot Cooling
Administrative Facilities	7,812,265	-	7,812,265	Scobey Office Buildout and Operating Facility Backup Generators
Maintenance Tools & Equipment	3,004,341	92,000	2,912,341	Shop Tools & Equipment timing
Repl Components for Rev. Vehicles	5,618,525	3,285,000	2,333,525	Mainly Engines and Transmissions
Computer Hardware/Software	1,420,000	1,385,000	35,000	Slight change
KSAM	34,650,314	23,856,726	10,793,588	Added ART E/W, and higher prices and revised spending plan on other spending
FY24 Total	67,210,559	30,396,726	36,813,833	

VIA Metropolitan Transit

Capital Spending Comparison: FY22-26

(Common 5-Year Period in 6-Year Spending Projections)

By Project Category (\$)

	Spending Plan <u>Sept 2022</u>	Spending Plan <u>Sept 2021</u>	<u>Variance</u>	<u>Variance Comments</u>
<u>Fiscal Year 2025</u>				
Revenue Vehicles	25,150,000	-	25,150,000	Fleet purchase plan revision
Service Vehicles	804,934	662,500	142,434	Modified spending plan
Passenger Facilities	525,000	11,500	513,500	Mobility Hubs Program
Operational Facilities	-	-	-	No change
Administrative Facilities	2,237,422	-	2,237,422	Scobey Office Buildout and Operating Facility Backup Generators
Maintenance Tools & Equipment	53,500	60,000	(6,500)	Slight reduction in Shop Tools and Equipment
Repl Components for Rev. Vehicles	3,758,142	3,630,000	128,142	Mainly Engines and Transmissions
Computer Hardware/Software	3,605,000	3,630,000	(25,000)	Slight change
KSAM	152,953,615	132,917,212	20,036,403	Added ART E/W, and higher prices and revised spending plan on other spending
FY25 Total	<u>189,087,613</u>	<u>140,911,212</u>	<u>48,176,401</u>	
<u>Fiscal Year 2026</u>				
Revenue Vehicles	11,770,000	7,430,050	4,339,950	Fleet purchase plan revision
Service Vehicles	659,949	527,000	132,949	Modified spending plan
Passenger Facilities	702,000	-	702,000	Mobility Hubs Program
Operational Facilities	-	-	-	No change
Administrative Facilities	-	-	-	No change
Maintenance Tools & Equipment	53,500	60,000	(6,500)	Slight reduction in Shop Tools and Equipment
Repl Components for Rev. Vehicles	3,145,500	4,110,000	(964,500)	Engines and Transmissions
Computer Hardware/Software	1,210,000	1,315,000	(105,000)	Slight change (mainly reduction in Other Transit Hardware/Software)
KSAM	224,471,746	194,507,172	29,964,574	Added ART E/W, and higher prices and revised spending plan on other spending
FY26 Total	<u>242,012,695</u>	<u>207,949,222</u>	<u>34,063,473</u>	

VIA Metropolitan Transit
Five-Year Capital Spending Plan (FY23-27) and
FY22 Forecast (\$)

Proposed Spending Plan - September 2022										Approved Spending Plan - September 2021						Difference		Total		FY21 Over/ (Under)	Adjusted Total Difference			
Category	Proj No	2022	2023	2024	2025	2026	2027	Total 2023-2027	Total 2022-2026	2022	2023	2024	2025	2026	Total 2022-2026	2022	2023	2024	2025			2026	Total 2022-2026	
Revenue Vehicles																								
	181100						30,510,000	30,510,000																
BRT Buses - 19	191101	15,700,776						-	15,700,776	15,871,408					15,871,408	(170,632)						(170,632)		(170,632)
Fulsize Buses - 28	191100							-		3,401,016	4,625,384				8,026,400	(3,401,016)	(4,625,384)				(8,026,400)	282	(8,026,118)	
Fulsize Buses	211102		33,625,000					33,625,000	33,625,000	3,967,852	17,345,190				21,313,042	(3,967,852)	16,279,810				12,311,958		12,311,958	
Fulsize Buses - 50	191102																							
Expansion Buses	181102	8,160,000							8,160,000	8,185,032					8,185,032	(25,032)					(25,032)	28,686	3,654	
Electric Buses - 8	New				25,150,000			25,150,000	25,150,000		19,657,882				19,657,882		(19,657,882)		25,150,000		5,492,118		5,492,118	
Fulsize Buses - 34	211101		2,500,000			11,770,000	15,130,000	29,400,000	14,270,000	2,059,245				7,430,050	9,489,295	(2,059,245)	2,500,000			4,339,950	4,780,705	259,617	5,040,322	
Paratransit Vehicles - 15, 62, 77		23,860,776	36,125,000	-	25,150,000	11,770,000	45,640,000	118,685,000	96,905,776	33,484,553	41,628,456	-	-	-	7,430,050	82,543,059	(9,623,777)	(5,503,456)	-	25,150,000	4,339,950	14,362,717	5,424,990	19,787,707
Total Revenue Vehicles																								
Service Vehicles																								
Non-Revenue Support Vehicles	181201	1,024,591	2,274,284	739,664	804,934	659,949	804,399	5,283,230	5,503,422	658,000	624,500	601,500	662,500	527,000	3,073,500	366,591	1,649,784	138,164	142,434	132,949	2,429,922	(799,870)	1,630,052	
Non-Revenue Support Equipment	181202		297,310					297,310	297,310	739,000					739,000	(739,000)	297,310				(441,690)		(441,690)	
Total Service Vehicles		1,024,591	2,571,594	739,664	804,934	659,949	804,399	5,580,540	5,800,732	1,397,000	624,500	601,500	662,500	527,000	3,812,500	(372,409)	1,947,094	138,164	142,434	132,949	1,988,232	(799,870)	1,188,362	
Passenger Facilities																								
Centro Plaza	161300	50,000	825,000	525,000				1,350,000	1,400,000	385,000	-	-	-	-	385,000	(335,000)	825,000	525,000	-	-	1,015,000	(36,986)	978,014	
Robert Thompson Transit Center	161301							-	-	2,868,000	-	-	-	-	2,868,000	(2,868,000)	-	-	-	-	(2,868,000)	-	(2,868,000)	
Brooks Transit Center	161302							-	-	-	-	-	-	-	-	-	-	-	-	-	-	42,058	42,058	
Stone Oak Park & Ride	161303							-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,070	1,070	
Stone Oak Park & Ride Phase II Bridge	181305	50,000	150,000					150,000	200,000	35,000					35,000	15,000	150,000				165,000	52,117	217,117	
IH10 Park & Pool	161304	1,020,000	3,822,000					3,822,000	4,842,000	2,937,000	880,000				3,817,000	(1,917,000)	2,942,000				1,025,000	(202,539)	822,461	
Alamo Ranch Park & Ride	161305	100,000	8,001,300	2,438,700				10,440,000	10,540,000	8,830,000	480,000				9,310,000	(8,730,000)	7,521,300	2,438,700			1,230,000	(47,483)	1,182,517	
Northeast Park & Pool	161306							-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,051	3,051	
NE Mobility Hub (Naco Pass)	161308	2,270,000	250,700					250,700	2,520,700	2,215,000	120,000				2,335,000	55,000	130,700				185,700	(55,943)	129,757	
SW High-Capacity Transit Phase 1	161309							-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,041,346	1,041,346	
Bus Stop Improvements (BSI)	161310	150,000	520,000					520,000	670,000	880,000	365,000				1,245,000	(730,000)	155,000				(575,000)	141,692	(433,308)	
BSI TxDOT I-35 Corridor Only	161311							-	-	163,000	103,000	36,500	11,500		314,000	(163,000)	(103,000)	(36,500)	(11,500)		(314,000)	61,683	(252,317)	
BSI Suburban Cities STPMW \$2M	161312							-	-	160,000	80,000				240,000	(160,000)	(80,000)				(240,000)	(7,062)	(247,062)	
Randolph Park & Ride	161400	275,000	6,484,000	5,925,000				12,409,000	12,684,000	4,725,000	5,470,000	1,140,000			11,335,000	(4,450,000)	1,014,000	4,785,000			1,349,000	95,196	1,444,196	
Alamo Ranch Site Purchase	New		4,400,000					4,400,000	4,400,000								4,400,000				4,400,000	-	4,400,000	
Primo Station Screen Walls	161403	42,000	1,553,625					1,553,625	1,595,625	588,000					588,000	(546,000)	1,553,625				1,007,625	(31,499)	976,126	
Mobility Hubs Program	New				525,000	702,000	3,315,000	4,542,000	1,227,000										525,000	702,000	1,227,000	-	1,227,000	
Eastside Mobility Hub	191301	116,300	3,655,675	2,407,025				6,062,700	6,179,000	1,691,800	858,400				2,550,200	(1,575,500)	2,797,275	2,407,025			3,628,800	(676,026)	2,952,774	
Total Passenger Facilities		4,073,300	29,822,300	11,295,725	525,000	702,000	3,315,000	45,660,025	46,418,325	25,637,800	8,356,400	1,176,500	11,500	-	35,182,200	(21,564,500)	21,465,900	10,119,225	513,500	702,000	11,236,125	380,675	11,616,800	
Operational Facilities																								
Facility Upgrade/Renovation	161600	106,459						-	106,459	-	-	-	-	-	-	106,459	-	-	-	-	106,459	225,679	332,138	
Switch/Breaker/Transf/Gear Eval & Update	171600	90,000	339,171					339,171	429,171	348,778					348,778	(258,778)	339,171				80,393	-	80,393	
Repairs - Vehicle Repair Pits	161604	31,948	208,460					208,460	240,408	-	-	-	-	-	-	31,948	208,460				240,408	(56,845)	183,563	
Existing Paint Facility Upgrade	171602							-	-	1,595,000					1,595,000	(1,595,000)				-	(1,595,000)	-	(1,595,000)	
Paint Maint Bldg. Ceiling	161605							-	-	1,000,000					1,000,000	(1,000,000)				-	(1,000,000)	-	(1,000,000)	
Bus Garage Air Compressor Replacement	191605	95,000						-	95,000	150,000					150,000	(55,000)				-	(55,000)	-	(55,000)	
Replace Automated Fuel Control System	161608		34,772					34,772	34,772	-	-	-	-	-	-	-	34,772				34,772	(29,500)	5,272	
Install Natural Gas Compressor Facility	161609							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Madia Training Center Upgrades	171609	587						-	587	-	-	-	-	-	-	587	-	-	-	-	587	(67,967)	(67,380)	
Paratransit Facility	161615	10,551,465						10,551,465	7,843,264	-	-	-	-	-	7,843,264	2,708,201	-	-	-	-	2,708,201	(9,987,676)	(7,279,475)	
Paratransit Facility Gym Equipment	221602		74,377					-	74,377	74,377					74,377	-	-	-	-	-	-	-	-	
Campus Master Plan & Improvements	171613	44,507						-	44,507	-	-	-	-	-	-	44,507	-	-	-	-	44,507	144,918	189,425	
Replace Diesel/Gasoline/Fresh Oil/Waste USTs	161618	1,878,990	1,878,990					1,878,990	3,757,980	1,392,170					1,392,170	486,820	1,878,990				2,365,810	(946,873)	1,418,937	
Replace VMC Roof	191600		584,488					584,488	584,488	-	475,000				475,000	-	109,488				109,488	-	109,488	
Waste Water Treatment Upgrade	191601	499,168	2,681,200					2,681,200	3,180,368	1,200,000					1,200,000	(700,832)	2,681,200				1,980,368	(196,093)	1,784,275	
VMC Carpet Replacement	181604		361,662					361,662	361,662	293,882					293,882	(293,882)	361,662				67,780	-	67,780	
Insp Steamroom Renovations	191603		615,250					615,250	500,000						500,000	(500,000)	615,250				115,250	-	115,250	
Garage Heater Replacement	201600	378,230						-	378,230	-	-	-	-	-	-	378,230	-	-	-	-	378,230	(492,052)	(113,822)	
Storeroom Cabinets	181607		29,425					29,425	29,425	391,813	30,000				421,813	(391,813)	(575)				(392,388)	-	(392,388)	
Battery Room Upgrade	211601							-	-	150,000					150,000	(150,000)				-	(150,000)	-	(150,000)	
Renovation of Main Service Station	221601			1,439,225				1,439,225	1,439,225	-	1,050,000				1,050,000	-	(1,050,000)	1,439,225			389,225	-	389,225	
Replace All VMC HVAC Air Handlers	201601							-	-	800,000					800,000	(800,000)				-	(800,000)	-	(800,000)	
VIATrans Additional Improvements & Equip	New		500,000					500,000	500,000								500,000	</						

VIA Metropolitan Transit
Five-Year Capital Spending Plan (FY23-27) and
FY22 Forecast (\$)

Proposed Spending Plan - September 2022										Approved Spending Plan - September 2021						Difference					Total	FY21 Over/ (Under)	Adjusted
Category	Proj No	2022	2023	2024	2025	2026	2027	Total 2023-2027	Total 2022-2026	2022	2023	2024	2025	2026	Total 2022-2026	2022	2023	2024	2025	2026	Total 2022-2026		Total Difference
Administrative Facilities																							
Operating Facilities Backup Generators	181700		2,212,265	2,212,265	737,422			5,161,952	5,161,952	-	-	-	-	-	-	-	2,212,265	2,212,265	737,422	-	5,161,952	(799,010)	4,362,942
Restroom Upgrades	New		460,000					460,000	460,000	-	-	-	-	-	-	-	460,000			-	460,000	-	460,000
Scobey Office Buildout	New		350,000	5,600,000	1,500,000			7,450,000	7,450,000	-	-	-	-	-	-	-	350,000	5,600,000	1,500,000	-	7,450,000	-	7,450,000
Administration Bldg Patio Improvements	161703		110,745					110,745	110,745		90,000				90,000		20,745				20,745	-	20,745
Total Administrative Facilities		-	3,133,010	7,812,265	2,237,422	-	-	13,182,697	13,182,697	-	90,000	-	-	-	90,000	-	3,043,010	7,812,265	2,237,422	-	13,092,697	(799,010)	12,293,687
Maintenance Tools & Equipment																							
Shop Tools and Equipment	161800	155,710	472,260	3,004,341	53,500	53,500	53,500	3,637,101	3,739,311	3,896,500	1,060,000	92,000	60,000	60,000	5,168,500	(3,740,790)	(587,740)	2,912,341	(6,500)	(6,500)	(1,429,189)	(124,835)	(1,554,024)
Emergency Preparedness	221801	72,000						72,000	72,000	72,000					72,000								
Electric Bus Charging Equipment	221800	1,355,000						-	1,355,000	1,355,000					1,355,000								
Total Maintenance Tools & Equip.		1,582,710	472,260	3,004,341	53,500	53,500	53,500	3,637,101	5,166,311	5,323,500	1,060,000	92,000	60,000	60,000	6,595,500	(3,740,790)	(587,740)	2,912,341	(6,500)	(6,500)	(1,429,189)	(124,835)	(1,554,024)
Replace Components for Rev. Vehicles																							
Engines and Transmissions	161900	1,816,500	3,108,500	4,658,500	3,308,500	3,145,500	-	14,221,000	16,037,500	2,195,000	1,855,000	2,475,000	3,130,000	4,110,000	13,765,000	(378,500)	1,253,500	2,183,500	178,500	(964,500)	2,272,500	-	2,272,500
Hybrid Bus Major Components	171900	110,000	960,025	960,025	449,642	-	-	2,369,692	2,479,692	300,000	300,000	300,000	-	-	900,000	(190,000)	660,025	660,025	449,642	-	1,579,692	(150,000)	1,429,692
Hybrid Bus Batteries										547,078					547,078							(510,606)	(510,606)
Electric Bus Major Components	181900	53,107	360,180					360,180	413,287	300,000					300,000	(246,893)	360,180			-	113,287	(40,000)	73,287
Diesel Particulate Filters	161901									10,000	10,000	10,000	-	-	30,000	(10,000)	(10,000)	(10,000)		-	(30,000)	(30,000)	(60,000)
Farebox Replacement	211900		9,385,200					9,385,200	9,385,200	260,000	500,000	500,000	500,000	-	1,760,000	(260,000)	8,885,200	(500,000)	(500,000)	-	7,625,200	(52,237)	7,572,963
Infotainment System for Primos/VIVA	181902									795,000					795,000	(795,000)				-	(795,000)	-	(795,000)
Operator Safety Compartment	181903									339,700					339,700	(339,700)				-	(339,700)	1,714,994	1,375,294
Retrofit Bus Doors	181901									2,500,000					2,500,000	(2,500,000)				-	(2,500,000)	-	(2,500,000)
Zonar Tracking Equipment	-		1,617,201					1,617,201	1,617,201	1,313,822					1,313,822	(1,313,822)	1,617,201			-	303,379	-	303,379
Air Purification System	221900	1,850,000						-	1,850,000	-	-	-	-	-	-	1,850,000	-	-	-	-	1,850,000	-	1,850,000
Bus Yard Emergency Alert System	191900		123,050					123,050	123,050	100,000					100,000	(100,000)	123,050			-	23,050	-	23,050
Total Replace Components for Rev. Veh.		3,829,607	15,554,156	5,618,525	3,758,142	3,145,500	-	28,076,323	31,905,930	8,660,600	2,665,000	3,285,000	3,630,000	4,110,000	22,350,600	(4,830,993)	12,889,156	2,333,525	128,142	(964,500)	9,555,330	932,151	10,487,481
Technology & Innovation																							
Network and Backbone Switch Refresh	172100	150,000	-	750,000	50,000	150,000	150,000	1,100,000	1,100,000	150,000	-	750,000	50,000	150,000	1,100,000	-	-	-	-	-	-	-	(93,694)
Computing Devices	162102	93,684						93,684	93,684	150,000	150,000	150,000	50,000	50,000	550,000	(56,316)	(150,000)	(150,000)	(50,000)	(50,000)	(456,316)	133,424	(322,892)
Data Center Server and Storage Refresh	162105	100,000	275,000	100,000	250,000	100,000	750,000	1,475,000	825,000	100,000	275,000	100,000	250,000	100,000	825,000	-	-	-	-	-	-	(192,786)	(192,786)
P25 Radio System Upgrade/Replacement	162109	361,500						-	361,500	275,000	-	-	-	-	275,000	-	86,500	-	-	-	86,500	(81,000)	5,500
AVL Hardware	162110	3,000,000	3,500,000					3,500,000	6,500,000	6,750,000	-	-	-	-	6,750,000	(3,750,000)	3,500,000	-	-	-	-	(250,000)	(250,000)
Telephone System Upgrade/Replacement	162111	300,000						-	300,000	300,000	-	-	-	-	300,000	-	-	-	-	-	-	-	(31,810)
ERP System	172102	22,500	5,500,000					5,500,000	5,522,500	-	-	-	-	-	-	22,500	5,500,000	-	-	-	5,522,500	216,908	5,739,408
Security (Cameras, Doors, Network, Storage)	162118	141,000	85,000	105,000	3,000,000	100,000	100,000	3,390,000	3,431,000	125,000	85,000	105,000	3,000,000	100,000	3,415,000	16,000	-	-	-	-	16,000	(51,632)	(95,632)
AV Replacement	162121	17,000	135,000					135,000	152,000	50,000	10,000	-	-	-	60,000	(33,000)	125,000	-	-	-	92,000	(170,000)	(78,000)
Radio Replacement	172103							-	-	25,000	-	25,000	-	-	50,000	(25,000)	-	(25,000)	-	-	(50,000)	-	(50,000)
VDI Licenses & HW	172104	65,000	65,000	65,000	65,000	250,000	75,000	520,000	510,000	65,000	65,000	65,000	65,000	250,000	510,000	-	-	-	-	-	-	(185,000)	(185,000)
VTPD CAD/RMS Application Replacement	-							-	-	75,000	-	-	-	-	75,000	(75,000)	-	-	-	-	(75,000)	-	(75,000)
Service Desk Application Replacement	-							-	-	50,000	-	-	-	-	50,000	(50,000)	-	-	-	-	(50,000)	-	(50,000)
Fleet Vehicle Router Upgrade	-	2,000,000	2,500,000					2,500,000	4,500,000	4,250,000	-	-	-	-	4,250,000	(2,250,000)	2,500,000	-	-	-	250,000	-	250,000
Trapeze Blockbuster	192106							-	-	-	-	-	-	-	-	-	-	-	-	-	-	(96,272)	(96,272)
Cloud Migration & Build Out Svcs	172105		700,000			450,000		1,150,000	1,150,000	550,000	150,000	-	-	450,000	1,150,000	(550,000)	550,000	-	-	-	-	-	-
Microsoft SQL Server Upgrades	162130							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wireless Network	162131	25,000	250,000		25,000	25,000	100,000	400,000	325,000	25,000	250,000	-	25,000	25,000	325,000	-	-	-	-	-	-	-	-
Fiber Build Out (Grand, GCS, VMC)	172106		175,000	225,000	85,000			485,000	485,000	175,000	150,000	-	-	-	325,000	(175,000)	25,000	225,000	85,000	-	160,000	-	160,000
Software Development Tools	172107							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating System Licenses	172110							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Transit Software/Hardware	192103							-	-	125,000	125,000	125,000	125,000	125,000	625,000	(125,000)	(125,000)	(125,000)	(125,000)	(125,000)	(625,000)	36,981	(588,019)
APCs	182105							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Digital Signage/Kiosks	182100	40,000	75,000	75,000	75,000	75,000	75,000	375,000	340,000	40,000	40,000	40,000	40,000	40,000	200,000	-	35,000	35,000	35,000	35,000	140,000	(10,180)	129,820
Other Vehicle Hardware	212100							-	-	15,000	-	-	-	-	15,000	(15,000)	-	-	-	-	(15,000)	-	(15,000)
IT Security/Network Security	182101	25,000	50,000	100,000	55,000	60,000	60,000	325,000	290,000	25,000	105,000	25,000	25,000	25,000	205,000	-	(55,000)	75,000	30,000	35,000	85,000	(832)	84,168
Engineering Project Mgmt Software	192107		250,000					250,000	250,000	-	-	-	-	-	-	-	250,000	-	-	-	250,000	-	250,000
Police CAD/RMS App Repl	212101	300,000						-	300,000	225,000	-	-	-	-	225,000	-	75,000	-	-	-	75,000	-	75,000
Fare Collection System	163100		228,000					-	228,000	723,000	-	-	-	-	723,000	(495,000)	-	-	-	-	(495,000)	(894,672)	(1,389,672)
Mobility Payment Platform	213105	1,000,000	2,500,000					2,500,000	3,500,000	2,500,000	-	-	-	-	2,500,000	(1,500,000)	2,500,000	-	-	-	1,000,000	-	1,000,000
Total Computer Hardware/Software		7,868,684																					

**VIA Metropolitan Transit
Transportation Improvement Program
2023-2027 Projects (\$)**

CAPITAL PROJECTS SPENDING:

	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>Total</u>
Revenue Vehicles	\$ 36,125,000	\$ -	\$ 25,150,000	\$ 11,770,000	\$ 45,640,000	\$ 118,685,000
Service Vehicles	2,571,594	739,664	804,934	659,949	804,399	5,580,540
Passenger Facilities	29,822,300	11,295,725	525,000	702,000	3,315,000	45,660,025
Operational Facilities	8,308,418	2,669,725	-	-	-	10,978,143
Administrative Facilities	3,133,010	7,812,265	2,237,422	-	-	13,182,697
Maintenance Tools & Equipment	472,260	3,004,341	53,500	53,500	53,500	3,637,101
Replacement Components for Rev Vehicles	15,554,156	5,618,525	3,758,142	3,145,500	-	28,076,323
Computer Hardware/Software	16,060,000	1,420,000	3,605,000	1,210,000	1,310,000	23,605,000
Keep San Antonio Moving (KSAM)	20,524,396	34,650,314	152,953,615	224,471,746	66,403,818	499,003,889
TIP Capital Projects	<u>132,571,134</u>	<u>67,210,559</u>	<u>189,087,613</u>	<u>242,012,695</u>	<u>117,526,717</u>	<u>748,408,718</u>

Other Programs (a):

Section 5310 (Elderly and Disabled)	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Preventative Maintenance	47,199,781	59,348,478	57,326,981	58,799,405	59,975,394	282,650,039
Capital Cost of Contracting	7,500,000	7,500,000	7,500,000	7,500,000	7,500,000	37,500,000
Paratransit Expenses	3,750,000	3,750,000	3,750,000	3,750,000	3,750,000	18,750,000

Total TIP Projects	192,020,915	138,809,037	258,664,594	313,062,100	189,752,111	1,092,308,757
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CAPITAL PROJECTS FUNDING SOURCES:

Sources:

MTA Contractual Obligation Bonds	12,396,723	-	22,942,000	11,770,000	20,663,600	67,772,323
TxDOT Grant Funds	23,457,975	8,549,725	-	-	-	32,007,700
Section 5307/5340 Grant	9,976,411	1,769,811	-	-	-	11,746,222
Section 5339b Grant	-	-	-	-	-	-
Section 5339 Grant	3,832,000	3,909,000	2,208,000	-	9,994,000	19,943,000
MPO FY23-27 Call for Projects	15,659,944	-	-	-	14,982,400	30,642,344
CMAQ Funds - Capital	5,493,334	-	-	-	-	5,493,334
TIFIA Loan ART N/S	-	-	-	8,570,674	62,215,535	70,786,209
TIFIA Loan 2nd Maint Facility	-	-	-	46,138,595	-	46,138,595
CIG Grant	-	-	100,000,000	112,358,627	-	212,358,627
VIA Cash/Capital (b)	50,813,411	52,982,023	63,937,613	63,174,799	9,671,182	240,579,028
Carryover Grant Funds for Pre-'22 Projects	10,941,336	-	-	-	-	10,941,336
Total Capital Projects Funding	<u>132,571,134</u>	<u>67,210,559</u>	<u>189,087,613</u>	<u>242,012,695</u>	<u>117,526,717</u>	<u>748,408,718</u>

Subtotals by Source:

Grant Funds	45,903,025	5,678,811	102,208,000	112,358,627	24,976,400	291,124,863
TxDOT Grant Funds	23,457,975	8,549,725	-	-	-	32,007,700
Bonds	12,396,723	-	22,942,000	11,770,000	20,663,600	67,772,323
TIFIA Loans	-	-	-	54,709,269	62,215,535	116,924,804
VIA Cash/Capital (b)	50,813,411	52,982,023	63,937,613	63,174,799	9,671,182	240,579,028
Total	<u>132,571,134</u>	<u>67,210,559</u>	<u>189,087,613</u>	<u>242,012,695</u>	<u>117,526,717</u>	<u>748,408,718</u>

Detail of Section 5307/5340 Total:

Section 5307/5340 Grant	58,449,781	70,598,478	68,576,981	70,049,405	71,225,394	338,900,039
Less JARC Included in 5307/5340	-	-	-	-	-	-
Operating Expense Reimbursements	<u>(58,449,781)</u>	<u>(70,598,478)</u>	<u>(68,576,981)</u>	<u>(70,049,405)</u>	<u>(71,225,394)</u>	<u>(338,900,039)</u>
Total 5307/5340 for Capital Projects	-	-	-	-	-	-

(a) Funding for these operating items is as follows: Section 5310, 50% federal / 50% local, other items listed, 80% federal / 20% local.

(b) This line captures all remaining costs that need to be funded by VIA.



APPENDICES



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AGENDA ITEM #6



September 27, 2022

TO: VIA Board of Trustees

FROM: Steve Lange, Vice President Fiscal Management/CFO

THROUGH: Jeffrey C. Arndt, President and CEO

RE: Proposed FY23 Operating Budget

PURPOSE:

To present the recommended Fiscal Year 2023 Operating Budget for adoption by the Board.

BACKGROUND:

The FY23 budget process began in March 2022 with the preliminary formulation of the capital plan. In April 2022, a preliminary hours and miles service plan was developed, and in May through July 2022, the FY23 Operating Budget was developed. The FY23 Budget was developed looking at a five-year planning horizon. Plan elements evaluated in building the budget include: the Board's strategic priorities; service levels; customer service improvements; capital requirements; available grant funding and other funding sources, including debt; operating expenses; and cash reserve requirements.

VIA's proposed FY23 Operating Budget is \$274,002,470. A preliminary proposed FY23 Operating Budget was reviewed with the Board at a Budget Workshop on August 9, 2022, and subsequent briefings were made available to Board members. Following the Budget Workshop in August, several revisions totaling \$9,892,513 were made to the budget, increasing the budget to \$274,002,470 (from \$264,109,957):

ART E/W Project Development	\$ 800,000
ART E/W Project Definition	7,044,184
Purchased VIATrans	690,237
NaviLens	1,358,092
Total	<u>\$ 9,892,513</u>

The funds added for ART E/W are to advance the KSAM program. In August 2022, VIA's Board approved setting aside \$26.4M of funds for ART E/W. Some of that spending impacts the operating budget in FY23, and the remainder is currently programmed in the capital budget for FY24+. The VIATrans increase reflects an update to the MV contract cost. The NaviLens wayfinding expense added was partially offset by \$894,881 of revenue from a Community Project Grant (for NaviLens); both revisions were processed concurrently.

A public hearing to present the proposed FY23 Operating Budget was held on Monday, September 19, 2022, at 6 PM at the VIA Metro Center Board Room. There were 5 attendees (other than staff), and one comment was received. One online comment was also received. One comment addressed performance and service concerns, and the other one suggested partnerships with local agencies to help fund public transit projects.

Notice of the public hearing was provided in the San Antonio Express News on Monday, September

5, 2022 and Monday, September 12, 2022. A dedicated webpage was launched on September 5, 2022 (VIAinfo.net/FY23budget) and has had 290 page views as of Friday, September 23, 2022. Notice of the public hearing was sent to elected officials and copies of the proposed budget document were provided to all transit centers and park & rides starting on September 5th.

Public notice was also provided via social media channels, Facebook (2,036 impressions), Twitter (820 impressions) and on Instagram (732 total impressions).

ANALYSIS:

The proposed FY23 Operating Budget is \$274,002,470, up \$14,559,773 (5.6%) from the FY22 budget. Key budget goals include recovering and growing ridership, advancing the KSAM Plan, building strategic partnerships, and investing in staff development. VIA will be pursuing a robust program of strategic investments including KSAM and other projects/initiatives, as reflected in the budget book reviewed with the Board in August. These investments will serve to significantly improve the transit system in San Antonio.

The proposed FY23 Operating Budget is up \$14.6M from the FY22 budget due to \$29.1M of increases partially offset by \$14.5M of savings. These items are summarized below:

Description	\$M	Explanation
FY22 Budget	259.4	
Reconciliation to FY23 Budget:		
<u>Increases</u>		
Other Post-Employment Benefits	7.9	FY22 budget had one-time \$8.8M credit for Medicare Advantage Plan
Wages Increase	3.9	Net impact of various increases to hourly and salaried pay, and vacancy assumption
Inflation Costs	3.2	Mainly +\$1.4M VIAcare, +\$1.2M parts, and +\$0.5M in other materials & supplies
ART/KSAM Support	7.2	Mainly ART E/W corridor (partially offset by lower ART N/S in FY23)
Rate Increases	3.4	Insurance premiums, leases, utilities and contractual services
VIA Link (New Zones) & Marketing	1.7	New VIA Link zones (Kel-Lac, Kirby/Converse) and Marketing
Disparity Study	0.8	Disparity study budget is \$750K
Other Increases	1.0	Marketing initiatives, legal fees increase, safety initiatives, TI consultant services
Total Increases	29.1	
<u>Savings</u>		
Pension Plan	(11.9)	Higher FY21 investment returns
COVID Cleaning (Labor)	(1.2)	No longer using temporary labor to clean buses
VIA Link Zones Reduced/Delayed	(0.7)	Impact of Sandy Oaks, Southeast, and Innovation Zones
Purchased Transportation Reduced Hours	(0.7)	Reflects matching service to demand
Total Savings	(14.5)	
Total Net Change	14.6	
FY23 Budget	274.0	

Year-end reserves are fully funded, with the Stabilization Fund and Working Capital funded at 60 days each.

RECOMMENDATION:

Approve the proposed FY23 Operating Budget.

FINANCE/BUDGET IMPACT:

The proposed FY23 Operating Budget is \$274,002,470.

BUSINESS DIVERSITY:

Not applicable.

ACTION REQUESTED:

Forward to the Board of Trustees with a recommendation to approve the proposed FY23 Operating Budget.

Attachments: Resolution
FY23 Proposed Operating Budget PowerPoint




RESOLUTION: 9-27-22-08

SUBJECT: FISCAL MANAGEMENT – Adoption of the Fiscal Year 2023 MTA and
ATD Operating Budgets

RESOLVED, that the October 1, 2022 – September 30, 2023 Budget as presented below be adopted by the VIA Metropolitan Transit Board of Trustees.

Operating Expenses by Cost Center (Excluding Depreciation)	MTA Budget	ATD Budget	Combined Budget
Line	\$ 154,505,002	\$ 44,351,646	\$ 198,856,648
Robert Thompson	482,116	-	482,116
Special Events	423,439	-	423,439
Promotional Service	4,550	-	4,550
VIAtrans: DO	26,624,007	-	26,624,007
VIAtrans: PT	20,465,088	-	20,465,088
VIA Link	5,781,860	-	5,781,860
Vanpool	-	651,340	651,340
Real Estate Development	4,789	-	4,789
Business Development and Planning	11,364,449	9,344,184	20,708,633
Total Operating Expenses	<u>\$ 219,655,300</u>	<u>\$ 54,347,170</u>	<u>\$ 274,002,470</u>

I, the undersigned officer of VIA Metropolitan Transit, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the VIA Metropolitan Transit Board of Trustees on September 27, 2022.


Athalie Malone, Secretary

AGENDA ITEM #5



September 27, 2022

TO: ATD Board of Trustees

FROM: Steve Lange, Vice President Fiscal Management/CFO

THROUGH: Jeffrey C. Arndt, President and CEO

RE: Proposed FY23 Operating Budget

PURPOSE:

To present the recommended Fiscal Year 2023 Operating Budget for adoption by the Board.

BACKGROUND:

The FY23 budget process began in March 2022 with the preliminary formulation of the capital plan. In April 2022, a preliminary hours and miles service plan was developed, and in May through July 2022, the FY23 Operating Budget was developed. The FY23 Budget was developed looking at a five-year planning horizon. Plan elements evaluated in building the budget include: the Board's strategic priorities; service levels; customer service improvements; capital requirements; available grant funding and other funding sources, including debt; operating expenses; and cash reserve requirements.

VIA's proposed FY23 Operating Budget is \$274,002,470. A preliminary proposed FY23 Operating Budget was reviewed with the Board at a Budget Workshop on August 9, 2022, and subsequent briefings were made available to Board members. Following the Budget Workshop in August, several revisions totaling \$9,892,513 were made to the budget, increasing the budget to \$274,002,470 (from \$264,109,957):

ART E/W Project Development	\$ 800,000
ART E/W Project Definition	7,044,184
Purchased VIAtrans	690,237
NaviLens	1,358,092
Total	<u>\$ 9,892,513</u>

The funds added for ART E/W are to advance the KSAM program. In August 2022, VIA's Board approved setting aside \$26.4M of funds for ART E/W. Some of that spending impacts the operating budget in FY23, and the remainder is currently programmed in the capital budget for FY24+. The VIAtrans increase reflects an update to the MV contract cost. The NaviLens wayfinding expense added was partially offset by \$894,881 of revenue from a Community Project Grant (for NaviLens); both revisions were processed concurrently.

A public hearing to present the proposed FY23 Operating Budget was held on Monday, September 19, 2022, at 6 PM at the VIA Metro Center Board Room. There were 5 attendees (other than staff), and one comment was received. One online comment was also received. One comment addressed performance and service concerns, and the other one suggested partnerships with local agencies to help fund public transit projects.

Notice of the public hearing was provided in the San Antonio Express News on Monday, September 5, 2022 and Monday, September 12, 2022. A dedicated webpage was launched on September 5,

2022 (VIAinfo.net/FY23budget) and has had 290 page views as of Friday, September 23, 2022. Notice of the public hearing was sent to elected officials and copies of the proposed budget document were provided to all transit centers and park & rides starting on September 5th.

Public notice was also provided via social media channels, Facebook (2,036 impressions), Twitter (820 impressions) and on Instagram (732 total impressions).

ANALYSIS:

The proposed FY23 Operating Budget is \$274,002,470, up \$14,559,773 (5.6%) from the FY22 budget. Key budget goals include recovering and growing ridership, advancing the KSAM Plan, building strategic partnerships, and investing in staff development. VIA will be pursuing a robust program of strategic investments including KSAM and other projects/initiatives, as reflected in the budget book reviewed with the Board in August. These investments will serve to significantly improve the transit system in San Antonio.

The proposed FY23 Operating Budget is up \$14.6M from the FY22 budget due to \$29.1M of increases partially offset by \$14.5M of savings. These items are summarized below:

<u>Description</u>	<u>\$M</u>	<u>Explanation</u>
FY22 Budget	259.4	
Reconciliation to FY23 Budget:		
<u>Increases</u>		
Other Post-Employment Benefits	7.9	FY22 budget had one-time \$8.8M credit for Medicare Advantage Plan
Wages Increase	3.9	Net impact of various increases to hourly and salaried pay, and vacancy assumption
Inflation Costs	3.2	Mainly +\$1.4M VIAcare, +\$1.2M parts, and +\$0.5M in other materials & supplies
ART/KSAM Support	7.2	Mainly ART E/W corridor (partially offset by lower ART N/S in FY23)
Rate Increases	3.4	Insurance premiums, leases, utilities and contractual services
VIA Link (New Zones) & Marketing	1.7	New VIA Link zones (Kel-Lac, Kirby/Converse) and Marketing
Disparity Study	0.8	Disparity study budget is \$750K
Other Increases	1.0	Marketing initiatives, legal fees increase, safety initiatives, TI consultant services
Total Increases	29.1	
<u>Savings</u>		
Pension Plan	(11.9)	Higher FY21 investment returns
COVID Cleaning (Labor)	(1.2)	No longer using temporary labor to clean buses
VIA Link Zones Reduced/Delayed	(0.7)	Impact of Sandy Oaks, Southeast, and Innovation Zones
Purchased Transportation Reduced Hours	(0.7)	Reflects matching service to demand
Total Savings	(14.5)	
Total Net Change	14.6	
FY23 Budget	274.0	

Year-end reserves are fully funded, with the Stabilization Fund and Working Capital funded at 60 days each.

RECOMMENDATION:

Approve the proposed FY23 Operating Budget.

FINANCE/BUDGET IMPACT:

The proposed FY23 Operating Budget is \$274,002,470.

BUSINESS DIVERSITY:

Not applicable.

ACTION REQUESTED:

Forward to the ATD Board of Trustees with a recommendation to approve the proposed FY23 Operating Budget.

Attachments: Resolution
FY23 Proposed Operating Budget PowerPoint



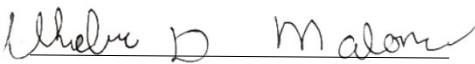
RESOLUTION: 9-27-22-01

SUBJECT: FISCAL MANAGEMENT – Adoption of the 2022-2023 MTA and ATD Operating Budgets

RESOLVED, that the October 1, 2022 – September 30, 2023 Budget as presented below be adopted by the Advanced Transportation District Board of Trustees.

Operating Expenses by Cost Center (Excluding Depreciation)	MTA Budget	ATD Budget	Combined Budget
Line	\$ 154,505,002	\$ 44,351,646	\$ 198,856,648
Robert Thompson	482,116	-	482,116
Special Events	423,439	-	423,439
Promotional Service	4,550	-	4,550
VIAtrans: DO	26,624,007	-	26,624,007
VIAtrans: PT	20,465,088	-	20,465,088
VIA Link	5,781,860	-	5,781,860
Vanpool	-	651,340	651,340
Real Estate Development	4,789	-	4,789
Business Development and Planning	11,364,449	9,344,184	20,708,633
Total Operating Expenses	<u>\$ 219,655,300</u>	<u>\$ 54,347,170</u>	<u>\$ 274,002,470</u>

I, the undersigned officer of the Advanced Transportation District Board of Trustees, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the Advanced Transportation District Board of Trustees on September 27, 2022.


Athalie Malone, Secretary

AGENDA ITEM #7



September 27, 2022

TO: VIA Board of Trustees

FROM: Steve Lange, Vice President Fiscal Management/CFO

THROUGH: Jeffrey C. Arndt, President and CEO

RE: FY2023-2027 Capital Program and Revisions to Transportation Improvement Program

PURPOSE:

To request approval of VIA's FY2023-2027 Capital Program and related revisions to the Transportation Improvement Program (TIP).

BACKGROUND:

2023-2027 Capital Projects Plan – VIA develops a Five-Year Capital Program as part of the annual budgeting process. In order for VIA to apply for grant funds for these projects, they must be included in the Metropolitan Planning Organization's (MPO's) TIP and the State of Texas's TIP. The proposed Five-Year Capital Program, along with the proposed FY2023 operating budget, were reviewed with the Board at a Board Workshop on August 9, 2022. Subsequent briefings were also made available to the Board members.

Current TIP – In order for VIA to apply for the FY2023 grants, projects included in the application must be in the TIP. The necessary TIP revisions will be incorporated into the MPO's TIP. The current TIP covers FY21 to FY24, and the new FY23-FY26 TIP was adopted locally by the Transportation Policy Board of the MPO on June 22, 2022, and will take effect as soon as October 2022, pending Federal approval. The MPO's TIP is updated every two years and amended quarterly. VIA's current TIP was approved by the Board of Trustees on September 28, 2022. During the current budget cycle, there have been various changes to the capital plan, and the current TIP now needs to be revised. VIA's updated TIP will be submitted to the MPO and incorporated into the MPO's TIP amendment this fall.

ANALYSIS:

VIA's Five-Year Capital Spending Plan for FY2023-2027 is attached. This document shows all the projects that comprise the programmed \$784.4M capital spending total for FY2023-2027. The capital spending total for FY2023 is \$132.6M. Other attachments include: VIA's updated TIP; a capital spending plan comparison by project category which provides explanations of spending plan changes compared to the prior plan; and a capital spending plan comparison by project that shows changes compared to the prior plan.

Subsequent to the Budget Workshop, there have been various capital spending plan revisions that have increased the proposed FY23 capital budget by \$7.1M, and the proposed FY23-27 capital budget by \$18.7M. The largest change in the FY23-27 proposed capital budget is the addition of \$19.3M for the ART E/W corridor. Other items netted out to a slight decrease. Revisions are shown below:

	FY23	FY23-27	Totals for Revised Projects	
			Previous FY23-27 Total	Updated FY23-27 Total
Total Capital Expenditures, 8/9/22	\$ 125,492,159	\$ 729,704,815		
Revisions Subsequent to 8/9/22:				
ART E/W Corridor	-	19,340,580	-	19,340,580
Mobility Hubs Program	-	(8,041,377)	12,583,377	4,542,000
Alamo Ranch Park & Ride	606,300	717,500	9,722,500	10,440,000
Alamo Ranch Site Purchase	200,000	200,000	4,200,000	4,400,000
Randolph Park & Ride	859,000	994,000	11,415,000	12,409,000
Eastside Mobility Hub	1,913,675	1,993,200	4,069,500	6,062,700
ERP	3,500,000	3,500,000	2,000,000	5,500,000
Total Revisions	7,078,975	18,703,903		
Total Capital Expenditures, Updated	\$ 132,571,134	\$ 748,408,718		

The capital spending added for ART E/W reflects the Board action taken in August 2022, to set aside \$26.4M of funds to advance ART E/W (some of that spending impacted the operating budget). The revision of the Mobility Hubs Program spending reflects going from 3 zones to 1 zone in the FY23-27 timeframe. Savings from this change covered project cost increases, including construction costs (cost increases are mainly due to inflation), along with recent updates reflecting costs to complete the ERP project that were shared with the Board in July but had not yet been updated in the capital budget.

RECOMMENDATION:

Staff recommends approval of VIA's 2023-2027 Capital Program and related revisions to the Transportation Improvement Program.

FINANCE/BUDGET IMPACT:

Total FY2023 capital spending is \$132.6M and five-year (2023-2027) spending is \$748.4M.

BUSINESS DIVERSITY:

Not applicable.

ACTION REQUESTED:

Forward to the Board of Trustees with recommendation to approve the Five-Year Capital Program for FY2023-2027 and the revised Transportation Improvement Program.

Attachments: Resolution

Five-Year Capital Spending Plan

Capital Spending Plan Comparison by Project Category

Capital Spending Plan Comparison by Project

Transportation Improvement Program



RESOLUTION: 9-27-22-09

SUBJECT: FISCAL MANAGEMENT – FY2023-2027 Capital Projects Plan and
Related Transportation Improvement Program Revisions

WHEREAS, the VIA Metropolitan Transit President/CEO has been directed to review, reassess and update the scope, content, and cost of projects contained in the Five-Year Plan and TIP as needed; and

WHEREAS, the Proposed Five-Year Capital Projects Plan for FY2023-2027 needs to be adopted by VIA's Board so that the TIP can be updated, and;

WHEREAS, it has been determined that the TIP needs to be revised to reflect current transit needs and estimated costs and that the proposed changes are required in order to obtain funding for the projects to be submitted for grant funding for the fiscal year 2023;

NOW THEREFORE, BE IT RESOLVED, that the VIA Board of Trustees adopts the FY2023-2027 Capital Projects Plan and the corresponding Transportation Improvement Program, included as VIA documents 9-27-22-01D and 9-27-22-02D, respectively.

I, the undersigned officer of VIA Metropolitan Transit, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the Board of Trustees, VIA Metropolitan Transit, on September 27, 2022.


Athalie Malone, Secretary

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GLOSSARY OF TERMS

100% VIA Capital Funds	VIA funds used to purchase fixed assets without federal assistance.
Accessible	As defined by Federal Transit Administration (FTA), a site, building, facility, or portion thereof that complies with defined standards and that can be approached, entered, and used by persons with disabilities.
Accrual Basis of Accounting	The process of relating the financial effects of transactions to the period in which they occur. In this case, revenue is recognized when earned and expenses are recognized when incurred.
Administration Related Salaried Employees	Salaried employees that perform functions identified as administrative in the National Transit Database (NTD) chart of accounts.
Advanced Transportation District (ATD)	A taxing entity created by State of Texas legislation allowing a transit authority to impose a sales tax to fund advanced transportation and mobility enhancement.
Americans with Disabilities Act (ADA)	The Americans with Disabilities Act of 1990. This federal act requires many changes to ensure that people with disabilities have access to jobs, public accommodations, telecommunications, and public services, including public transit. Examples of these changes include mandating that all new buses and rail lines are wheel chair accessible, and that alternative transportation be provided to customers unable to access the transit system.
Amtrak	Facility built and owned by VIA and leased to Amtrak for operations.
ARP	American Recovery Plan is a coronavirus rescue package to help recover from the economic fallout of the COVID-19 pandemic.
Authorized Positions	Employee positions that have been authorized in the budget and will be filled during the year.
Automated Vehicle Locator (AVL) System	A data processing system that monitors actual running times of the bus fleet for adherence to schedules and provides computer-aided dispatch for the vehicle fleet.

Balanced Budget	A budget in which revenues equal or exceed expenses.
Budget Basis	Rules for preparation of the budget. The Budget of the Enterprise Fund are prepared on a full accrual basis, meaning revenues are recognized when they are earned, and expenses are recognized when they are incurred.
Budget Document	A formal plan of action for a specified time period that is expressed in monetary terms.
Budget Resolution	The official enactment by the Board establishing the legal authority for VIA to spend resources.
Budget Schedule	A list of key events that VIA follows in the preparation and adoption of the budget.
Capital Budget	A formal plan of action for a specified time period for purchases of fixed assets that is expressed in monetary terms.
Capital Grant	Monies received from a grantor (for VIA, primarily the Federal Transit Administration (FTA)) used to acquire fixed assets.
Capital Grant Local Share	Represents assets to provide for VIA's matching share of Federal Transit Administration (FTA) grants.
CARES Act	The Coronavirus Aid, Relief, and Economic Security Act, signed into law in response to the economic fallout of the COVID-19 pandemic in the United States.
Charter Service	Service provided to private providers that do not have a fleet large enough to provide service to conventions or other meetings.
Circulator Routes	Circulator routes are those designed to complement the local bus network by featuring specialized services to smaller markets. Circulators are most often used where larger buses may be impractical, due to street patterns, building access, densities, or operating cost. Most circulator services are designed to connect to one or more transit centers where customers can transfer to local and regional transit services.

Consumer Price Index (CPI)	A statistical description of price levels provided by the U.S. Department of Labor. The index is used as a measure of the increase in the cost of living (i.e. economic inflation).
Contract Service	Service provided for schools that cannot provide transportation for all children who require these services.
CRRSAA	The Coronavirus Response and Relief Supplemental Appropriations Act is a federal relief fund in response to the COVID-19 pandemic.
Cost Center	A unit of a business that incurs expenses and may or may not generate revenue. Line, Contract and VIAtrans are examples of cost centers.
Demand-Response	A type of transit service where an individual passenger can request transportation from a specific location to another specific location at a certain time.
Department	A unit of a division that indicates overall management responsibility for an operation of a group of related operations within a functional area.
Depreciation	The allocation of the acquisition cost of a fixed asset to each period benefited by the asset based on a limited useful life of the fixed asset.
Distinguished Budget Presentation Awards Program	A voluntary awards program administered by the Government Finance Officers Association (GFOA) to encourage governments to prepare effective budget documents.
Division	A unit of VIA that indicates overall management responsibility for an operation of a group of related operations within a functional area.
Enterprise Fund	Fund established to account for operations financed and conducted in a manner similar to the operations of private business enterprises.
Expense	Charges incurred during a period through activities that constitute VIA's ongoing operations.

Express Service	Express routes are typically designed as “point-to-point” services, serving a very limited number of stops and offering faster trip times for customers. Express routes are often designed to serve employees working traditional Monday-Friday, 8-5 shifts, and as such may only operate during the peak periods (a.m. and p.m.) on weekdays. With more dispersed activity centers and job locations, opportunities now exist for express routes to connect people to jobs in both directions of travel.
Fixing America’s Surface Transportation Act (FAST Act)	On December 4, 2015, President Obama signed into law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs including, but not limited to, Federal aid highways at over \$305 billion for fiscal years 2016 through 2020.
Federal Transit Administration (FTA)	The FTA is the federal agency which helps cities and communities provide mobility to their citizens. Through its grant programs, FTA provides financial and planning assistance to help plan, build, and operate rail, bus and paratransit systems.
Fiscal Year (FY)	The fiscal year for VIA is October 1 through September 30.
Five-Year Financial Plan	A five year projection of revenues, expenses, cash flow, reserve balances and related financial information as well as projected service levels upon which the plan is based.
Fixed Asset (Capital Assets)	A long-lived asset acquired for use in the operation of the business and not intended for resale to customers. Examples of fixed assets include office equipment, vehicles, computer equipment, phone equipment and land. This includes all expenditures reasonable and necessary for acquiring or building the asset.
Fixed Route Service	Buses that operate according to fixed schedules and routes.
Fringe Benefits	Contributions made by VIA to meet commitments or obligations for employee fringe benefits. Some examples include VIA’s share of Social Security, pension, medical and life insurance.

Full-Time Equivalent Position (FTE)	The number of position based on 2,080 hours per year, with part-time positions converted to the decimal equivalent of a full-time. For example, a part-time position working 20 hours per week would be equivalent of .5 of a full-time position.
Fund Balance	The excess amount of assets over liabilities.
Generally Accepted Accounting Principles (GAAP)	The term used to describe broadly the body of principles governing the accounting for financial transactions underlying the preparation of a set of financial statements.
Goal	A statement of broad direction, purpose or intent.
Governmental Accounting Standards Board (GASB)	An independent, professional body to establish standards of accounting and financial reporting applicable to state and local governmental entities.
Grants	A contribution by a government or other organization to support a function. A grant may be classified as operational or capital depending on the purpose for which the funds are used.
Headway	The time span between service vehicles on specified routes, sometimes called frequency.
Income	Compensation for services, interest, rents, royalties, etc.
Indirect Cost	A cost necessary for the functioning of the organization as a whole but which cannot be directly assigned to one service.
Intangible Asset	Economic resources characterized by a lack of physical existence.
Interactive Voice Response (IVR) System	A system that allows access to data (i.e., schedule information) through the use of the touch-tone pad on a telephone.
Internal Controls	Methods and measures implemented to safeguard assets, provide for accuracy of accounting data, and encourage compliance with policies.
Investments	Securities purchased for the generation of income in the form of interest.
JARC	Job Access Reverse Commute (JARC) is a grant provided by the FTA to provide transportation services between employment sites and low-income residential areas.

Line Service	Service that is scheduled and runs on a fixed route.
Materials and Supplies	Expendable materials and operating supplies necessary to conduct operations.
National Transit Database (NTD)	An annual report to the FTA of financial and statistical information. The report is used by the FTA in calculating the annual grant apportionment.
Net Assets	Total Assets minus Total Liabilities.
Net Income	The total amount of revenue earned in a period of time, minus expenses, taxes and interest.
Net Position	The excess amount of assets over liabilities.
NTD Chart of Accounts	The National Transit Database system of accounts used by all transit agencies which facilitates comparison of all transit agencies reporting to the FTA.
Non-Revenue Vehicle	Vehicles that do not carry fare paying passengers that are used to support transit operations.
Off-Peak	Non rush hour time periods.
Operating Budget	A budget of essential income and expenses for a given period (usually on year) excluding capital outlays.
Operating Expense	Operating costs incurred in order to generate operating revenue. Examples of operating expenses include fuel, maintenance supplies, administrative labor, professional fees and office supplies.
Operating Revenues	Revenues generated from the provision of service and from other activities directly related to the provision of service.
Operations Related Salaried Employees	Salaried employees that perform functions related to the provision of transit operations. Functions are identified in the NTD chart of accounts.
Paratransit Service	Non-fixed route service utilizing vans to provide pre-arranged trips to and from specific locations within the service area to certified participants in the program. Most often refers to wheelchair-accessible, demand-response van service.

Park and Rides	Facilities that provide ample parking spaces, transit information centers and amenities for transit users. Usually used for commute to work, school or shopping trips.
Pass	Type of discounted media for fare payment which offers unlimited rides for a specified period of time. Examples include 30-day pass and visitor's pass.
Passenger Miles	The cumulative sum of the distances traveled by passengers.
Peak	Rush hour time periods, typically defined as 6:00 a.m. through 9:00 p.m., Monday through Friday.
Performance Measures	Data collected to determine how effective or efficient a program is in achieving its objectives.
Platform Time	The period of time in which a transit vehicle is in operation. Platform time contains time that buses are in revenue service and time required to support revenue service, for example time from a garage to the beginning of a route.
Proprietary Fund	A proprietary fund in governmental accounting, is a business-like fund of a state or local government. Examples of proprietary funds include enterprise funds and internal service funds. Enterprise funds provide goods or services to the general public for a fee. Internal service funds account for goods and services provided by one department or agency to another department or agency of the governmental unit (or to other governmental units) on a cost-reimbursement basis.
Purchased Paratransit Service	The cost of providing door-to-door service to certified participants in the paratransit program by a private provider of transit service under contract to the transit agency.
Records Management Program	A program to support the intention of the State of Texas to establish, promote, and support an active continuing program for the efficient and economical management of local government records.
Recovery Ratio	One of the key performance indicators, measuring the amount of operating expense that was recovered from operating revenues. The ratio is calculated as system generated revenues divided by operating expenses.

Reserve	An account used to indicate that a portion of previous earnings is restricted for a specific purpose.
Retained Earnings	The accumulation of prior year earnings.
Revenue	Receipts from the sale of a product or provision of service.
Revenue Bond	A certificate of debt issued by an organization in order to raise revenue. It guarantees payment of the original investment plus interest by specified date. Debt service payment is secured by a specific revenue source.
Revenue Equipment	Includes vehicles that carry fare-paying passengers and equipment used for the collection of fares.
Ride	A trip taken by passengers on the bus or rail system.
Ridership	Each passenger counted each time that person boards a vehicle.
Service Levels	The amount of hours and miles provided in order to serve customers.
Special event Service	Service to regularly scheduled but relatively infrequent events (sporting events, annual festivals) that is open to the public, with routes and schedules set by VIA.
Stabilization Fund	Represents assets to provide a level of financial resources to protect against revenue shortfalls or unpredicted one-time expenditures.
Starlight Service	Demand response service between the hours of 1 a.m. and 4 a.m. The target market for this service is medical and hospitality industry employees.
Sunset Depot	Facility owned by VIA and leased by the Sunset Station Group, LLC to promote economic development in the Alamodome area.
Transguide	An Intelligent Transportation System that provides information to motorists about traffic conditions, such as accidents, congestion and construction.
Transit Centers	Facilities that offer limited parking, transit information centers and passenger amenities, These facilities are transfer hubs for numerous routes which provide shelter for transit passengers waiting to make connections between

	routes.
Transportation Improvement Program (TIP)	A capital improvement program developed cooperatively by local and state transportation entities. VIA and other transit systems must have their projects in the state TIP before federal funds can be awarded for those projects.
Uniform System of Accounts and Records	The uniform accounting structure required by the FTA allowing comparability between all transit systems in the United States.
Unlinked Passenger trip	Each boarding of a transit vehicle by a passenger is defined as an unlinked passenger trip. A single journey by one passenger, consisting of one or more unlinked boardings is considered a linked trip.
User Charges	The payment of a fee for direct receipt of a public service by the party benefiting from the service.
Vanpool	A transit service that links patrons making commuter trips to the same location using 12 – 15 passengers vans. The patrons pay a fee for the use of the van.
VIA Link	A transit service designed to provide on-demand transit through a ride-sharing program, where people may reserve a van to take a trip with as many as three people going to various destinations.
Vehicle Revenue Hours	The hours that vehicles travel while in revenue service. Vehicle revenue hours include layover/recovery time but exclude travel to and from storage facilities, training operators prior to revenue service, road test and deadhead travel, as well as school bus and charter services.
Vehicle Revenue Miles	The miles that vehicles travel while in revenue service. Vehicle revenue miles exclude travel to and from storage facilities, training operators prior to revenue service, road tests and deadhead travel, as well as school bus and charter services.
Warranty & Credits	Reimbursement for repairs covered by manufacturers' warranty agreements.
Working Capital	Represents assets designated to provide VIA with sufficient operating funds to pay its day-to-day operational obligations

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