



Metropolitan Transit System

05-35-08 A07:56 IN

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

Agenda

JOINT MEETING OF THE BOARD OF DIRECTORS
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

June 12, 2008

9:00 a.m.

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least five working days prior to the meeting to ensure availability. Assistive Listening Devices (ADLs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - May 22, 2008 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

CONSENT ITEMS

6. MTS: Uniform Report of DBE Awards or Commitments and Payments Approve
Action would receive the Uniform Report of Disadvantaged Business Enterprise (DBE) Awards or Commitments and Payments. Budget Impact - None.

Please turn off cell phones and pagers
during the meeting



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

CONSENT ITEMS - CONTINUED -

7. MTS: 9th Avenue and C Street Rail Crossing Replacement - Fund Transfer Approve
Action would request from the San Diego Association of Governments (SANDAG) Board of Directors a transfer of funds from the Orange Line Head Span Replacement Project (CIP 1115600) to the City College Station Realignment Project (CIP 1049400) as shown in the Fund Transfer Summary. Budget Impact - No change to the overall CIP amount. \$300,000 would be added to the City College Station Realignment Project from the Orange Line Head Span Replacement Project in SANDAG's CIP budget.
8. MTS: Senior and Disabled Lift Replacement Project – Fund Transfer and Contract Award Approve
Action would: (1) approve a fund transfer request from Capital Improvement Programs (CIPs) 11216 and 11221 to CIP 11148; and (2) authorize the CEO to execute MTS Doc. No. L0826.0-08 with Complete Coach Works, Inc. to furnish and install senior and disabled lifts on the fleet of 52 SD 100 light rail vehicles (LRVs). Budget Impact - The total contract cost of \$348,580.35, including training, spares, and freight, would come from CIP 11148-0800 (Senior and Disabled Lift Replacement Project).
9. MTS: Poway Transit Services Approve
Action would: (1) authorize the Chief Executive Officer (CEO) to exercise two carryover months allowable under the current contract (MTS Doc. No. B0339.0-02 in substantially the same format as Attachment A) with First Transit (formerly Laidlaw Transit Services, Inc.) for Poway transit Route Nos. 844 and 845 from July 1, 2008, through August 30, 2008; and (2) assign the service to Southland Transit to operate effective Sunday, August 31, 2008, for a projected savings of approximately \$50,000 annually. Budget Impact - The carryover months for Poway's First Transit fixed-route service result in no additional budget impacts. The current unit rates for the First Transit agreement remain in effect for July and August 2008 and are within the FY 09 budget for MTS contract services. The assignment of the service will save approximately \$50,000 annually.
10. MTS: Poway Transit Vehicles Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Document No. B0478.1-07 with Creative Bus Sales to purchase up to eight additional medium-duty buses utilizing the public agency/state contract with Creative Bus Sales (Specification No. 54309 of State of California Contract No.1-05-23-16). Budget Impact - The purchase of eight additional medium-duty buses requires an expenditure of not more than \$910,000 in funds from MTS CIP 11419-1300 (MCS Medium-Small DART Fixed Buses). There are sufficient capital funds within this project for this expenditure after July 1, 2008 (vehicle deliveries and the resultant payments are expected no earlier than July 1, 2008).
11. MTS: Contract Award for MTS Americans with Disabilities Act (ADA) Certification and Evaluation Services Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1149.0-08 with ADAride.com, LLC for ADA certification and evaluation services. Budget Impact - The agreement would include a three-year base contract with two one-year options in an amount not to exceed \$929,098.68. The funding for these services is approved by the MTS Board on an annual basis and is within MTS's operating budget.

CLOSED SESSION

24. a. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Possible Action
Pursuant to California Government Code Section 54956.9(a): Balfour Beatty/Ortiz v. Metropolitan Transit System (Superior Court Case No. GIC 868963)
- b. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Possible Action
Pursuant to California Government Code section 54956.9: OPM, Inc. v. MTDB, Et Al. (Superior Court Case No. GIS 8067-1)

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

25. MTS: FY 2009 Budget: Public Hearing and Adoption Adopt
Action would: (1) hold a public hearing, receive testimony, and review and comment on the fiscal year 2009 budget information presented in this report; and (2) adopt Resolution No. 08-8 approving the operating and capital budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry. Budget Impact - The action today establishes the fiscal year 2009 budget.

DISCUSSION ITEMS

30. SDTC: Retirement Plans Actuarial Valuation as of July 1, 2007 Approve
Action would receive the actuarial valuation as of July 1, 2007, and approve the pension contribution rate of 14.285 percent for San Diego Transit Corporation's (SDTC's) pension plans in FY 09. Budget Impact - Approval would result in an annual pension contribution of approximately \$4,718,000.

REPORT ITEMS

45. MTS: Report on Route 923 Weekend Service Changes Receive
Action would receive a report on the proposed Route 923 adjustments.
60. Chairman's Report Information
61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
65. Next Meeting Date: June 26, 2008
66. Adjournment



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

MEMORANDUM

DATE: June 6, 2008 ADM 110.1
TO: MTS Board of Directors
FROM: Gail Williams, Clerk of the Board
SUBJECT: **Minutes for May 22, 2008, Board Meeting (To Be Approved by Board on June 12, 2008)**

The minutes for the May 22, 2008, Board of Directors meeting will be forwarded to you via fax.

Copies will also be available at the Board meeting.



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway,

**METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL**

MEETING OF (DATE): 6/12/08

CALL TO ORDER (TIME): 9:09 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:26 a.m.

RECONVENE: 9:47 a.m.

PUBLIC HEARING: 9:52 a.m.

RECONVENE: 9:53 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 10:51 a.m.

BOARD MEMBER				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		9:45 a.m. after Closed Session
CLABBY	<input checked="" type="checkbox"/>	(Selby)	<input type="checkbox"/>		10:27 a.m. during AI 30
EMERY	<input checked="" type="checkbox"/>	(Cafagna)	<input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/>	(Allan)	<input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/>	(Hueso)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
MATHIS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/>	(Hanson-Cox)	<input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/>	(Bragg)	<input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/>	(Downey)	<input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/>	(McCann)	<input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>		
RYAN	<input type="checkbox"/>	(B. Jones)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		
ZARATE	<input type="checkbox"/>	(Parra)	<input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

[Signature]

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS),
SAN DIEGO TRANSIT CORPORATION (SDTC), AND
SAN DIEGO TROLLEY, INC. (SDTI)

May 22, 2008

MTS
1255 Imperial Avenue, Suite 1000, San Diego

MINUTES

FINANCE WORKSHOP

1. Roll Call

Chairman Rindone called the meeting to order at 8:03 a.m. A roll call sheet listing Board member attendance is attached.

2. MTS: FY 2009 Budget Development

Mr. Paul Jablonski, MTS CEO, reported that the most recent shortfall in MTS's budget of \$6.5 million is the result of further reductions in sales tax revenues. He stated that MTS has lost an accumulated \$22 million in funding in the last 12 months. He stated that a further \$21 million in spillover funding was taken by the State during the Governor's May revise. He stated that this funding is for capital and, therefore, affects MTS's capital budget but not its operating budget. He stated that staff is presenting a balanced budget because of actions have been taken over the last 12 months to address these funding losses. He reported that even though MTS is reducing service hours and miles, ridership has increased over five percent year to date. He stated that the high cost of fuel may be contributing to this increase.

Mr. Larry Marinesi, MTS Budget Manager, provided some history on the development of the budget and actions taken to reduce the budget deficit. He pointed out that reserves were not used to close the budget gap except for taxicab and San Diego Arizona & Eastern Railway reserves, which are self-funded, to balance their specific budgets. He then discussed the fuel projections for FY 2009 and reported that staff will continue to monitor fuel prices to determine if adjustments are needed as the year progresses. He also presented a five-year projection summary for the operating budget and stated that the projected shortfalls are well within MTS's means to manage.

Mr. Marinesi reported that the actions taken to balance the budget basically fall within five categories: (1) Personnel; (2) Sorrento Valley Coaster Connection (SVCC); (3) Shelter Advertising; (4) Trolley Fare Changes; and (5) Service Adjustments. Mr. Jablonski reported on the personnel-related action items, which include freezing open positions, layoffs, and a cut in the merit increase cap. He reported that personnel-related adjustments offset 40 percent of the \$6.5 million shortfall.

Ms. Sharon Cooney, MTS Director of Government Affairs and Community Relations, reviewed the funding options being considered by SANDAG for SVCC. She stated that SANDAG is taking the lead on this issue because the service is regionally significant. She added that they

will continue to work with local businesses in the Sorrento Valley area to develop service options for this area. She presented statistics for this service by route and reported that more productive routes may be retained using Jobs Access Reverse Commute funding but that other options will have to be considered when this funding is no longer available. She stated that implementing a Coaster Connection fare coupled with the fact that the Coaster fare is being increased will most likely cause a loss of ridership, and service may no longer be sustainable.

Mr. Rob Schupp, MTS Director of Marketing & Communications, reported that MTS is studying a number of ways to generate additional revenue under its Shelter Advertising Contract, including expanding advertising into other communities and possibly assuming ownership of the shelters at the end of the contract.

Ms. Cooney reviewed the trolley fare adjustment options that are being considered. She stated that the fare option most favorable to MTS is the \$2.50 flat fare with free transfers within a two-hour time frame. She stated that this would generate the same amount of revenue as the \$2.25 fare with no transfers favored by SANDAG's consultant. She advised the Board that MTS is now required to complete a Title VI analysis for fare changes to ensure they do not have a disproportionate impact on low income and minority groups. She stated that the \$2.25 fare option has a slightly higher impact because of the elimination of transfers. Staff and the Board briefly discussed the pattern of ridership at San Ysidro and Old Town and the impact of the two fare options. Mr. Rindone pointed out that a person who would experience a much higher fare as a result of not being able to transfer would be able to purchase a \$5 day pass. Mr. Jablonski stated that there has been a substantial increase in the number of day passes purchased after transfers were eliminated on MTS bus service. He pointed out that cash fares account for only 10 to 15 percent of the ridership. Ms. Cooney then briefly reviewed additional fare proposals being considered by SANDAG.

Ms. Cooney also reviewed the proposed service adjustments for FY 2009 reporting that they are very minor in nature, and no public hearing is therefore required prior to implementation.

Mr. Jablonski advised the Board that because of the more serious issues with funding, MTS's budget will be presented at the SANDAG Board level in addition to the usual presentation to and adoption by the Transportation Committee.

Mr. Monroe asked for a series of clarifications regarding increases in specific line items. He also asked if any reorganizational changes were being made in order to prevent the layoff of employees. He stated that layoffs should be the last resort. Mr. Jablonski stated, if people are qualified, they will be placed in positions that have opened recently. He stated that layoff actions are never easy to take. He added that MTS is implementing a second fare increase and has implemented multiple rounds of service cuts to the point that the Comprehensive Operational Analysis network will start being affected at a time when ridership demand is high. He stated that there are not many options left. He reminded the Board that this issue was discussed with the Budget Development Committee as well as the Executive Committee, and staff was given the direction to proceed.

In response to questions from Mr. Monroe, staff explained that the \$1.5 million contract referenced on Attachment D is related to the negotiated contract with Veolia and that taxi administration is funded through revenues generated by the permit process and is governed by City of San Diego ordinance. Mr. Monroe requested that staff provide him with detail regarding increased costs of \$11,000 in the Board line item. Mr. Marinesi reported that fringe benefits have increased due to increased health and welfare costs and increases in insurance premiums

as well as additional pension costs. Mr. Marinesi also reported that the increase in the Information Technology line item is due to general agreements and maintenance contracts related to the Regional Transit Management System, and the increase in the Land Management line item is because the revenue generated by these assets was lower than anticipated. Mr. Monroe asked why the Contract Services line item decreased, and Mr. Jablonski stated that it was due to staffing. It was explained that the increase in the line item for Procurement was higher because vacant positions had been filled. Mr. Monroe stated that, as a policy, MTS should not lay off employees who have done well. The increase in the line item for Telephone Information was explained. Mr. Monroe stated that he would like to emphasize to the CEO that layoffs should be the last resort.

Action Taken

Mr. Roberts moved to receive a report on the FY 2009 operating budget report and provide guidance. Mr. Clabby seconded the motion, and the vote was 11 to 0 in favor.

3. Public Comment

Chuck Lungerhausen: Mr. Lungerhausen stated that he has had some health issues recently but that he will be back in the fall to ask for donations for the MS Walk. He also expressed his concern regarding transit funding problems.

4. Adjournment

Chairman Rindone adjourned the Finance Workshop at 9:01 a.m.

BOARD MEETING

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:11 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Clabby moved to approve the minutes of the May 8, 2008, MTS Board of Directors meeting with a correction changing "500,000th rider" to "500,000,000th rider" under No. 1, Page 1, of the minutes. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

3. Public Comment

There were no public comments.

CONSENT ITEM:

6. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its April 29, 2008, Meeting (SDAE 710)

Recommend that the Board of Directors (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc.

quarterly reports (Attachment A of the agenda item); and (2) ratify actions taken by the SD&AE Railway Company Board of Directors at its meeting on April 29, 2008.

7. MTS: Workers' Compensation Claims Administration Services (LEG 491)

Recommend that the Board of Directors authorize the CEO to temporarily extend the contract period of CorVel Enterprise Comp, Inc. d/b/a/ HRMS (in substantially the same format as Attachment A of the agenda item – MTS Doc. No. G0843.3-03) through September 1, 2008. During the extended contract period, MTS anticipates issuing a new Request for Proposals for Third-Party Administration Services for Workers' Compensation and awarding and executing a new services contract.

8. MTS: Transit Security Grant Program (AG 210.9)

Recommend that the Board of Directors approve Resolution 08-7 (Attachment A of the agenda item) authorizing the CEO to submit applications for transit security grants funded by the federal Department of Homeland Security and administered through the State Office of Homeland Security.

9. MTS: ADA Paratransit Vehicle Acquisition (CIP 11418)

Recommend that the Board of Directors authorize the CEO to execute MTS Doc. No. B0499.0-08 (in substantially the same form as Attachment A of the agenda item) with BusWest to purchase 50 Americans with Disabilities Act paratransit vehicles utilizing the public agency/state contract with BusWest (Type II Specification of State of California Contract No. 1-06-23-15).

10. MTS: Regional Transit Management System – Contract Amendment (CIP 10940)

Recommend that the Board of Directors authorize the CEO to (1) execute MTS Doc. No. G0867.5-03 (in substantially the same format as Attachment A of the agenda item) with Motorola, Inc. for Regional Transit Management System warranty support services; and (2) MTS Doc. No. G0868.3-03 (in substantially the same format as Attachment B of the agenda item) for reimbursement from North County Transit District.

Action on Recommended Consent Items

Mr. Young requested that Consent Agenda Item No. 8, Transit Security Grant Program, be pulled.

Mr. Rindone moved to approve Consent Agenda Items No. 6, 7, 9, and 10. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

MTS: Transit Security Grant Program (Consent Agenda Item No. 8): Ms. Cooney informed Mr. Young that this funding will be used to purchase surveillance cameras for trolley cars and buses. Mr. Peter Tereschuck, SDTI General Manager, explained that the location of these cameras is based on a number of criteria established by the Department of Homeland Security, including volume of activity, crime rates, and the potential for terrorism activity. He added that MTS submits a variety of projects for approval. Mr. Young stated that the Ad Hoc Public Security Committee should be provided with information regarding what these criteria are so members can have some input as these items are brought to the Board for approval.

Mr. Tereschuck informed Mr. Monroe that all trolley cars and buses will be equipped with cameras as a result of the funding that has been approved for MTS under this program. Ms. Claire Spielberg, Chief Operating Officer – Transit Services, reported that SDTC will have 242 buses equipped with cameras. She added that 82 buses currently have new cameras. She also reported that there are other buses with an older system of cameras that don't work well. She stated that these buses are close to being replaced, and the process for removing these cameras is expensive so that option is not being considered. Mr. Monroe stated that just having cameras on a bus can serve as a deterrent. Ms. Spielberg added that paratransit and contract buses are not similarly equipped at this time but will be eventually.

Mr. Young moved to approve Consent Agenda Item No. 8. Mr. Monroe seconded the motion, and the vote was 11 to 0 in favor.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:14 a.m.

- a. SDTC: CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6. Agency-Designated Representative – Jeff Stumbo. Employee Organizations – Amalgamated Transit Union, Local 1309, and International Brotherhood of Electrical Workers, Local 465.
- b. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): MTDB v. RV Communities (California Supreme Court Case No. S133786)

The Board reconvened to Open Session at 9:29 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTS General Counsel, reported the following:

- a. The Board ratified the agreement with the Amalgamated Transit Union, Local 1309, and received a report from the agency negotiator regarding negotiations with the International Brotherhood of Electrical Workers, Local 465.
- b. The Board received a report from outside counsel and General Counsel.

DISCUSSION ITEMS:

30. MTS: Automobile Leasing Services (ADM 120, OPS 920.2, OPS 970.2)

Mr. Tom Lynch, Controller, reviewed staff's proposal for entering into a leasing program for the acquisition of nonrevenue vehicles. Mr. Lynch provided details on the number of vehicles MTS currently owns, miles driven, age and maintenance cost of the vehicles, and reported that MTS has been purchasing an average of ten vehicles per year. Mr. Lynch then reviewed the contract provisions of the proposed lease program and the contract cost. He stated that, since this is an operating lease, no debt would be reflected on the balance sheet.

Mr. Lynch then reviewed the advantages of leasing nonrevenue vehicles. He reported that leasing will save approximately \$184,000 over a five-year period and would add 143 new vehicles over the next five years compared to an estimated 50 vehicles under the status quo. He stated that this action would free up capital funds for other projects with a more direct impact on riders. He then presented comparative information for three options: (1) the purchase of vehicles at the current rate of ten vehicles per year (brings in 93 less vehicles); (2) purchasing at the rate actually needed; and (3) using the proposed leasing program. He pointed out that option 1 is unsustainable in terms of operations while option 3 adds 43 additional vehicles to the fleet.

In response to a question from Mr. McClellan, Mr. Lynch stated that the vehicles that Enterprise would be providing are equal to or slightly better than the quality of the vehicles MTS has been purchasing. Mr. Roberts stated that this is a good idea and that he appreciated that staff addressed the Executive Committee's comments in the presentation. He stated that this program provides MTS with more reliable equipment that will allow employees to do a better job.

Action Taken

Mr. Roberts moved to authorize the CEO to award a contract (MTS Doc. No. G1146.0-08 in substantially the same form as Attachment A of the agenda item) to Enterprise Fleet Services for nonrevenue automobile leasing services. Mr. Monroe seconded the motion, and the vote was 11 to 0.

REPORT ITEMS:

45. MTS: Year-to-Date Operations Budget Status Report Through March 2008 (FIN 310)

Mr. Marinesi provided the Board with a brief report on the budget status for FY 2008 through March 2008. He reported that MTS is \$3,060,000 under budget for the period ending March 2008.

Action Taken

Mr. Young moved to receive the MTS Year-to-Date Operations Budget status Report through March 2008. Mr. McLean seconded the motion, and the vote was 11 to 0 in favor.

NOTICED PUBLIC HEARINGS: *(Taken Out of Order)*

25. MTS: Public Hearing on FY 2009 Budget-Related Service Changes

Ms. Cooney introduced this item pointing out that the \$1.1 million in service changes being recommended by staff includes the discontinuation of DART services. She stated that these changes are being recommended to help bridge MTS's budget deficit. Mr. Denis Desmond, MTS Senior Transportation Planner, reviewed each of the service changes.

Mr. Desmond reported that the Route 14 change does leave some areas without service and stated that most of the comments received regarding this change were about the loss of service to Hotel Circle and Montezuma. He pointed out that this route has the highest subsidy per passenger and lowest farebox recovery rate of MTS's fixed routes. He reported that Route 923 has only 16.2 passengers per hour, and because of the length of the route, requires two buses

to operate. He added that, while there are alternative services for some of the passengers affected by this change, Voltaire and part of Nimitz would not have service.

Mr. Desmond advised the Board that DART Service to Rancho Bernardo and Scripps Ranch is the lowest performing service outside of paratransit and carries under 50 passengers a day. Ms. Cooney reported that MTS has applied for a Senior Mini Grant for this service. She stated that early indications are that none of this funding will be given to MTS, but SANDAG's Transportation Committee can override the selection committee's recommendation on this issue. Ms. Cooney pointed out that revised maps showing the Title VI analysis were provided as a handout.

Chairman Mathis opened the hearing at 10:02 a.m. He explained that he would take public comment in groups by route.

DART:

Ruth Ann Dalley: Ms. Dalley requested that DART service be continued. She didn't feel this service was adequately advertised. She also felt that service was not balanced between residents, business interests, and tourists, and that the present reservation system could be improved. Ms. Dalley asked why she couldn't find copies of MTS's company charter or mission statement on the MTS web site, and she thought the budget should be written in a way that the public could understand.

Lucy Dalley: Ms. Dalley stated that it had been suggested that MTS raise the fare for this service and increase marketing efforts, but that was not done. She briefly discussed the problems she has with other services that are provided in her area. She added that she lives two and one-tenth miles from the next closest MTS service. She also felt that the way the reservation system for this service works is actually limiting ridership.

James Massengill: Mr. Massengill felt that elimination of DART service would be an immense mistake and would provide negligible savings. He added that this affects a community of 30,000 residents (Scripps Ranch) that has no other transit service. He presented three handouts related to this matter including a letter signed by three Scripps Ranch organizations. He added that the current contractor mismanages this service.

Bob Rissolo: Mr. Rissolo was not present when called.

Natalia Moorhead: Ms. Moorhead was not present when called.

Monica Feier: Ms. Feier explained that this service is very important to the Scripps Ranch community because it is the only transit service they have. She stated that they are trying to relieve congestion by using transit. She felt that ridership could be improved by adding more trips to the currently limited schedule.

Lenore Knudsen: Ms. Knudsen stated that she has a disabled daughter who uses this service to get to her job and pointed out that there are no other transit services available. She stated that people who don't drive have no options. She urged the Board not to discontinue DART service.

Todd Philips, Scripps Ranch Planning Group: Mr. Phillips stated that staff made a presentation to his community in February and that it was not a collaboration as much as a presentation. He

stated that Scripps Poway Parkway would be an excellent place for bus service. He stated that Route 954 is too far away, and there will now be no feeder service to get to the route.

Pat Snitslaar: Ms. Snitslaar stated that people have a right to go where they want to and stated that she would hate to see another driver on the road who should not be driving because of their age or impairment. She suggested that MTS take service away from rich college kids, not the vulnerable members of the public.

ROUTE 923:

Charlie Ellery: Mr. Ellery stated that he recently retired and decided to reduce his carbon footprint by riding transit. He stated that this will be more difficult with the loss of service on this route. He stated that he recently talked to the office of Speaker Nancy Pelosi and she told him that MTS may be in violation of the California Public Trust Doctrine. He suggested that MTS take a bus from Route 928 from the airport to Rosecrans to connect with Route 28. He also reported that Speaker Pelosi's office stated that Congress is ready to suspend oil tax subsidies for oil companies and that MTS and Mayor Sanders should start lobbying now for a share of the money that will be saved as a result. He also stated that the Parks & Recreation Program is going to be providing car service starting in September that will be in competition with transit. He suggested that staff talk with Christy of Parks and Recreation about this program.

Una Nelson-White: Ms. White stated that she uses Route 923 to go to the food co-op and to her new job on Voltaire. She presented a petition of 159 signatures from individuals who are affected by the recommended changes. She stated that she will not be able to get to her job on the weekends, and that business owners will be deprived of their customers and their employees, who will not be able to come to work on the weekends.

Sue Schaffner, Executive Director of Hostel International: Ms. Schaffner stated that 60 percent of the 3,500 hostellers who stay at the Point Loma hostel do not have cars – they use buses. She stated that Route 923 is the only route that goes by the hostel and that the next bus stop is a mile away. She stated that the recommended changes will result in no direct service to the airport or downtown.

Theodora Streeter: Ms. Streeter stated that she needs Route 923 on the weekends to go to the church and library.

Tiffany Olson, Hostel International: Ms. Olson reported that Zoom Airlines will be starting direct service between San Diego and London in June. She stated that people who will be visiting San Diego from London are used to taking effective public transportation and will have to take three buses to get to the Point Loma hostel. She stated that the Route 923 is an integral route linking Point Loma with downtown and the airport.

Laura Kuebel, Hostel International: Ms. Kuebel stated that their mission is to educate people about travel and help them develop the skills for responsible travel. She stated that many of these educational programs are held at the Point Loma Facility, and that one element of their program is teaching young people to use public transportation for travel and as a way of life.

Nancy Cassidy, Ocean Beach People's Food Market: Ms. Cassidy stated that she is the General Manager of this facility, which is a food co-op owned by 10,204 people. She stated that their co-op generates \$12 million a year in revenues. She stated that they have 106 employees and many of them use Route 923 to get to work on the weekends. She stated that their

customers also use this route. She stated that in her business, they serve their customers first before they buy high-end equipment.

Doc Cass, Ocean Beach Hostel: Mr. Cass stated that he manages the Ocean Beach Hostel. He stated that he agreed with everything the previous speakers said about this route. He stated that his facility has served 2,000 customers since 2003 who don't drive. He stated that they use the bus to get to his facility and expect to use it to get around San Diego. He suggested that MTS look more carefully at this proposal.

ROUTE 14:

Doug Martin, California Council of the Blind: Mr. Martin stated that as other bus service was eliminated, MTS riders were told they could use Route 14, and now that is being eliminated.

Aaron Seavey: Mr. Seavey suggested that MTS use a shuttle bus to backfill some of this service.

Don Stillwell: Mr. Stillwell stated that buses and trolleys don't make effective connections. He asked how many board and staff members actually ride the bus and suggested that everyone ride it every day.

Cesar Rivero: Mr. Rivero stated that he works on Hotel Circle South and gets off at 8:30 p.m. He stated that the recommended changes will affect his ability to get to his job at Taylor Research and home from his job. He stated that there is also a large apartment complex on Hotel Circle South that will be affected by the loss of this service.

Lorraine Leighton: Ms. Leighton wanted to know how many Board members had actually ridden Route 14. She suggested that they actually drive a bus themselves so they could see how many passengers use it. She pointed out that Route 14 was recommended by MTS as the alternative when Routes 6, 13, and 81 were changed. She suggested that MTS use smaller buses to provide this service.

Chuck Lungerhausen: Mr. Lungerhausen stated that someone always gets hurt when there are service reductions. He pointed out that taking airport shuttles cost about \$75.00 – each direction. He also stated that service cuts are going to affect the system as a whole, and MTS will start to lose ridership.

Mekaela Gladden, Briggs Law Corporation and San Diego Public -Transit Riders' Alliance: M. Gladden presented a letter to the Board but did not speak.

Rose Chapin: Ms. Chapin stated that it takes her two and one-half hours to get to Grossmont on Route 15, and five hours to go to Smart & Final. She suggested that the Board ride the bus to find out what it's like.

Glenda Castle, California Council of the Blind: Ms. Castle stated that she uses the bus that travels on Sports Arena Boulevard between the Holiday Inn and Kemper. She stated that the signage in this area needs to be more obvious. She added that if MTS purchases hybrid vehicles, blind passengers will not be able to hear when buses are approaching. She stated that a system with external voice announcements is needed.

Clive Richard: Mr. Richard stated that he doesn't like service cuts but that he recognized that the MTS Board was in a position of having to make these types of decisions or MTS would have to suffer the consequences of not having the resources it needs to stay in business. He stated that he would like to have seen options for various levels of savings.

Chairman Mathis closed the hearing at 11:07 a.m.

Chairman Mathis stated that service changes are taken only as a last resort and that the Board is aware that many people are transit dependent. He stated that more and more people are starting to ride transit, and MTS should be expanding, not contracting, its operations. He stated that MTS is unable to do so because transit is a subsidized service and subsidies are being reduced. He stated that the Board must ensure that service is provided to the vast majority of the public and has to make hard decisions as a result.

In response to a question from Mr. McClellan, Mr. Desmond explained that while the \$2.27 subsidy on Route 923 is not that much higher than the subsidy on other routes, there are other elements that are also considered when evaluating service. He stated that this route has a low number of passengers per hour, and two buses are needed to provide the service. He stated that using one bus would reduce the frequency on this route to 80 to 90 minutes. Ms. Cooney added that while the customer base for this route is fairly strong, MTS is running out of routes that it makes sense to cut, and the performance measures Mr. Desmond mentioned brought it to the attention of staff.

Mr. Faulconer pointed out that 309 passengers will be affected by the proposed change, which is much higher than for the other routes included in staff's recommendation. He pointed out that this route serves as a backbone through Point Loma and Ocean Beach and suggested reduced frequency or the use of smaller buses. Mr. Desmond displayed a Power Point slide showing an alternative that would implement shuttle service between Ocean Beach and the airport and connect with Route 992. Ms. Cooney pointed out that this alternative saves less money, and that service would have to be cut elsewhere to make up the difference of \$35,000. Mr. Faulconer suggested that implementation of the recommended changes for Route 923 be delayed until this issue could be further discussed with the community and alternatives sought. He offered to help with that effort. Mr. Monroe felt that staff's prediction that 206 customers would be lost was too high. In response to a question from Mr. Jablonski, Mr. Desmond reported that staff did not do a passenger analysis for the option of reducing service to a 90-minute frequency using one bus. Ms. Cooney reported that a decision would have to be made very soon for scheduling and run-cutting purposes.

Mr. McClellan suggested that the speakers who addressed the Board regarding DART service be directly notified by MTS when the SANDAG Transportation Committee is scheduled to make its decision regarding the Sr. Mini Grant funding projects so they have an opportunity to speak at SANDAG. He stated that he is concerned that this will eliminate transit for an entire geographic area. Mr. Monroe stated that he is a member of Full Access and Coordinated Transportation (FACT) and explained the obstacles this group is facing in getting actual service started. He stated that FACT would be a logical substitute for DART service in Rancho Bernardo and Scripps Ranch, but that they will not be ready to begin providing service in the near future. Chairman Mathis pointed out that action on this service has already been delayed once and that the Board has made a concerted effort to identify alternatives to no avail. He reminded the Board that this is a highly subsidized service. Mr. McClellan asked if the poor performance of the contractor could be contributing to the problems with this service. Mr. Roberts stated that this has been a highly subsidized service since its inception, no matter who

has been operating it, and asked how to explain retaining DART to riders who are losing service on routes with lower subsidies. He added that the County offered to buy a bus for any operator who was willing to provide this service, and no one came forward to accept that offer.

Actions Taken

Mr. Ewin moved to continue service cut recommendations for Route 923 until the June 12, 2008, Board meeting. Mr. Faulconer seconded the motion, and the vote was 11 to 0 in favor.

Mr. Roberts moved to approve the remaining service changes (other than Route 923) for implementation in June or September 2008. Mr. Clabby seconded the motion, and the vote was 8 to 2 in favor with Mr. Maienschein and Mr. Young casting the dissenting votes.

60. Chairman's Report

Chairman Mathis made no report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin, Chairman of the Audit Oversight Committee, reported that the next meeting of this committee would take place on June 5, 2008.

62. Chief Executive Officer's Report

The CEO made no report.

63. Board Member Communications

There were no Board member communications.

64. Additional Public Comments on Items Not on the Agenda

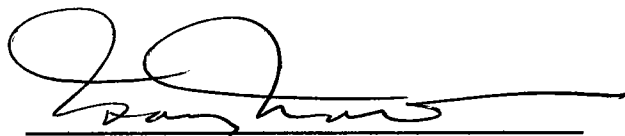
There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, June 12, 2008.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:44 a.m.

A handwritten signature in black ink, appearing to read "San Juan", is written over a horizontal line.

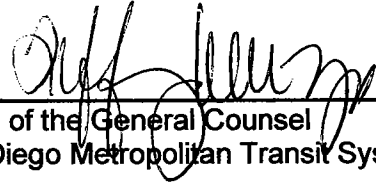
Chairperson
San Diego Metropolitan Transit System

Filed by:



Office of the Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

[gail.williams/minutes](#)

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 5/22/08

CALL TO ORDER (TIME): 8:03 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:01 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input type="checkbox"/> (Cafagna) <input type="checkbox"/>		<input checked="" type="checkbox"/>
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>	8:09 a.m.	
FAULCONER	<input type="checkbox"/> (Hueso) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MAIENSCHIN	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	8:45 a.m.	
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Downey) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (McCann) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (B Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/> (Hueso) <input type="checkbox"/>	8:22 a.m.	
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jefferson

NOT TURNED IN TO ACCOUNTING FOR THE PAYMENT OF FEES. ONLY THE ROLL CALL FOR THE FULL BOARD MEETING ON THIS DATE WAS TURNED IN FOR PAYMENT OF FEES.

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 5/22/08

CALL TO ORDER (TIME): 9:11 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:14 a.m.

RECONVENE: 9:29 a.m.

PUBLIC HEARING: 10:02 a.m.

RECONVENE: 11:07 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:44 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		10:43 a.m. during AI 25
CLABBY	<input checked="" type="checkbox"/>	(Selby)	<input type="checkbox"/>		
EMERY	<input type="checkbox"/>	(Cafagna)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
EWIN	<input checked="" type="checkbox"/>	(Allan)	<input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>	9:54 a.m. during AI 25	11:35 a.m. during AI 25
MAIENSCHIN	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/>	(Hanson-Cox)	<input type="checkbox"/>		
MCLEAN	<input checked="" type="checkbox"/>	(Bragg)	<input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/>	(Downey)	<input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/>	(McCann)	<input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>		
RYAN	<input type="checkbox"/>	(B. Jones)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/>	(Hueso)	<input type="checkbox"/>		
ZARATE	<input type="checkbox"/>	(Parra)	<input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jeff Leuzon



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

Date	6/12/08		
Name	Doug Martin		
Address	4233 Schamoune Apt. 325 SD 92115		
Telephone	619-584-0347		
Organization Represented	CA COUNSEL OF THE BLIND / BLIND COMM. CTCS		
Subject of Your Remarks	COMMEND THE SIGN ACCESSIBLE ON ROUTE 819		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

At Public Hearings of the Board, persons wishing to speak shall be permitted to address the Board on any issue relevant to the subject of the Hearing.

3. DISCUSSION OF AGENDA ITEMS

The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Public comment on matters not on the agenda will be limited to five speakers with three minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

REMEMBER: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach any written statement to this form). Communications on hearings and agenda items are generally limited to three minutes per person unless the Board authorizes additional time; however, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.

(PLEASE PRINT)

Date	6/12/08
Name	Glenda Castle
Address	4233 Chamounne Apt. 325 SD 92115
Telephone	619-584-0347
Organization Represented	CA COUNSEL OF THE BUND/ BUND COMM. CTR.
Subject of Your Remarks	COMMEND THE SIGN ACCESSIBLE ON
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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REMEMBER: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466, FAX: 619.234.3407

Agenda

Item No. 6

JOINT MEETING OF THE BOARD OF DIRECTORS for the

Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

LEG 430 (PC 50121)

June 12, 2008

SUBJECT:

MTS: UNIFORM REPORT OF DBE AWARDS OR COMMITMENTS AND PAYMENTS

RECOMMENDATION:

That the Board of Directors receive the Uniform Report of Disadvantaged Business Enterprise (DBE) Awards or Commitments and Payments (Attachment A).

Budget Impact

None.

DISCUSSION:

MTS is a subrecipient of Division of Mass Transportation Federal Transit Administration (FTA) funds and, as such, must report on DBE participation in its contracting opportunities. Twice yearly, subrecipients must submit a completed Awards/Commitments and Actual Payments spreadsheet. These spreadsheets were submitted by MTS to the California Department of Transportation (Caltrans) program representative on May 7, 2008, for the period of October 1, 2007, through March 31, 2008.

History

The DBE Program was originally created to ensure nondiscrimination in the award and administration of Department of Transportation (DOT)-assisted contracts. The DBE Program required that on all federally funded contracts, a contract-specific DBE goal be



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

established and met by the successful bidder. In order to qualify as a DBE, a company has to be certified by the grantee or designated state agency. Award of all federally funded contracts was conditioned upon meeting the DBE goal. If a firm was unable to meet the DBE goal, the firm was required to demonstrate that it made a good-faith effort to find a DBE subcontractor.

In 2005, the Ninth Circuit Court of Appeals published an opinion specifying that the State of Washington's contract-specific goal for a paving contract was unconstitutional. In that case, a bidder had submitted the lowest bid for the project but failed to meet the DBE goal. The state awarded the contract to a minority-owned company whose bid was higher. The low bidder then sued the FTA, the State of Washington, and the City of Vancouver claiming its constitutional rights had been violated. After several years of litigation and appeals, the federal Ninth Circuit Court of Appeals ruled that on its face, the premise behind the FTA's DBE Program was constitutional but as applied to this particular bidder, its constitutional rights had been violated. The court based its decision on the fact that the State of Washington had not conducted a disparity study to determine whether any discrimination was occurring in the award of its contracts; the state had simply ordered all contracts to have a DBE goal.

On December 21, 2005, in response to the Ninth Circuit's ruling, the nine states affected by the decision (Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, Oregon, and Washington) were required by DOT to submit proof of discrimination in their respective contracting opportunities. Caltrans took the lead for gathering this evidence for all transportation agencies within California. Caltrans considered past disparity studies, comments, and written evidence received during a 90-day public comment period ending on March 20, 2006. While there was some indirect evidence of discrimination contained in the information received, Caltrans concluded that the data lacked sufficient evidence to continue with a race-conscious DBE Program. In order to comply with the Ninth Circuit ruling, Caltrans then issued a directive that all federal transportation assistance subrecipients would implement a DBE Race-Neutral Program until a comprehensive state-wide disparity study was completed. MTS is still awaiting the results of the final study.

In addition, MTS is currently participating in a Southern California DBE Disparity Study, which will take about 18 months to complete. In summary, the DBE Program has changed from a contract-specific program (where goals are set for each federally funded contract) to a DBE availability program (DBE goals are set for the year and attainment is monitored). During this time, MTS will continue to comply with all DBE requirements.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, tiffany.lorenzen@sdmts.com

JUNE12-08.6.UNIFORM DBE RPT.GWILLIAMS.doc

Attachment: A. Uniform Report of DBE Awards or Commitments and Payments

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM REPORTING REQUIREMENTS AWARDS/COMMITMENTS

A. Subrecipient/Agency: San Diego Metropolitan Transit System						
B. DBE Liaison Officer and Phone: Tiffany Lorenzen - 619.557.4512 C. Date: 5/5/08						
D. [X] Report due April 15 for the period October 1 to March 31 [] Report due October 15 for the period April 1 to Sept 30						
	E. Contractor/Subcontractor	F. Type of Contract	G. DBE Y/N	H. DBE Cert Number	I. Amount	
1	San Diego Association of Governments	Fund Transfer Agree	N		\$150,000.00	
2	San Diego Association of Governments	Fund Transfer Agree	N		250,000.00	
3	Corvel Enterprise	Prof Consult Services	N		283,730.00	
4	United Transmission Exchange	Purch of Equip	N		2,331,854.38	
5	Wismar & Barber	Prof Consult Services	N		50,000.00	
6	Bureau Veritas/San Diego Association of Governments	Prof Consult Services	Y		250,000.00	
	- Aguirre & Associates (Subcontractor)			6729		
	- Estrada Land Planning (Subcontractor)			7103		
	- J L Patterson Associates, Inc. (Subcontractor)			7770		
	- Manuel Oncina Architects, Inc. (Subcontractor)			12582		
	- R2H Engineering, Inc. (Subcontractor)			22945		
	- Wiggans & Willett, Inc. (Subcontractor)			31308		
7	IBI Group	Prof Consult Services	N		100,000.00	
8	United Pumping	Haz Waste Disposal	N		258,449.50	

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM REPORTING REQUIREMENTS

AWARDS/COMMITMENTS

E. Contractor/Subcontractor	F. Type of Contract	G. DBE Y/N	H. DBE Cert Number	I. Amount
9 Fuel Solutions Inc.	Prof Consult Services	N		83,074.00
10 Hecht, Solberg, Robinson	Prof Consult Services	N		500,000.00
11 Orthopaedic Hospital	Prof Consult Services	N		417,000.00
12 Hanson Bridgett Marcus	Prof Consult Services	N		50,000.00
13 Best Best & Krieger	Prof Consult Services	N		100,000.00
14 San Diego Association of Governments	Time Ext for Grant	N		0
15 Asbury Environmental Services	Pumping Services	N		41,650.96
16 Siemens Transport	Materials	N		0
17 Motorola	Purch of Equip	N		99,712.00
18 County of San Diego	Construction	N		19,500.00
19 Allied Weed Control	Weed Abatement	N		32,327.90
20 TMD Inc.	Prof Consult Services	N		20,000.00
21 Washington Group International	Prof Consult Services	N		168,082.00
22 Telliard Construction	Construction	N		297,000.00
23 Add-On's Inc.	Prof Consult Services	N		30,000.00
24 Creative Bus Sales	Purch of Equip	N		2,256,773.00
25 Bureau Veritas/San Diego Association of Governments	Prof Consult Services	Y		450,000.00
- Aguirre & Associates (Subcontractor)			6729	
- Estrada Land Planning (Subcontractor)			7103	

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM REPORTING REQUIREMENTS

AWARDS/COMMITMENTS

E. Contractor/Subcontractor	F. Type of Contract	G. DBE Y/N	H. DBE Cert Number	I. Amount
- J L Patterson Associates, Inc. (Subcontractor)			7770	
- Manuel Oncina Architects, Inc. (Subcontractor)			12582	
- R2H Engineering, Inc. (Subcontractor)			22945	
- Wiggans & Willett, Inc. (Subcontractor)			31308	
26 San Diego Association of Governments	Prof Consult Services	N		25,000.00
27 Giro, Inc.	I.T. Services	N		2,210,713.00
28 Giro, Inc.	I.T. Services	N		47,363.00
29 Giro, Inc.	I.T. Services	N		9,000.00
30 Advanced Rail Management	Rail Grinding Services	N		99,500.00
31 Hanson, Bridgett, Marcus	Prof Consult Services	N		65,000.00
32 Peachez, Inc. DBA Air Management	Construction	N		0.00
33 Select Electric	Construction	N		542,058.50
34 Union Switch	Purch of Equip	N		91,650.00
35 Siemens Energy & Automation	Purch of Equip	N		63,318.00
36 Telliard Construction	Construction	N		26,184.00
37 Electro Specialist Systems	Construction	N		183,324.52
38 Canon Business Solutions	Purch of Equip	N		43,447.25
39 New Flyer of America	Purch of Equip	N		28,626,658.06
40 AAA Printing	Printing Services	N		1,553,141.64

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM REPORTING REQUIREMENTS AWARDS/COMMITMENTS

E. Contractor/Subcontractor	F. Type of Contract	G. DBE Y/N	H. DBE Cert Number	I. Amount
41 Best Best & Krieger	Prof Consult Services	N		30,000.00
42 Peachez Inc. DBA Air Management	Construction	N		0.00
43 Bureau Veritas	Prof Consult Services	N		28,473.00
44 Berryman Henigar	Prof Consult Services	N		5,811.00
45 Berryman Henigar	Prof Consult Services	N		7,000.00
46 Bureau Veritas	Prof Consult Services	N		9,835.00
47 Bureau Veritas	Prof Consult Services	N		13,000.00
48 Berryman & Henigar	Prof Consult Services	N		6,246.00
49 Bureau Veritas	Prof Consult-Time Ext	N		28,473.00
50 Bureau Veritas	Prof Consult Services	N		33,500.00
51 Berryman & Henigar	Prof Consult Services	N		5,020.00
52 LAN Engineering Corp.	Prof Consult Services	N		2,764.24

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1255 Imperial Avenue, Suite 1000
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619.231.1466, FAX 619.234.3407

Agenda

Item No. 7

JOINT MEETING OF THE BOARD OF DIRECTORS
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

CIP 10494, 11156

June 12, 2008

SUBJECT:

MTS: 9TH AVENUE AND C STREET GRADE CROSSING REPLACEMENT – FUND TRANSFER

RECOMMENDATION:

That the Board of Directors request from the San Diego Association of Governments (SANDAG) Board of Directors a transfer of funds from the Orange Line Head Span Replacement Project (CIP 1115600) to the City College Station Realignment Project (CIP 1049400) as shown in the Fund Transfer Summary (Attachment A).

Budget Impact

No change to the overall CIP amount. \$300,000 would be added to the City College Station Realignment Project from the Orange Line Head Span Replacement Project in SANDAG's CIP budget.

DISCUSSION:

On June 14, 2007, the MTS Board requested that the SANDAG Transportation Committee transfer funds to the City College Realignment Project so a change order could be issued to the contractor for relocation and replacement of old worn track crossover between 8th and 9th Avenues and C Street. The fund transfer was approved and preliminary field work began early this year. During this investigation, it was discovered that rails in the 9th Avenue and C Street grade crossing, which is adjacent to track crossover scheduled to be replaced, were extremely worn creating wide gauge, which is beyond the Federal Railway Administration's (FRA's) limit for Class 3. Train-speed restrictions were implemented immediately to reduce the operation to FRA Class 1. These worn rails need to be replaced urgently so that continuing rail wear does



not further widen the gauge. The most expeditious way to accomplish this work is by adding an additional scope of work in the current change order for replacing and relocating track crossover under the City College Realignment Project. Both of these work areas are adjacent to each other and overlap to some extent, which would make it much more efficient and faster for one contractor to do all work. SANDAG staff estimates that the 9th and C Street grade-crossing track could be replaced for an additional \$300,000 if all work is done under one change order.

SDTI has completed a cost analysis and recommends that the work be done under a change order to the SANDAG City College Realignment Project for the following reasons:

1. In early 2008, grade crossings at L Street in Chula Vista and West Park Avenue were rehabilitated under another SANDAG project with very similar scopes of work for \$550,000.00. This compares favorably with current work at C Street considering that the other two crossings did not involve catenary work (whereas this one does).
2. If work is done under a separate standalone project, it would require design, competitive bidding, and a formal contract award process adding four to five months in addition to construction time.
3. Design and administrative costs add approximately \$25,000 to the total project cost, which could be eliminated with a SANDAG contract change order for the City College Realignment Project.
4. Separate mobilization and insurance would add an estimated \$18,000 to the total cost of the project, which could be eliminated with a SANDAG contract change order.
5. Additional construction management costs would be approximately \$25,000, which could be significantly reduced if all work is done under one contract change order.
6. The City College Realignment Project was competitively bid, and a contract change order would include the same unit prices for the track, civil, and catenary work as in the original bid.

The FY 09 Capital Improvement Program (CIP) includes the Orange Line Head Span Replacement Project with a total budget of \$700,000. The scope of this project is to replace and improve worn head spans in the catenary system of the Orange Line. The design for this project is just getting started, and actual construction is about six months away. Due to the urgency of the 9th and C Street grade crossing rail replacement work, San Diego Trolley, Inc. (SDTI) staff recommends transferring \$300,000 from the Orange Line Head Span Replacement Project to the City College Realignment Project. This would allow rail-crossing replacement work to proceed right away and would not impact design progress for the Head Span Replacement Project. The future construction of

Head Span Project would be phased based on available funds and future availability of more capital funds. SDTI staff feels that some delay in the Head Span replacement work could be tolerated to accomplish grade-crossing rail replacement work at 9th and C Street.

Since both of these projects are in SANDAG's CIP budget, staff is recommending that the MTS Board forward a request to the SANDAG Board to approve the fund transfer.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, rdesai@sdti.sdmts.com

JUNE12-08.7.9TH & C GRADE CROSS
REPLACENT PROJ.RDESAI.doc

Attachment: A. Fund Transfer Summary

FUND TRANSFER SUMMARY

PROJECT (CIP NO.)	FY 08 Budget	Proposed Budget	Budget Change
1. City College Realignment Project (CIP 1049400)	\$16,497,049	\$16,797,049	\$300,000
2. Head Span Replacement Project (CIP 1115600)	\$700,000	\$400,000	-\$300,000



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San Diego, CA 92101-7490
619.231.1466, FAX: 619.234.3407

Agenda

Item No. 8

JOINT MEETING OF THE BOARD OF DIRECTORS
of the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

CIPs 11216, 11221,
11148

June 12, 2008

SUBJECT:

MTS: SENIOR AND DISABLED LIFT REPLACEMENT PROJECT – FUND TRANSFER
AND CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors:

1. approve a fund transfer request (Attachment A) from Capital Improvement Programs (CIPs) 11216 and 11221 to CIP 11148; and
2. authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L0826.0-08 (in substantially the same form as shown on Attachment B) with Complete Coach Works, Inc. to furnish and install senior and disabled lifts on the fleet of 52 SD 100 light rail vehicles (LRVs).

Budget Impact

The total contract cost of \$348,580.35, including training, spares, and freight, would come from CIP 11148-0800 (Senior and Disabled Lift Replacement Project).

DISCUSSION:

San Diego Trolley, Inc.'s (SDTI's) fleet of 52 SD 100 LRVs was procured between 1995 and 1998. Prior to beginning regular revenue service, senior and disabled lifts were installed on all vehicles. These lifts are now 10 to 13 years old and at the end of their useful lives—SDTI is experiencing increased age-related failures. In FY 2006, capital funding for LRV lift replacement was approved.



In November 2007, the project was advertised in two disadvantaged business enterprise newspapers and one general-circulation newspaper. In addition, bid packages were mailed to interested bidders.

In response, only one bid was received from Complete Coach Works, Inc. on January 14, 2008. Since it was single bid, the Procurement Department conducted a price analysis and determined that the bid prices were fair and reasonable; however, the total bid amount exceeded the available budget in the project by \$116,000 for fleet-wide lift replacement. Two factors contributed to the cost increase compared to the original estimate:

1. The original estimate was based on the cost of the existing lifts three years ago. The new lifts specified require more capacity to accommodate new, heavier wheelchairs, and the existing lifts can barely lift them. There is an associated cost increase due to the need for stronger lifts.
2. The original lifts were supplied by Ricon Corporation, which was acquired in 2007 by much a larger multinational company. MTS believes there is some cost increase due to this transition.

Replacement of existing lifts is the highest priority for SDTI because of rapidly deteriorating old equipment; therefore, SDTI staff recommends that some funds be transferred from two capital projects into the Senior and Disabled Lift Replacement Project to cover the shortfall. The proposed transfer is the entire balance of \$96,274 from CIP 11221 (Rehabilitate Electronics Control Circuit) and \$19,726 from CIP 11216 (Low-Voltage Train Line Wiring) as shown in the Fund Transfer Summary (Attachment A). Staff believes that postponing the Low-Voltage Train Line Wiring Project to a future year and slightly reducing the scope on the Rehabilitate Electronics Control Circuit Project would not impact car performance significantly whereas delaying the lift replacement would have a bigger impact on operations and possible safety implications.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, rushikesh.desai@sdmts.com

JUNE12-08.8.SR DISABLED.RDESAI.doc

Attachments: A. Budget Transfer Summary
B. MTS Doc No. L0826.0-08

BUDGET TRANSFER SUMMARY

CIP NO.	PROJECT NAME	BUDGETS		
		<i>Orig. Budget Total</i>	<i>Proposed</i>	<i>Change</i>
11221	Low-Voltage Train Line Wiring	\$96,274	\$0.0	-\$96,274
11216	Rehabilitate Electronics Control Circuit	\$250,000	\$230,274	-\$19,726
11148	Senior and Disabled Lift Replacement	\$250,000	\$366,000	+\$116,000

DRAFT

STANDARD PROCUREMENT AGREEMENT

L0826.0-08

CONTRACT NUMBER

CIPs 11216, 11221, 11148

FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2008, in the State of California by and between San Diego Metropolitan Transit System, a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Complete Coach Works, Inc. Address: 1863 Service Court

Form of Business: Corporation Riverside, CA 92507
(Corporation, partnership, sole proprietor, etc.)

Telephone: 951.684.9585

Authorized person to sign contracts: Dale E. Carson President
Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide 55 and install 52 complete senior and disabled handicapped lifts for MTS's light rail vehicles (LRVs). Provide lifts, as stipulated in MTS's Invitation for Bids, including Addendums, Responses to Approved Equals/Clarifications, and in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement, Federal Requirements, MTS's Safety Program, and Bid Proposal except removal and disposal of the existing lifts and one spare unassembled lift. If there are any inconsistencies between the Invitation for Bids, Standard Conditions Procurement, and/or Federal Requirements, the following order of precedence will govern the interpretation of this contract.

1. Invitation for Bids, Addendum, Responses to Approved Equals/Clarifications, MTS Safety Program, and Bid Proposal.
2. Standard Services/Procurement Agreement, including the Standard Conditions Procurement, and Federal Requirements.

The total amount of this contract shall not exceed \$348,580.35.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$348,580.35	11148-0200	2008

By: _____ Date
Chief Financial Officer

(___ total pages, each bearing contract number)

JUNE12-08.8.SR DISABLED.AttB.RDESAI.doc



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda

Item No. 9

JOINT MEETING OF THE BOARD OF DIRECTORS
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

OPS 920.5

June 12, 2008

SUBJECT:

MTS: POWAY TRANSIT SERVICES

RECOMMENDATION:

That the Board of Directors:

1. authorize the Chief Executive Officer (CEO) to exercise two carryover months allowable under the current contract (MTS Doc. No. B0339.0-02 in substantially the same format as Attachment A) with First Transit (formerly Laidlaw Transit Services, Inc.) for Poway transit Route Nos. 844 and 845 from July 1, 2008, through August 30, 2008; and
2. assign the service to Southland Transit to operate effective Sunday, August 31, 2008, for a projected savings of approximately \$50,000 annually.

Budget Impact

The carryover months for Poway's First Transit fixed-route service result in no additional budget impacts. The current unit rates for the First Transit agreement remain in effect for July and August 2008 and are within the FY 09 budget for MTS contract services. The assignment of the service will save approximately \$50,000 annually.

DISCUSSION:

Poway Transit Services

Poway's transit services were originally contracted by the County of San Diego. Since the divestiture of County Transit Services (CTS) to MTS in 2002, MTS has been responsible for managing and providing this service to Poway residents. Currently,



Routes 844 and 845 are available in Poway, and most passengers are local residents. First Transit provides weekday and weekend services, including vehicles under contract with MTS. The First Transit contract expires on June 30, 2008. MTS has the option to extend the service provided by First Transit for up to three consecutive one-month periods after the base term or any option term. The extension would cover July 1, 2008, through August 30, 2008.

The FY 09 projected revenue hours for both Poway routes amount to approximately 13,800 hours, which is a small amount of service to independently bid out in the competitive marketplace. As a cost-savings measure, staff is proposing to reassign the Poway local fixed-route service to Southland Transit, Inc., the operator of other MTS minibuses and medium-size transit services, effective Sunday, August 31, 2008. The projected savings for this assignment is approximately \$50,000.

Therefore staff recommends exercising two carryover months allowable under the current contract (MTS Document No. B0339.2-02) with First Transit for Poway transit Route Nos. 844 and 845 from July 1, 2008, through August 30, 2008, and authorizing the CEO to assign the service to Southland Transit effective August 31, 2008.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595.3084, Susan.Hafner@sdmts.com

JUNE12-08.9.POWAY TRANSIT SVCS.SHAFNER.doc

Attachment: A. Draft MTS Doc. No. B0339.2-02

June 12, 2008

DRAFT

MTS Doc. No. B0339.2-02
OPS 920.5

Mr. Nick Prompanas
Senior Vice-President
First Transit
7581 Willow Drive, Suite 103
Tempe, AZ 85283

Dear Mr. Prompanas:

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. B0339.0-02 FOR POWAY TRANSIT SERVICES

In accordance with MTS Doc. No. B0339.1-02, Article IV. CARRYOVER TERM states the following:

In consideration of this Agreement; CONTRACTOR grants to the COUNTY the below carryover options, exercisable in writing solely by the COUNTY's representative, the Director of Public Works. The COUNTY shall have the option to extend the service provided by CONTRACTOR under this Agreement for up to three consecutive one-month periods after the base term or any option term. Compensation related to such carryover period(s) shall be the same compensation as for the most recent rate prior to the carryover period. If COUNTY desires to exercise any of these carryover months, the COUNTY shall notify CONTRACTOR of its intent at least 15 calendar days before the carryover month is to begin.

This agreement was transferred from the County of San Diego to MTS in 2003. MTS and its Chief Executive Officer have the authority to exercise any carryover months. In accordance with Article IV, MTS elects to exercise two one-month carryover option months. First Transit will continue to operate the Poway transit services pursuant to the original terms and conditions of the agreement during the two carryover months.

SCHEDULE AND TERM

The additional carryover option term shall begin on July 1, 2008, and be completed on Saturday, August 30, 2008. Due to the scheduled service changes in the region, First Transit will not be required to provide service on Sunday, August 31, 2008.

PAYMENT

Payment shall be based upon the contract rates in effect for June 2008, which will be extended through August 30, 2008. All other payment terms and conditions shall remain unchanged. The total purchased transportation cost for the approximate carryover term of service is estimated to be not greater than \$110,000, excluding fuel and other pass-through items. All other conditions remain unchanged. If you agree with the above, please sign below and return the document marked "original" to the Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

FIRST TRANSIT

Paul C. Jablonski
Chief Executive Officer

Nick Prompanas
First Transit

Date: _____



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

Agenda

Item No. 10

JOINT MEETING OF THE BOARD OF DIRECTORS
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

CIP 11419

June 12, 2008

SUBJECT:

MTS: POWAY TRANSIT VEHICLES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Document No. B0478.1-07 (in substantially the same form as Attachment A) with Creative Bus Sales to purchase up to eight additional medium-duty buses utilizing the public agency/state contract with Creative Bus Sales (Specification No. 54309 of State of California Contract No.1-05-23-16).

Budget Impact

The purchase of eight additional medium-duty buses requires an expenditure of not more than \$910,000 in funds from MTS CIP 11419-1300 (MCS Medium-Small DART Fixed Buses). There are sufficient capital funds within this project for this expenditure after July 1, 2008 (vehicle deliveries and the resultant payments are expected no earlier than July 1, 2008).

DISCUSSION:

New Poway Vehicles

The buses that currently operate under the existing Poway contract are owned by First Transit and have served their useful lives. Included within the capital program for FY 2009 are funds for the replacement of these buses with MTS-purchased and -owned buses. The total funding available in CIP 11419 is \$960,000. Of that amount, approximately \$910,000 would be used to purchase eight new medium-duty buses. MTS can procure these vehicles from the competitively bid public agency/state contract



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

with Creative Bus Sales (Specification No. 54309 of State of California Contract No. 1-05-23-16). Staff has previously purchased buses off of this state contract; a contractor for 18 buses was previously awarded by the Board on November 18, 2007. The Procurement Department has reviewed the pricing for the additional eight buses and found it to be fair and reasonable.

Therefore staff recommends executing MTS Document No. B0478.1-07 with Creative Bus Sales to purchase up to eight additional medium-duty buses utilizing the public agency/state contract with Creative Bus Sales (Specification No. 54309 of State of California Contract No.1-05-23-16).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595.3084, Susan.Hafner@sdmts.com

JUNE12-08.10.POWAY TRANSIT VEHICLES.EHURWITZ.doc

Attachment: A. Draft MTS Doc. No. B0478.1-07

June 12, 2008

MTS Doc. No. B0478.1-07
CIP 11419

DRAFT

Mr. Michael L. Dirnberger
Creative Bus Sales
13501 Benson Avenue
Chino, CA 91710

Dear Mr. Dirnberger:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0478.0-07 FOR EIGHT MIDSIZE TRANSIT BUSES

In accordance with our original agreement (MTS Doc. No. B0478.0-07), MTS amends the agreement to exercise its right to purchase eight additional midsize transit buses.

The amendment shall consist of the following:

- Provide eight Type VII transit buses pursuant to the original terms and conditions of the contract in accordance with the public agency/state contract with Creative Bus Sales (Specification No. 54309 of State of California Contract No. 1-05-23-16).
- Vehicles shall be delivered to MTS no earlier than July 1, 2008, and no later than October 31, 2008.

The total cost of this amendment shall not exceed \$910,000, which includes sales tax and delivery.

All other conditions remain unchanged. If you agree with the above, please sign below and return the document marked "original" to the Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Michael L. Dirnberger
Creative Bus Sales

JUNE5-08 CY A&A POWAYTRANSIT
VEHICLESB0478 1-08 SHAFNER.doc

Date: _____



1255 Imperial Avenue, Suite 1000
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Agenda

Item No. 11

JOINT MEETING OF THE BOARD OF DIRECTORS
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

OPS 980.5

June 12, 2008

SUBJECT:

MTS: CONTRACT AWARD FOR MTS AMERICANS WITH DISABILITIES ACT (ADA)
CERTIFICATION AND EVALUATION SERVICES

RECOMMENDATION:

That the Board of Directors to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1149.0-08 (in substantially the same format as Attachment A) with ADAride.com, LLC for ADA certification and evaluation services.

Budget Impact

The agreement would include a three-year base contract with two one-year options in an amount not to exceed \$929,098.68. The funding for these services is approved by the MTS Board on an annual basis and is within MTS's operating budget.

DISCUSSION:

On February 7, 2008, MTS issued a Request for Proposals (RFP) for ADA certification and evaluation services. The procurement was based on a negotiated "best value" process. The primary objectives of the RFP included:

- To secure web-based paratransit client eligibility certification services from a qualified professional organization.
- The geographic area of responsibility will be the entire MTS service jurisdiction. In addition, North County Transit District may choose to utilize the resulting contract for their service area.



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

- The duration of the agreement would be for 5 years or 60 months.
- The contractor's responsibilities would include: processing applications (written and electronic), certifying (eligibility or noneligibility), interviews, appeals, record keeping, outreach, and mobility training.

Paratransit eligibility determinations are the federally mandated gatekeeper function for use of the ADA Paratransit system. An individual using ADA paratransit goes through the eligibility application process, also known as a functional assessment, to measure an individual's ability to use fixed-route transit services. An individual who confirms that they are able to use fixed-route transit services would be denied eligibility for paratransit use. A well-managed eligibility program can offset associated costs by screening paratransit consumers to include only those individuals with a true functional entitlement.

The program that MTS is planning to implement and that was unanimously endorsed by the Accessible Services Advisory Committee (ASAC) balances a tightly run eligibility program with relatively low front-end costs. The former is achieved through the use of highly trained professionals evaluating each application with respect to the individual's specific condition while the latter is reduced significantly by minimizing In-Person Assessments (IPAs). An automated decision-making process incorporates equitable decision making and accurate determinations and reduces costs to the agency.

MTS reviews between 4,500 and 5,000 applicants a year (see Table 1 below). That number will obviously rise given the projected increase in the number of senior citizens and individuals with disabilities.

Table 1: Paratransit Eligibility Applications	
FY 07:	4,504
FY 06:	4,745
FY 05:	4,714

On March 18, 2008, MTS received proposals from ADARide.com, LLC and C.A.R.E. Evaluators, LLC. The proposals were evaluated by an evaluation panel composed of MTS, SANDAG, and NCTD personnel. The evaluation panel interviewed both proposers based on the procurement objectives and the following criteria in order of importance:

- Cost and Price
- Work Plan
- Qualifications of Firm or Individual
- Staffing, Firm Organization, and Management Plan

MTS requested best and final offers (BAFOs) from both proposers. On April 22, 2008, MTS received a BAFO from ADARide.com, which lowered its pricing. C.A.R.E. Evaluators confirmed that its initial offer was its BAFO (see Attachment B).

It was the unanimous decision of the evaluation panel that the proposal and BAFO submitted by ADARide.com represented the best value to the MTS. The finding was based on the procurement objectives, the evaluation criteria contained in the RFP, and a consideration of both technical and price factors.

Therefore, MTS staff requests that the Executive Committee forward a recommendation to the Board of Directors to authorize the CEO to execute MTS Doc. No. G1149.0-08 with ADAride.com, LLC for ADA certification and evaluation services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595-3084, susan.hafner@sdmts.com

JUNE12-08.11.ADA CERT EVAL.SHAFFNER.doc

Attachments: A. Draft Agreement (MTS Doc. No. G1149.0-08)
B. BAFO Price Summary
C. BAFO Scoring Summary

STANDARD PROCUREMENT AGREEMENT

DRAFT

G1149.0-08
 CONTRACT NUMBER
 OPS 980.5
 FILE NUMBER (S)

THIS AGREEMENT is entered into this ____ day of ____ 2008, in the state of California by and between the Metropolitan Transit System (MTS), and the following contractor, hereinafter referred to as "Contractor":

Name: ADArides.com Address: 6150 W. Century Blvd., Ste. 304I

Form of Business: LLC Los Angeles, CA 90045
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 310-846-4507

Authorized person to sign contracts: Art Hulscher President
 Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Provide Americans with Disabilities Act (ADA) certification and evaluations services for a three-year base period with two 1-year options based on MTS's RFP (No. G1149.0-08), MTS's Responses to Questions and Clarifications, and in accordance with MTS's Standard Services Agreement including the Standard Conditions Services, Federal Requirements, and ADAride.com's original proposal dated March 17, 2008, and ADAride.com's Best and Final Offer (BAFO). If there are any inconsistencies between MTS's RFP No. G1149.0-08 including MTS's Responses to Questions and Clarifications, Standard Services Agreement, Standard Conditions Services, or Federal Requirements, the following order of precedence will govern the interpretation of this contract: (1) MTS's RFP No. G1149.0-08 ADA certification and evaluations services including: MTS's Responses to Questions and Clarifications, ADAride.com's proposal and BAFO and (2) Standard Services Agreement, including the Standard Conditions Services and Federal Requirements.

The total cost of the ADA certification and evaluations services shall not exceed \$929,098.68.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED \$929,098.68	BUDGET ITEM ADA Access (PC 30117)	FISCAL YEAR FY 08

By: Cliff Telfer, Interim Chief Financial Officer Date _____

PRICING SUMMARY

Att. B, 6/12/08

ADA Certification Evaluation Services

MTS Doc. No. G1149.0-08

BASE CONTRACT (Three Years)	ADARIDE.COM	C.A.R.E. EVALUATORS
CONTRACT YEAR 1 TOTAL:	\$ 174,999.96	\$ 189,155.50
CONTRACT YEAR 2 TOTAL:	\$ 180,249.96	\$ 194,357.38
CONTRACT YEAR 3 TOTAL:	\$ 185,657.52	\$ 199,822.38
SUBTOTAL YEARS 1-3:	\$ 540,907.44	\$ 583,335.26
OPTION YEARS (Two Years)	ADARIDE.COM	C.A.R.E. EVALUATORS
CONTRACT YEAR 4 TOTAL:	\$ 191,227.20	\$ 205,346.88
CONTRACT YEAR 5 TOTAL:	\$ 196,964.04	\$ 211,082.38
GRAND TOTAL FOR 5-YEAR CONTRACT	\$ 929,098.68	\$ 999,764.52
Average Evaluation Cost for all 5 Years:	\$ 37.16	\$ 39.99

BAFO EVALUATION SUMMARY

**MTS ADA CERTIFICATION SERVICES
G1149.0-08**

ADA Certification Evaluation Services

EVALUATION PANELIST	ADARIDE.COM	C.A.R.E. Evaluators, LLC
PANELIST #1 PROPOSAL RANKING	First	Second
PANELIST #2 PROPOSAL RANKING	First	Second
PANELIST #3 PROPOSAL RANKING	First	Second
PANELIST #4 PROPOSAL RANKING	First	Second
PANELIST #5 PROPOSAL RANKING	First	Second
OVERALL RANKING	First	Second

The MTS Evaluation Panel, based upon a consideration of a combination of technical and price factors has determined that; the ADARide.com proposal is the most advantageous and of the greatest value to MTS.



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Agenda

Item No. 25

JOINT MEETING OF THE BOARD OF DIRECTORS
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

FIN 310 (PC 50601)

June 12, 2008

SUBJECT:

MTS: FY 2009 BUDGET: PUBLIC HEARING AND ADOPTION

RECOMMENDATION:

That the Board of Directors:

1. hold a public hearing, receive testimony, and review and comment on the fiscal year 2009 budget information (Attachment A) presented in this report; and
2. adopt Resolution No. 08-8 (Attachment B) approving the operating and capital budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry.

Budget Impact

The action today establishes the fiscal year 2009 budget.

DISCUSSION:

Summary

During the budgetary process, staff presented the Budget Development Committee and the MTS Board of Directors with a variety of issues and policy decisions, including Sorrento Valley Coaster Connection funding eliminations, State Transit Assistance (STA) funding reductions, significant energy increases, and continued downward projections for Transportation Development Act (TDA) and TransNet subsidy funding.



In late April, staff presented a budget shortfall of \$6.5 million to the Budget Development Committee, Executive Committee, and MTS Board of Directors. The MTS Board of Directors was presented with a scenario and options to close this \$6.5 million shortfall with adjustments to recurring revenue and recurring expenses in four categories: nonfare revenue adjustments, personnel adjustments, fare adjustments, and service adjustments. The MTS Board of Directors provided guidance to implement the proposed scenario and bridge the budget shortfall.

In May, a draft balanced budget was presented to the Budget Development Committee and MTS Board of Directors incorporating the implementation of the proposed scenario.

FY 2009 Overview

The fiscal year 2009 total budgeted revenue is projected at \$229,672,000, and total projected expenses are budgeted at \$229,672,000 resulting in a balanced budget for fiscal year 2009.

FY 2009 Revenue

Please refer to Section 3.01 through Section 3.06 for a summary of fiscal year 2009 budgeted revenues. Section 3.02 provides a written detail of fiscal year 2009 operating revenues. Section 9 provides a detailed description of the funding sources and their distribution within the organization.

FY 2009 Expenses

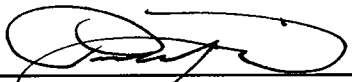
Please refer to Section 2 for consolidated functional budgets, Section 4 for detailed operations budgets, Section 5 for detailed administrative budgets, Section 6 for detailed other activities budgets, and Section 7 for detailed debt-service budgets.

FY 2009 Other Information

Section 10 provides detail on MTS's five-year forecast and operating statistics.

Five-Year Forecast

Section 10.01 provides the latest look at MTS's five-year operating projection through FY 2013 and includes the latest subsidy projections provided by the San Diego Association of Governments (SANDAG). Passenger revenues are projected to increase by approximately 2.4% over the next four years. Early sales tax projections for FY 10 show a slight increase of approximately 2.5%, which impacts MTS's Transportation Development Act and TransNet subsidy revenue. Expenses are projected to increase by approximately 3% over the following four fiscal years, primarily due to expected continued operating expense increases, including energy costs.


Paul C. Jablonski
Chief Executive Officer

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Attachments: A. Proposed FY 09 Budget
B. Resolution No. 08-8

**Metropolitan Transit System
FY 2009 Budget
Public Hearing and
Proposed Board Adoption**

MTS Board of Directors Meeting
June 12, 2008



Public Hearing Agenda

- Fiscal Year 2009 Budget Recap
- Budget Closure/Final FY09 Budget
- Five Year Forecast



Fiscal Year 2009 Budget Recap

- Reviewed and Approved FY08 Mid Year Budget
- Reviewed Operating and Non-Operating Revenues
- Discussed Policy Issues
 - Sales Tax Reductions
 - Impacting MTS' share of TDA and TransNet revenues
 - State budget (STA)
 - Sorrento Valley Coaster Connection



Fiscal Year 2009 Budget Recap

- Reviewed Operating Expenditures
 - Personnel Expenses
 - Non-Personnel Expenses
 - Energy
- Achieved a balanced budget from a preliminary \$6.5M projected shortfall



FY09 Operating Budget - Budget Closure
in (000's)

Budget shortfall	\$ (6,544)
Other assumption adjustments	
Energy assumptions updated	(621)
SDTC Pension update - actuary	(225)
Other revenue and expense updates	522
Updated Budget Shortfall	\$ (6,868)
Implemented budget closure scenario	
Personnel	\$ 2,425
Non-fare revenue	1,213
Fare revenue	1,568
Service adjustments	1,662
Total adjustments	\$ 6,868
Balanced Budget	\$ 0



FY09 Operating Budget - Excluding Nonpension Debt
in (000's)

	Projected FY 2008	Budget FY 2009	Variance	Variance Percentage
TOTAL REVENUES				
Operating Revenues	82,619	88,417	5,798	7.0%
Non Operating Revenues	130,072	133,507	3,434	2.6%
Reserve Usage	5,620	160	(5,460)	-97.2%
Combined Revenues	218,311	222,084	3,772	1.7%
TOTAL EXPENSES				
Personnel Expenses	99,946	101,827	1,882	1.9%
Purchased Transportation	55,432	55,813	382	0.7%
Outside Services	16,999	16,869	(129)	-0.8%
Materials and Supplies	7,586	7,513	(73)	-1.0%
Energy	28,134	30,466	2,331	8.3%
Risk Management	4,408	3,619	(789)	-17.9%
General and Administrative	1,030	1,007	(23)	-2.2%
Debt Service	4,431	4,401	(30)	-0.7%
Vehicle/Facility Lease	347	569	222	64.1%
Combined Expenses	218,311	222,084	3,772	1.7%
Total Revs Less Exps	0	0	(0)	



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
FIVE YEAR PROJECTIONS - SUMMARY
in (000's)**

	Budget FY 2009	Projected FY 2010	Projected FY 2011	Projected FY 2012	Projected FY 2013
Total Recurring Revenues	221,924	227,050	233,396	239,742	246,305
Total Recurring Expenses	222,084	228,397	235,239	242,286	249,545
Non Recurring Revenues *	160	160	160	160	160
Net Operating Subsidy	(0)	(1,188)	(1,683)	(2,384)	(3,079)

* Taxicab Administration and SD&AE self-funded reserve usage



Staff Recommendation

- Hold public hearing, receive testimony, and review and comment on the FY09 budget information (Attach A) presented within this report; and
- Adopt Resolution 08-8 (Attach B) approving the operating and capital budget for MTS and approving the operating budgets for SDTC, SDTI, MTS Contract Services, CVT and the Coronado Ferry.



Next Steps...

- SANDAG Board of Directors - June 13th
 - Present Draft Balanced Budget
- SANDAG Board of Directors - June 27th
 - Final Approval of Balanced Budget



Metropolitan Transit System FY 2009 Budget Public Hearing and Proposed Board Adoption

MTS Board of Directors Meeting
June 12, 2008





Fiscal Year 2009

Proposed Budget

**Public Hearing and
Board Adoption
Agenda Item No. 25**

June 12, 2008

Metropolitan Transit System



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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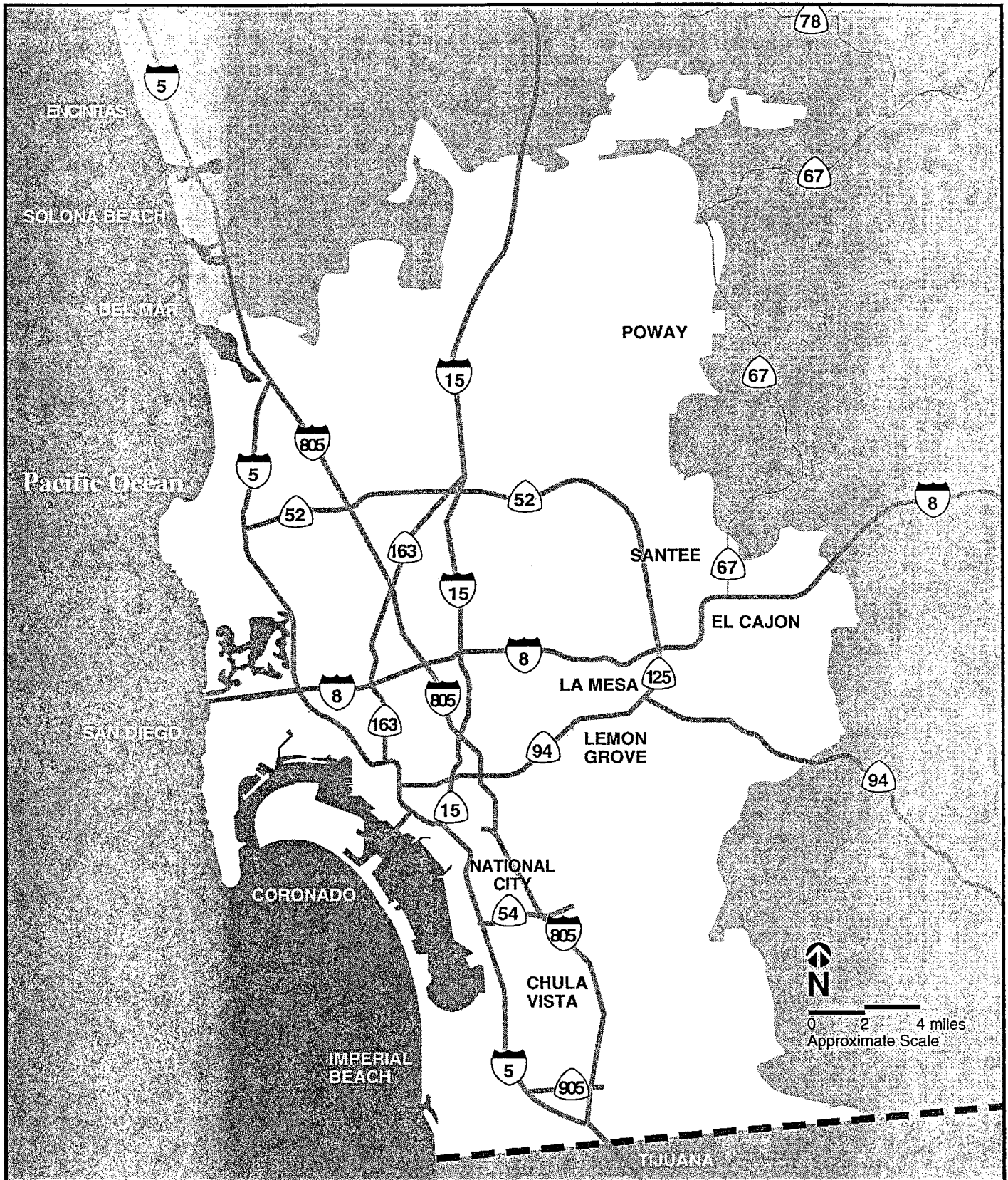
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Metropolitan Transit System

Area of Jurisdiction



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Directly Operated Bus Services Description of Activities Fiscal Year 2009

Section 1.02

General System Summary

Founded in 1886, San Diego Transit Corporation (SDTC) has been providing the citizens of San Diego with safe, efficient, and reliable public transportation for 122 years. Its fleet of 256 buses are projected to carry over 28.4 million customers in FY 09 (FY 08 ridership is projected to exceed 27,700,000).

SDTC, now referred to as MTS Bus, directly operates 24 bus routes, including 20 "Urban" and 4 "Express" routes. Three of the urban routes operate with a limited-stop component, serving only major stops for a faster trip. Service is offered throughout the City of San Diego and into surrounding communities in an area that stretches from National City in the South Bay as far north as the City of Escondido and from the Pacific Ocean to the City of La Mesa in East County. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments, and recreational activities.

MTS Bus' entire fleet is fully accessible to persons with mobility impairments using a mix of buses equipped with wheelchair lifts or ramps (averaging over 25,000 deployments every month). Two tie-down areas within the bus accommodate and secure passengers in wheelchairs. All buses also have a "kneeling" feature, which lowers the front of the bus for easier access from the curb. Seventy-five percent of the fleet is composed of low-floor buses, which have no steps inside the vehicle making entry and exit easier and faster.

Seventy-five percent of MTS Bus miles are run by buses that are powered by environmentally friendly compressed natural gas (CNG). As buses are added or replaced, CNG is the fuel of choice. MTS Bus has 50 forty-foot buses on order scheduled to start arriving in late July 2008 and 26 sixty-foot articulated buses scheduled to begin arriving in September 2008. Currently in testing is a "green" advanced natural gas/electric hybrid vehicle that promises superior fuel efficiency and reduced emissions. All of the buses in the fleet are also equipped with bicycle racks that allow cyclists to mix their modes of travel -- both two- and four-wheel.

MTS Bus maintains an aggressive Preventive Maintenance Program to ensure the safety and reliability of its equipment and averages approximately 6,000 miles between road calls, which means that fewer customers are inconvenienced due to bus malfunctions. MTS Bus is committed to providing its customers with a quality riding experience, employing programs to monitor driver performance, following through on customer input, and continuous training to freshen drivers' operating and customer service skills.

MTS Bus takes safety seriously with a commitment to safe, defensive driving, and it has paid off with no major accidents in the last four years and an Accident Frequency Rate (AFR) (the number of accidents for every 100,000 miles driven) of 1.5. An outstanding AFR for a system of this size is 2.0.

MTS Bus staff operates the Regional Transit Information Service (RTIS), which provides complete route and schedule information for all the fixed-route bus and rail operators in San Diego County. Over a million customers receive personal trip plans or automated assistance through the RTIS every year. With its on-line trip planning service, the RTIS also provides over one million personalized trip plans on the MTS Web site. MTS Bus staff also operates The Transit Store, which is a downtown retail facility that sells fare media, issues ID cards to seniors/disabled/youth, and handles lost articles.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Rail Operations Description of Activities Fiscal Year 2008

Section 1.02

General System Summary

The Mission Valley East (MVE) Line extension began operation in July 2005. With the beginning of FY 09, this will be the third full year of MVE operations. The extension remains very successful in terms of ridership generated as compared with projections. Currently, the Green Line carries over 20,000 riders per day and over 10,000 of those riders use the San Diego State University (SDSU) station on a daily basis. This extension completes the latest of 9 total extensions to the original light rail transit (LRT) system, which opened in July 1981. The entire system encompasses 54.3 total miles (108.6 total track miles) of LRT. The network is part of the San Diego Regional Metropolitan Transit System (MTS), which encompasses a 570-square-mile area with a general population of 2.3 million people. The operation encompasses three separate operating line segments. The Blue Line operates from the San Ysidro (US/Mexico border) Intermodal Transit Center through downtown San Diego and terminates at the Old Town Transit Center. The Orange Line serves the East County communities from El Cajon (Gillespie Field) through downtown San Diego and along the Bayside route serving the Convention Center, local major hotel chains, and PETCO Park—home of the San Diego Padres. The Green Line operates from Santee Town Center Station along Mission Valley and serves the campus of SDSU through a short tunnel section before continuing to Old Town Transit Center where service connects with the Blue Line.

The system operates and maintains a fleet of 134 light rail vehicles to provide transit service. The general operating environment includes a combination of open stations at grade with standard railroad crossing protection, downtown mixed street traffic operation, elevated guideways with aerial stations, open-cut subgrade tracks, and one 4,100-foot-long tunnel and underground station at SDSU.

The MTS rail operations LRT system is expected to carry over 37 million passengers in FY 08 representing an increase of almost 7 percent as compared with the previous fiscal year. Light rail service is provided to 52 transit centers and stations through seven different local communities, each with separate emergency response (police, fire, and paramedic) services. Since the opening of the Mission Valley East Line extension, rail operations operate 508 daily scheduled train trips and many more during special events. While daily ridership is approximately 100,000, this number increases substantially when major event service is provided (ridership typically increases to 125,000+). Major special events include those at PETCO Park (Padres), Qualcomm Stadium (Chargers and other major events), Street Scene, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window.

During the latter part of fiscal year 2006, rail operations opened a new Operations Control Center (OCC). Since the opening of this new OCC provides operations oversight as well as security monitoring of 16 stations on the system. As many as six other stations will be equipped with closed-circuit television (CCTV) remote monitoring during FY 09. The centralized control provides monitoring of certain line sections with associated control of field switches and signals. The coordinated function will enhance the ability to affect operational oversight while providing coordination of other field functions, including security, maintenance, and train operations. A major contract for full implementation of a total network of Centralized Train Control (CTC) was awarded during FY 08, and work has commenced immediately to install essential remote monitoring and control capabilities. A significant portion of this work will be completed before the American Public Transportation Association's Annual Meeting in October 2008. Capabilities will include system-wide control and

monitoring of field facilities, including switches, signals, traction power substations, passenger service capability, and expanded CCTV capability at facilities and stations.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Contracted Bus Operations Description of Activities Fiscal Year 2009

Section 1.02

General System Summary

MTS contracted bus operations directs the private transportation provider procurement, contract administration, operational management, and fiscal performance activities of a variety of operation service contracts for fixed-route, shuttle, minibus, and Americans with Disabilities (ADA) services. MTS began contracting bus operations in the region in the early 1980s with the original Route 901 (Strand Route) between Coronado and Imperial Beach. Additional fixed-route, ADA, and paratransit services were added over the past two decades, including new fixed routes in growing areas, jobs access routes, Direct Access to Regional Transportation (DART) shuttle services, and urban fixed-route services. In 2002, MTS assumed formal operating responsibility for the former County Transit System routes and services.

Operationally, FY 09 ridership for all MTS contracted routes and services are projected at approximately 21.5 million passengers. Contracted bus services operates a total of 70 traditional fixed- and shuttle-type routes while traveling 8.8 million fixed-route revenue miles. In addition to fixed-route and shuttle-type routes, contracted bus operations are also responsible for the operation and administration of ADA service to complement all MTS fixed routes, including street operations, call center, scheduling, and certification. Currently, MTS contracted bus operations have long-term service contracts with three private transportation providers. A brief description of the companies and the services they currently provide for MTS follows.

Private Transportation Providers' Summary

- Veolia Transportation

Veolia Transportation (Veolia) has been operating and managing public transportation services since 1935. Veolia is North America's largest private transportation provider. It is a world leader in the operation and management of public and private transportation systems. Veolia operates in 25 countries with 72,000 employees serving 2.5 billion annual passengers. Currently, Veolia operates and manages a total of 132 transit contracts in 22 states. Veolia has a strong presence in California with 20 projects of varying size and scope.

Veolia has been a private transportation provider for MTS since July 1992. In late 2006, Veolia was awarded a new fixed-route contract by the MTS Board. Veolia will operate the MTS's South Bay Division located in Chula Vista, MTS's East County Division located in El Cajon, and Chula Vista Transit under a letter of agreement with the City of Chula Vista. The South Bay, East County/Rural, Commuter Express, and Chula Vista Transit contract bus services are worth an estimated \$345 million over the full 8½ year contract term (5½ base years with 3 option years available to MTS). MTS is projected to realize significant cost savings over the duration of this new contract by taking advantage of the competitive marketplace and the significant economies of scale that a large contract commands.

MTS's South Bay Division operates 22 fixed routes for MTS in the south and central areas of San Diego County. These routes utilize 155 MTS-owned transit buses, including 119 compressed natural gas-powered buses. All of these buses are serviced and fueled at the MTS South Bay Division located in Chula Vista.

From South Bay, Veolia operates most of the MTS 900-series of MTS routes in South Bay and many communities within the City of San Diego, including Mira Mesa, Scripps Ranch, Ocean Beach, Point Loma, Kearny Mesa, Mission Valley, Serra Mesa, Emerald Hills, College Area, Valencia Park, Oak Park, Southcrest, City Heights, Hillcrest, Old Town, Mission Hills, South San Diego, Barrio Logan, Otay Mesa, and San Ysidro. Veolia operates service in Coronado, Imperial Beach, National City, Chula Vista, Lemon Grove, and some areas in the County of San Diego. Veolia also operates access to job express routes in the Mid-City area between Euclid Avenue Trolley Station and University Town Center and the Otay Mesa industrial parks and Iris Avenue Trolley Station in addition to service between downtown San Diego and the airport.

MTS's East County Division operates 16 fixed routes, 4 rural routes, and 5 express routes for MTS in the eastern and rural areas of San Diego County. These routes utilize 87 MTS-owned transit buses, including 26 new over-the-road coaches. All of these buses are serviced and fueled at the MTS East County Division located in El Cajon.

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

Under the new fixed-route contract, Veolia assumes the operation of the 800-series express commuter regional routes for MTS. Generally, the express routes operate during peak periods only from the Interstate 15 (I-15) communities of Escondido, Poway, Rancho Bernardo, Rancho Penasquitos, and Carmel Mountain Ranch. The commuter-type, over-the-road coaches travel along the I-15 high-occupancy vehicle (HOV) lanes to and from downtown San Diego. Veolia also operates an additional commuter express route for MTS from the El Cajon/Santee area in East County to Kearny Mesa along State Route 52

- First Transit

First Transit assumed the operation of Laidlaw Transit Services (Laidlaw), Inc. during this past year. First Transit Inc. is a leading provider of private transportation services with 51 years experience in all areas of public and private transportation. First Transit has served nearly 150 systems in 42 states. First Transit's clients include transit authorities, state departments of transportation, federal agencies, municipal organizations, and private companies.

First Transit and former Laidlaw has been a private transportation provider for MTS since the early 1990s. Currently, FIRST TRANSIT operates MTS's ADA services. The ADA vehicle fleet is owned by MTS and consists of 115 smaller minibus-type vehicles. ADA services are operated primarily from a contractor-leased site in El Cajon with a satellite parking area on Pioneer Avenue in El Cajon. ADA Service complements MTS fixed routes with projected revenue hours of 179,100 for FY 09. ADA ridership is projected at around 390,000 for FY 09.

First Transit operates two fixed-routes in Poway. The vehicle fleet consists of 7 contractor-owned vehicles. These vehicles are operated from a contractor-leased site in Poway. First Transit will operate this service until August 30, 2008, when the two routes will be shifted to Southland Transit.

- Southland Transit, Inc.

Southland Transit Inc. (Southland) was formed in 2001. Southland was formed from the merger of San Gabriel Transit (in business since 1953) and R&D Transportation Services (in business since 1997). Southland now provides transit and other passenger transportation contract services for 20 agencies serving more than 30 communities over five southern California counties. Currently, Southland operates and maintains approximately 230 vehicles out of eight operations facilities. Southland employs approximately 400 employees for its operations.

On May 1, 2004, Southland began providing services to MTS. Southland operates minibus shuttle services in Mira Mesa, Linda Vista, Kearny Mesa, Tierrasanta, El Cajon, Santee, and Mid-City. Southland uses 26 MTS-owned transit buses and 12 Southland-owned transit buses to operate the MTS service.

Southland also provides shuttle and mitigation services to COASTER commuter rail passengers as employment feeders for areas surrounding the station in addition to mitigation transportation services between the Sorrento Valley Coaster Station and the Universal City/Golden Triangle area.

Beginning on August 31, 2008, MTS will transfer the two Poway local routes to Southland. MTS will provide 8 midsize buses for Southland to operate the service.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Chula Vista Transit Description of Activities Fiscal Year 2009

Section 1.02

General System Summary

Chula Vista Transit (CVT) serves the residents of the City of Chula Vista and its visitors. Six routes serve a population of 220,000 in an area of 48 square miles. All routes have transfer connections with the San Diego Trolley system at Bayfront/E Street, H Street, and/or Palomar Trolley Stations. Additionally, CVT has transfer connections to regional Metropolitan Transit System (MTS) bus Routes 929 and 932 as well as local MTS bus Routes 961 and 963. CVT routes also serve the new transit-oriented development of Otay Ranch in eastern Chula Vista.

CVT's operation is located at 1800 Maxwell Road in Chula Vista. This is a shared facility, with the City of Chula Vista's public works services and transit system operating from the same yard. The 20-acre facility is owned by the City of Chula Vista.

The operation of CVT is privatized and operated by Veolia Transportation Inc. The City of Chula Vista partnered with MTS in procuring its next-purchased transportation contract via a negotiated procurement process. This new 5-year contract, which includes three 1-year options, was awarded by MTS and started on June 17, 2007. Veolia employs approximately 96 employees made up of management, road supervisors, mechanics, servicers, and bus operators. The transit contractor is responsible for the daily operations of the system and the maintenance of the fleet and is compensated monthly based on the number of revenue miles operated.

CVT is a municipal transit system with the City of Chula Vista's Council as its governing board. CVT is also part of the MTS and follows the policies set by the MTS Board. The City of Chula Vista's Department of Public Works Transit Division manages CVT. Two full-time City of Chula Vista employees, the Transit Manager and Administrative Technician, manage the transit system. The Department of Public Works and Transit Division also share one part-time employee--a Senior Public Works Maintenance Worker who maintains transit facilities. Other City of Chula Vista staff provides additional support on an as-needed basis.

CVT staff independently (or in collaboration with MTS staff) is responsible for service planning, scheduling, contract monitoring (operational and maintenance), community relations, budget preparation and monitoring, funds programming, transit facilities monitoring (bus stops, shelters, buildings), regional coordination, operations/capital procurements, and other duties as assigned.

CVT's mission is to provide public transportation services to residents and visitors so they can receive safe, convenient, and dependable public transportation.

Goal and Objectives:

1. A Rider1ST (customer first) approach
2. Responding to the community's transit needs
3. Effective use of transit funds

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Coronado Ferry Description of Activities Fiscal Year 2008

Section 1.02

General System Summary

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego, Naval Air Station North Island, and Coronado. This ferry service transports approximately 78,000 passengers per year. The City of Coronado contracts with San Diego Harbor Excursion to provide this peak period, fare-free commuter ferry service. This service operates on weekdays only in the mornings between the hours of 5:40 a.m. and 8:50 a.m. and in the afternoons between 2:00 p.m. and 6:55 p.m. Operating vessels include the Cabrillo, the Silvergate, and the Marietta.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 2.01**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	73,361,866	75,231,716	79,696,081	4,464,365	5.9%
OTHER OPERATING INCOME	3,887,179	7,386,848	8,720,914	1,334,066	18.1%
TOTAL OPERATING REVENUES	77,249,045	82,618,564	88,416,995	5,798,430	7.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	145,986,547	139,343,360	133,506,516	(5,836,844)	-4.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	4,374,153	5,620,405	160,126	(5,460,278)	-97.2%
OTHER INCOME	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
TOTAL OTHER NON OPERATING REVENUE	15,789,339	17,035,591	7,748,511	(9,287,080)	-54.5%
TOTAL NON OPERATING REVENUE	161,775,886	156,378,951	141,255,028	(15,123,923)	-9.7%
TOTAL COMBINED REVENUES	239,024,932	238,997,515	229,672,022	(9,325,493)	-3.9%
OPERATING EXPENSES					
LABOR EXPENSES	63,488,066	63,120,122	63,433,297	313,175	0.5%
FRINGE EXPENSES	38,211,249	36,825,554	38,394,059	1,568,505	4.3%
TOTAL PERSONNEL EXPENSES	101,699,315	99,945,676	101,827,356	1,881,681	1.9%
SECURITY EXPENSES	5,083,162	5,495,153	5,851,798	356,645	6.5%
REPAIR/MAINTENANCE SERVICES	4,052,555	4,109,333	4,177,952	68,619	1.7%
ENGINE AND TRANSMISSION REBUILD	1,790,962	2,206,096	1,426,788	(779,308)	-35.3%
OTHER OUTSIDE SERVICES	5,690,400	5,188,086	5,412,639	224,553	4.3%
PURCHASED TRANSPORTATION	56,549,791	55,431,652	55,813,186	381,534	0.7%
TOTAL OUTSIDE SERVICES	73,166,869	72,430,320	72,682,363	252,043	0.3%
LUBRICANTS	396,959	396,959	454,085	57,126	14.4%
TIRES	740,996	740,996	746,856	5,860	0.8%
OTHER MATERIALS AND SUPPLIES	6,214,837	6,448,330	6,311,859	(136,471)	-2.1%
TOTAL MATERIALS AND SUPPLIES	7,352,792	7,586,286	7,512,800	(73,485)	-1.0%
DIESEL FUEL	7,589,236	8,781,399	9,372,219	590,820	6.7%
CNG	7,743,753	9,162,047	11,368,294	2,206,247	24.1%
TRACTION POWER	6,826,251	7,001,251	6,692,289	(308,962)	-4.4%
UTILITIES	3,344,436	3,189,673	3,032,736	(156,938)	-4.9%
TOTAL ENERGY	25,503,677	28,134,371	30,465,538	2,331,167	8.3%
RISK MANAGEMENT	4,634,442	4,407,912	3,619,090	(788,822)	-17.9%
GENERAL AND ADMINISTRATIVE	1,104,842	1,029,548	1,006,559	(22,989)	-2.2%
DEBT SERVICE	25,116,648	25,116,648	11,989,438	(13,127,210)	-52.3%
VEHICLE / FACILITY LEASE	446,348	346,754	568,877	222,123	64.1%
TOTAL OPERATING EXPENSES	239,024,932	238,997,514	229,672,022	(9,325,492)	-3.9%
NET OPERATING SUBSIDY	(161,775,887)	(156,378,950)	(141,255,027)	(15,123,923)	-9.7%
OVERHEAD ALLOCATION	-	-	-	-	0.0%
ADJUSTED NET OPERATING SUBSIDY	(161,775,887)	(156,378,950)	(141,255,027)	(15,123,923)	-9.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	1	-	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2009
SECTION 2.02**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	73,361,866	75,231,716	79,696,081	4,464,365	5.9%
OTHER OPERATING INCOME	1,490,500	2,765,383	650,000	(2,115,383)	-76.5%
TOTAL OPERATING REVENUES	74,852,366	77,997,099	80,346,081	2,348,982	3.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	130,098,163	123,454,976	133,391,811	9,936,835	8.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	4,137,436	5,459,149	-	(5,459,149)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	4,137,436	5,459,149	-	(5,459,149)	-100.0%
TOTAL NON OPERATING REVENUE	134,235,599	128,914,125	133,391,811	4,477,687	3.5%
TOTAL COMBINED REVENUES	209,087,966	206,911,224	213,737,892	6,826,669	3.3%
OPERATING EXPENSES					
LABOR EXPENSES	55,456,544	55,552,100	55,966,547	414,447	0.7%
FRINGE EXPENSES	33,960,686	33,105,190	34,204,848	1,099,658	3.3%
TOTAL PERSONNEL EXPENSES	89,417,230	88,657,290	90,171,395	1,514,105	1.7%
SECURITY EXPENSES	5,081,162	5,493,153	5,840,798	347,645	6.3%
REPAIR/MAINTENANCE SERVICES	3,973,939	4,039,283	4,093,415	54,132	1.3%
ENGINE AND TRANSMISSION REBUILD	1,790,962	2,206,096	1,426,788	(779,308)	-35.3%
OTHER OUTSIDE SERVICES	2,412,982	2,019,724	2,008,070	(11,654)	-0.6%
PURCHASED TRANSPORTATION	56,549,791	55,431,652	55,813,186	381,534	0.7%
TOTAL OUTSIDE SERVICES	69,808,835	69,189,908	69,182,257	(7,651)	0.0%
LUBRICANTS	396,959	396,959	454,085	57,126	14.4%
TIRES	740,996	740,996	746,856	5,860	0.8%
OTHER MATERIALS AND SUPPLIES	6,160,337	6,401,130	6,301,859	(99,271)	-1.6%
TOTAL MATERIALS AND SUPPLIES	7,298,292	7,539,086	7,502,800	(36,285)	-0.5%
DIESEL FUEL	7,582,036	8,774,199	9,363,794	589,595	6.7%
CNG	7,743,753	9,162,047	11,368,294	2,206,247	24.1%
TRACTION POWER	6,826,251	7,001,251	6,692,289	(308,962)	-4.4%
UTILITIES	2,915,237	2,783,163	2,630,476	(152,687)	-5.5%
TOTAL ENERGY	25,067,278	27,720,661	30,054,853	2,334,192	8.4%
RISK MANAGEMENT	4,146,541	3,903,086	3,196,347	(706,739)	-18.1%
GENERAL AND ADMINISTRATIVE	405,377	373,719	385,739	12,020	3.2%
DEBT SERVICE	3,506,028	3,506,028	3,429,512	(76,516)	-2.2%
VEHICLE / FACILITY LEASE	446,348	346,754	546,787	200,033	57.7%
TOTAL OPERATING EXPENSES	200,095,928	201,236,531	204,469,691	3,233,160	1.6%
NET OPERATING SUBSIDY	(125,243,561)	(123,239,432)	(124,123,610)	884,178	0.7%
OVERHEAD ALLOCATION	(8,992,039)	(5,674,690)	(9,268,201)	(3,593,510)	63.3%
ADJUSTED NET OPERATING SUBSIDY	(134,235,600)	(128,914,123)	(133,391,811)	4,477,688	3.5%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2009
SECTION 2.03**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,611,679	3,836,465	7,213,814	3,377,349	88.0%
TOTAL OPERATING REVENUES	1,611,679	3,836,465	7,213,814	3,377,349	88.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	15,888,384	15,888,384	114,705	(15,773,679)	-99.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
TOTAL OTHER NON OPERATING REVENUE	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
TOTAL NON OPERATING REVENUE	27,303,570	27,303,570	7,703,090	(19,600,480)	-71.8%
TOTAL COMBINED REVENUES	28,915,249	31,140,035	14,916,904	(16,223,132)	-52.1%
OPERATING EXPENSES					
LABOR EXPENSES	7,492,597	7,035,597	6,929,563	(106,034)	-1.5%
FRINGE EXPENSES	4,145,985	3,615,785	4,080,298	464,513	12.8%
TOTAL PERSONNEL EXPENSES	11,638,582	10,651,382	11,009,861	358,478	3.4%
SECURITY EXPENSES	2,000	2,000	11,000	9,000	450.0%
REPAIR/MAINTENANCE SERVICES	46,466	37,900	57,212	19,312	51.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,159,154	3,089,598	3,270,649	181,051	5.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,207,620	3,129,498	3,338,861	209,363	6.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	49,500	34,500	5,000	(29,500)	-85.5%
TOTAL MATERIALS AND SUPPLIES	49,500	34,500	5,000	(29,500)	-85.5%
DIESEL FUEL	4,000	4,000	4,650	650	16.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	417,624	394,935	386,735	(8,200)	-2.1%
TOTAL ENERGY	421,624	398,935	391,385	(7,550)	-1.9%
RISK MANAGEMENT	444,296	461,221	388,303	(72,918)	-15.8%
GENERAL AND ADMINISTRATIVE	575,115	544,979	514,364	(30,615)	-5.6%
DEBT SERVICE	21,610,620	21,610,620	8,559,926	(13,050,695)	-60.4%
VEHICLE / FACILITY LEASE	-	-	22,090	22,090	-
TOTAL OPERATING EXPENSES	37,947,358	36,831,136	24,229,789	(12,601,347)	-34.2%
NET OPERATING SUBSIDY	(36,335,679)	(32,994,671)	(17,015,975)	(15,978,695)	-48.4%
OVERHEAD ALLOCATION	9,032,108	5,691,101	9,312,885	3,621,784	63.6%
ADJUSTED NET OPERATING SUBSIDY	(27,303,570)	(27,303,570)	(7,703,090)	(19,600,480)	-71.8%
TOTAL REVENUES LESS TOTAL EXPENSES	-	0	-	0	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2009
SECTION 2.04**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	785,000	785,000	857,100	72,100	9.2%
TOTAL OPERATING REVENUES	785,000	785,000	857,100	72,100	9.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	236,717	161,256	160,126	(1,130)	-0.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	236,717	161,256	160,126	(1,130)	-0.7%
TOTAL NON OPERATING REVENUE	236,717	161,256	160,126	(1,130)	-0.7%
TOTAL COMBINED REVENUES	1,021,717	946,256	1,017,226	70,970	7.5%
OPERATING EXPENSES					
LABOR EXPENSES	538,925	532,425	537,188	4,763	0.9%
FRINGE EXPENSES	104,578	104,578	108,913	4,335	4.1%
TOTAL PERSONNEL EXPENSES	643,503	637,003	646,100	9,098	1.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	32,150	32,150	27,325	(4,825)	-15.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	118,264	78,764	133,920	55,156	70.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	150,414	110,914	161,245	50,331	45.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,000	12,700	5,000	(7,700)	-60.6%
TOTAL MATERIALS AND SUPPLIES	5,000	12,700	5,000	(7,700)	-60.6%
DIESEL FUEL	3,200	3,200	3,775	575	18.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	11,575	11,575	15,525	3,950	34.1%
TOTAL ENERGY	14,775	14,775	19,300	4,525	30.6%
RISK MANAGEMENT	43,605	43,605	34,440	(9,165)	-21.0%
GENERAL AND ADMINISTRATIVE	124,350	110,850	106,456	(4,394)	-4.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	981,647	929,847	972,541	42,695	4.6%
NET OPERATING SUBSIDY	(196,647)	(144,847)	(115,441)	(29,405)	-20.3%
OVERHEAD ALLOCATION	(40,070)	(16,409)	(44,685)		172.3%
ADJUSTED NET OPERATING SUBSIDY	(236,717)	(161,256)	(160,126)	(1,130)	-0.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET
FISCAL YEAR 2009
SECTION 2.10

	PROJECT	Grant	FY09	FY10	FY11	FY12	FY13
B	5307 80% Funding Estimate		35,964.2	37,402.8	38,898.9	40,454.8	42,073.0
	TDA Local Match (5307) 20%		8,991.0	9,350.7	9,724.7	10,113.7	10,518.3
B	5309 Rail Mod 80% Funding Estimate		11,919.4	12,396.2	12,892.1	13,407.7	13,944.1
	TDA Local Match (5309) 20%		2,979.9	3,099.1	3,223.0	3,351.9	3,486.0
B	5307 80% Funding Carryforward		607.3				
	TDA Local Match (5307) 20%		151.8				
A	5307 80% Funding Carryforward		879.1				
	TDA Local Match (5307) 20%		219.8				
C	5309 Rail Mod 80% Funding Carryforward		971.7				
	TDA Local Match (5309) 20%		242.9				
D	5309 Bus/Bus Related Fac Earmark - ECBMF		401.2				
	TDA Local Match (Earmark) 20%		100.3				
D	Bus Related Fac Earmark - ECBMF		343.0				
	TDA Local Match (Earmark) 20%		85.8				
D	Bus Related Fac Earmark - ECBMF Expansion		434.7				
	TDA Local Match (Earmark) 20%		108.7				
D	Bus Related Fac Earmark - Regional Bus Replacement		490.0				
	TDA Local Match (Earmark) 20%		122.5				
E	CMAQ		384.0				
	TDA Local Match (CMAQ) 11.47%		49.7				
F	Project 11168- SDTC Service Trucks		55.0				
G	Project 1112100- MCS Non Revenue Vehicles		2.5				
H	Project 1118000- MCS Service Trucks		5.0				
I	Project 1113300- NCT Shelters & Benches		13.1				
J	Project 1113500- Electronic Kiosks		6.0				
K	Project 1113600- NCT Route Cameras		31.3				
L	Project 1115900- NCT Facility Safety & Security		0.2				
M	Project 1105100- Regional Miscellaneous Op. Cap. (NCT)		0.1				
N	Project 1106600- Orange Line Tree Removal		(3.1)				
O	Project 1107300- Regional Misc. Capital (NCT)		0.1				
P	Project 1111400- NCT Facility Surveillance System		0.3				
R	FY07 CNG Fuel Credits (Reserves)		2,140.7				
R	FY08 CNG Fuel Credits- Estimate		2,800.0				
S	Operating STA coverage for Capital (revised)		5,229.1				
T	FY07 Final STA claim		267.3				
U	FY08 Project #11417 used to fill FY09 PM with Y176 (STA)		637.8				
	TDA Local Match (5307) 20%		159.5				
V	PTMISEA (Prop 1B Bonds)		27,787.9				
W	Transit Security Grant Program - Rail		1,008.0				
W	Transit Security Grant Program - Bus		192.0				
	SANDAG Planning Study		(805.4)	(837.6)	(871.1)	(906.0)	(942.2)
	Preventive Maintenance		(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)
Available Funding for FY 09 Capital Program			75,974.1	32,411.1	34,867.5	37,422.2	40,079.1

PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY08	FY09 Funded Projects	FY09 Unfunded Projects	FY10	FY11	FY12	FY13	TOTAL BUDGET FY09 - FY13
1	SDTI	BLUE LINE REHABILITATION	-	27,787.9	-	-	-	-	-	27,787.9
2	SDTC	BUS PROCUREMENTS 26 (Hi-Cap Articulated)	3,759.0	16,241.0	-	11,116.0	-	-	-	27,357.0
3	MCS	MCS PURCHASE 40-FT CNG BUSES (26)	11,310.0	10,660.0	-	-	-	-	-	10,660.0
4	SDTC	40 FT BUS PROCUREMENTS (35)	10,148.0	5,545.5	-	10,800.0	12,757.5	15,376.0	20,800.0	65,279.0

PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY08	FY09 Funded Projects	FY09 Unfunded Projects	FY10	FY11	FY12	FY13	TOTAL BUDGET FY09 - FY13
5	CVT	CVT 40' CNG Buses (6)		2,460.0		-	-	-	-	2,460.0
6	MCS	MCS EAST COUNTY BUS MAINTENANCE FACILITY	8,512.0	1,672.2		5,000.0	5,000.0	5,000.0	5,000.0	21,672.2
7	SDTI	LIGHT RAIL VEHICLE VIDEO CAMERAS		1,008.0		-	-	-	-	1,008.0
8	SDTI	CATENARY WIRE REPLACEMENT	3,630.0	1,000.0		6,252.0	4,751.5	-	-	12,003.5
9	MCS	MCS PURCHASE 8 MID SIZE POWAY BUSES		960.0		-	-	-	-	960.0
10	SDTI	SYSTEM GRADE CROSSING REPLACEMENT		780.0		1,170.0	1,170.0	1,170.0	1,170.0	5,460.0
11	MTS	MISCELLANEOUS OPERATING CAPITAL	725.0	725.0						725.0
12	SDTC	SDTC KMD BUILDING REHAB	100.0	500.0		1,852.0	-	-	-	500.0
13	SANDAG	AUTOMATED FARE COLLECTION (AFC)	47,069.0	500.0			-	-	-	2,352.0
14	SDTI	U2 GEARBOX REHABILITATION		500.0		920.0	-	-	-	1,420.0
15	SDTI	LRV PAINT AND BODY REHABILITATION	1,500.0	500.0		500.0	500.0	500.0	500.0	2,500.0
16	SDTI	LRV TIRES REPLACEMENT	438.7	467.7		498.1	533.0	570.3	610.2	2,679.3
17	SDTI	SD100 TRACTION MOTORS REHABILITATION	2,824.7	425.0		1,118.0	1,824.0	1,824.0	1,824.0	7,015.0
18	SDTI	CATENARY CATCH CABLE RESTORATION-II		390.0		390.0	-	-	-	780.0
19	SDTI	TAYLOR ST GRADE CROSSING WARNING SYSTEM		350.0		-	-	-	-	350.0
20	SDTI	RAIL PROFILE GRINDING		323.0		558.0	-	-	-	881.0
21	SDTI	SD100 BLOWER MOTOR CONVERSION		290.0		438.0	364.0	-	-	1,092.0
22	SDTI	FASHION VALLEY TRANSIT CENTER REHAB.		200.0		50.0	-	-	-	250.0
23	SDTI	SD100 HVAC RETROFIT	253.5	200.0		308.0	253.5	253.5	-	1,015.0
24	SDTI	TRANSFORMER REWINDING	195.0	195.0		195.0	195.0	195.0	195.0	975.0
25	SDTC	BUS VIDEO CAMERAS		192.0		-	-	-	-	192.0
26	SDTI	BRIDGE INVENTORY AND SURVEY		180.0		-	-	-	-	180.0
27	SDTI	LOW VOLTAGE TRAIN LINE WIRING	175.0	175.0		175.0	175.0	-	-	525.1
28	MTS	ORGANIZATIONAL DESKTOPS	300.0	150.0		150.0	150.0	300.0	160.0	900.0
29	SDTC	SDTC GEMINI COMPRESSOR UPGRADE	425.0	150.0		-	-	-	-	150.0
30	MCS	MCS SOUTH BAY DIVISION GAS DETECTION SYSTEM		150.0		-	-	-	-	150.0
31	SDTI	SDTI NON-REV. VEHICLES	340.0	150.0		190.3	297.3	200.3	131.3	969.2
32	SDTI	CCTV PARK AND MARKET		150.0		200.0	200.0	225.0	225.0	1,000.0
33	SDTC	SDTC SUPPORT EQUIPMENT	62.2	137.8						137.8
34	SDTI	SD100 BRAKE REHABILITATION	1,622.0	125.0		125.0	125.0	-	-	375.0
35	SDTI	BROADWAY WYE SWITCH MACHINES		100.0		323.0	-	-	-	423.0
36	SDTI	LRV CAR WASH		100.0		750.0	-	-	-	850.0
37	SDTI	BLUE LINE TIE REPLACEMENT		80.0		480.0	280.0	280.0	280.0	1,400.0
38	SDTI	BILL PROCESSING EQUIPMENT		80.0		26.0	-	-	-	106.0
39	SDTI	SIGNAL EVENT RECORDER UPGRADE		78.0		-	-	-	-	78.0
40	SDTI	MOBILE RADIO REPLACEMENT		57.5		-	-	57.5	-	115.0
41	MTS	IT NETWORK INFRASTRUCTURE	75.0	50.0		75.0	25.0	25.0	50.0	225.0
42	SDTI	YARD FACILITY BUILDINGS REPAIR		50.0		450.0	-	-	-	500.0
43	SDTI	SPECIAL EVENT SERVICE IMPROVEMENT		34.0		-	-	-	-	34.0
44	SDTI	TRAINING CENTER REHAB.		28.0		-	-	-	-	28.0
45	SDTI	STORAGE BIN DECKING REPLACEMENT		24.0		-	-	-	-	24.0
46	SDTI	DVR SPARE (3)		24.0		72.0	63.0	81.0	90.0	330.0
47	SDTI	BILL / COIN COUNTERS EQUIPMENT		18.0		-	-	-	-	90.0
48	SDTI	RCS RADIOS		10.5		10.0	10.0	10.0	10.5	51.0
49	SDTI	TAMPER UPGRADE			80.0	-	364.0	-	-	444.0
50	MCS	MCS PURCHASE 58 40-FT CNG BUSES			23,000.0	-	-	-	-	23,000.0
51	MCS	MCS SBM/FEC FACILITY BUILDING IMPROVEMENTS			200.0	200.0	250.0	250.0	250.0	1,150.0
52	MCS	MCS SBM/FEC/BMF HEAVY DUTY LIFTS			80.0	135.0	140.0	145.0	150.0	650.0
53	MTS	GIRO SYSTEM UPDATE			200.0	-	-	-	-	200.0
54	SDTC	BUS HOIST REPLACEMENT (Bay 5 @KMD)			360.0	-	-	-	-	360.0
55	SDTC	SDTC IAD ROOF & HVAC REPAIRS			925.0	-	-	-	-	925.0
56	SDTC	SDTC FLEETWATCH MILEAGE REPORTING SYSTEM			150.0	-	-	-	-	150.0
57	SDTC	SDTC SUPERVISOR VEHICLES			100.0	-	-	-	-	100.0
58	MCS	MCS SBM EXPANSION	8,132.9			5,000.0	5,000.0	5,000.0	5,000.0	24,600.0
59	MCS	MCS ECBMF ADA FACILITY- PHASE 3	10,475.3			4,400.0	4,000.0	4,000.0	4,000.0	20,000.0
60	MTS	IT NETWORK STORAGE	125.0		50.0	25.0	-	-	-	75.0

PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY08	FY09 Funded Projects	FY09 Unfunded Projects	FY10	FY11	FY12	FY13	TOTAL BUDGET FY09 - FY13
61	SDTC	MTS REGIONAL TRANSIT IT			70.0	-	-	-	-	70.0
62	SDTC	MTS BUS OFFICE EQUIPMENT			33.8	-	35.6	-	37.4	106.8
63	MCS	MCS SBMF SURVEILLANCE CAMERA REPLACEMENT			125.0	-	-	-	-	125.0
64	MCS	MCS ECBMF SURVEILLANCE CAMERA INSTALLATION			125.0	-	-	-	-	125.0
65	MCS	MCS SBMF SECURITY DRIVEWAY GATES			250.0	-	-	-	-	250.0
66	MCS	MCS ECBMF SECURITY DRIVEWAY GATES			250.0	-	-	-	-	250.0
67	MCS	MCS BUS STOP PROGRAM EQUIPMENT			25.0	35.0	35.0	35.0	35.0	165.0
68	MTS	MTS-NETWORK INFRASTRUCTURE	75.0		50.0	50.0	50.0	50.0	50.0	250.0
69	SDTC	SDTC SERVICE TRUCKS			78.0	-	-	-	80.0	158.0
70	SDTI	LRV PORTABLE JACKS			260.0	-	-	-	-	260.0
71	SDTI	POWER SWITCH MECHANISM REHABILITATION(6)			252.8	252.8	252.8	252.8	252.8	1,263.9
72	SDTI	SIGNAL CASE REPLACEMENT	658.1		658.1	658.1	658.1	658.1	658.1	3,290.6
73	SDTI	SIGNAL RELAYS REPLACEMENT			260.0	260.0	260.0	260.0	260.0	1,300.0
74	SDTI	SD100 GEARBOX REHABILITATION			600.0	600.0	-	-	-	1,200.0
75	MTS	NETWORK INFRASTRUCTURE- TELEPHONES IVR & DIS	75.0		25.0	25.0	25.0	25.0	350.0	450.0
76	SDTI	SD100 PA SYSTEM REPLACEMENT			250.0	250.0	-	-	-	500.0
77	SDTI	STREET RUNNING PAVEMENT IMPROVEMENT			772.2	772.2	772.2	772.2	-	3,088.8
78	SDTI	COMMERCIAL STREET SWITCH REPLACEMENT			800.0	-	-	-	-	800.0
79	SDTI	STATION PARKING LOTS			650.0	650.0	-	-	-	1,950.0
80	SDTI	FENCE REPLACEMENT			100.0	-	-	-	-	100.0
81	SDTI	LRV COUPLER DISCONNECT PHASE III			153.0	153.0	-	153.0	-	612.0
82	SDTI	CURVE REHABILITATION			300.0	1,794.0	1,794.0	1,794.0	-	5,682.0
83	SDTI	STATION TRACKWAY PAVING REPLACEMENT			910.0	910.0	910.0	910.0	-	3,640.0
84	SDTI	STREET RUNNING TRACK REPLACEMENT			1,183.0	1,183.0	1,183.0	1,183.0	1,183.0	5,915.0
85	SDTI	ROW DRAINAGE IMPROVEMENT			2,600.0	-	-	-	-	2,600.0
86	SDTI	COMMERCIAL STREET FREIGHT SWITCH REMOVAL			65.0	-	-	-	-	65.0
87	SDTI	FORK LIFT REPLACEMENT			-	130.0	-	-	-	130.0
88	MCS	MCS SOUTHBAY DIVISION CNG UPGRADES			500.0	-	-	-	-	500.0
89	MCS	MCS SBMF EXPANSION RIGHT OF WAY			4,350.0	-	-	-	-	4,350.0
90	SDTI	HEADSPAN REPLACEMENT-II			-	455.0	455.0	-	-	910.0
91	SDTI	OCS INSULATOR REPLACEMENT			-	780.0	390.0	-	-	1,170.0
92	MCS	MCS SBMF/ECBMF MISCELLANEOUS EQUIPMENT			150.0	150.0	150.0	150.0	150.0	750.0
93	SANDAG	REGIONAL TRANSIT MANAGEMENT SYSTEM			10,450.0	-	-	-	-	10,450.0
94	SDTI	SD100 DESTINATION SIGN REPLACEMENT			-	274.0	137.1	137.1	-	548.1
95	SDTI	DOWN GUY WIRE REPLACEMENT-II	325.0		-	650.0	325.0	-	-	975.0
96	SDTI	SUBSTATION ISOLATION SWITCHES			-	1,294.8	1,092.0	-	-	2,386.8
97	SDTI	U2-ELECTRONICS CAR CONTROL CIRCUIT REHABILITATION	250.0		-	500.0	250.0	-	-	750.0
98	SANDAG	STRUCTURE REHAB. PHASE 1- INSPECTION & EVALUATION			117.6	-	-	-	-	117.6
99	SDTI	OLD TOWN TRANSIT CENTER			-	65.0	-	-	-	65.0
100	SDTI	ORANGE/BLUE LINE STATION REPAIRS			-	100.0	-	-	-	100.0
101	SDTI	SUBSTATION BUILDING IMPROVEMENT			-	196.0	97.5	97.5	97.5	488.5
102	MCS	MCS PURCHASE 15 32-35FT CNG BUSES			-	5,620.0	-	-	-	5,620.0
103	MCS	MCS PURCHASE 14 MINIBUSES			-	1,800.0	-	-	-	1,800.0
104	MCS	MCS PURCHASE 26 45FT COMMUTER BUSES			-	-	-	5,770.0	-	5,770.0
105	MCS	MCS ADA PARATRANSIT COMPUTER EQUIPMENT			-	100.0	100.0	100.0	100.0	400.0
106	MCS	MCS 1995 NEW FLYER TANK REPLACEMENT			-	5,525.0	-	-	-	5,525.0
107	MCS	MCS ECBMF FIXED ROUTE FACILITY- PHASE 4			-	4,500.0	4,000.0	4,000.0	-	12,500.0
108	MCS	MCS FAREBOXES REPLACEMENT			-	-	-	9,900.0	-	9,900.0
109	SDTC	SDTC BUS HOIST 15 YEAR OVERHAUL			-	-	770.0	-	540.0	1,310.0
110	SDTC	IAD Dispatch Crew Room Expansion			-	600.0	-	-	-	600.0
111	SDTI	PORTABLE RADIO REPLACEMENT	60.0		-	-	64.4	-	-	64.4
112	SDTI	RADIO INFRASTRUCTURE			-	57.5	57.5	-	46.0	161.0
113	SDTI	SUBSTATION RETROFIT MODIFICATIONS	3,510.0		-	937.5	-	-	-	937.5
114	SDTI	EL CAJON TRANSIT CENTER IMPROVEMENT			500.0	-	-	-	-	500.0
TOTAL			117,150.5	75,974.1	60,258.5	85,351.3	53,095.0	61,710.2	44,275.8	380,664.9

PROJECT SUBMITTALS:

Reference Number	Division	PROJECT	FUNDED THRU FY08	FY09 Funded Projects	FY09 Unfunded Projects	FY10	FY11	FY12	FY13	TOTAL BUDGET FY09 - FY13
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		ANNUAL DEFICIT		(0.0)	(60,258.5)	(52,940.2)	(18,227.4)	(24,288.0)	(4,196.7)	(159,910.9)
		ACCUMULATED DEFICIT		(0.0)	(60,258.5)	(113,198.8)	(131,426.2)	(155,714.2)	(159,910.9)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 3.01**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	73,361,866	75,231,715	79,696,081	4,464,366	5.9%
ADVERTISING REVENUE	955,000	1,466,000	3,210,000	1,744,000	119.0%
CONTRACT SERVICE REVENUE	30,000	30,000	28,000	(2,000)	-6.7%
OTHER INCOME	2,902,179	5,890,848	5,482,914	(407,934)	-6.9%
TOTAL OPERATING REVENUE	77,249,045	82,618,564	88,416,995	5,798,431	7.0%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	35,828,178	35,918,251	25,102,497	(10,815,754)	-30.1%
TRANSPORTATION DEVELOPMENT ACT (TDA)	77,326,903	72,766,650	70,668,906	(2,097,743)	-2.9%
STATE TRANSIT ASSISTANCE (STA)	9,393,706	9,428,706	13,326,730	3,898,024	41.3%
STATE REVENUE - OTHER	3,562,842	3,467,035	2,000,000	(1,467,035)	-42.3%
TRANSNET	18,507,000	16,794,800	21,479,466	4,684,666	27.9%
OTHER LOCAL SUBSIDIES	1,367,918	967,918	928,918	(39,000)	-4.0%
TOTAL SUBSIDY REVENUE	145,986,547	139,343,360	133,506,517	(5,836,843)	-4.2%
OTHER REVENUE					
OTHER FUNDS	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
RESERVES REVENUE	4,374,153	5,620,405	160,126	(5,460,279)	-97.2%
TOTAL OTHER REVENUE	15,789,339	17,035,591	7,748,511	(9,287,080)	-54.5%
TOTAL NON OPERATING REVENUE	161,775,886	156,378,951	141,255,028	(15,123,923)	-9.7%
GRAND TOTAL REVENUES	239,024,931	238,997,515	229,672,023	(9,325,492)	-3.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Summary of Significant Revenue Activities Proposed Budget Fiscal Year 2009

Section 3.02

Fare Revenue

Passenger fares make up approximately 34.7 percent of the system's \$230 million operating budget. These are budgeted to rise from \$4,464,000 (5.9 percent) to \$79.7 million for fiscal year 2009 compared to amended fiscal year 2008 levels. Total passenger levels for all operators are projected to total 94,097,000.

Fare revenue is detailed in Section 3.03.

Other Operating Revenues

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

Total other revenue is budgeted to increase by \$1,334,000 (18.1 percent). This is primarily due to additional advertising revenues projected within the fiscal year, including shelter advertising through CBS Outdoor as discussed previously, as well as a full year's worth of advertising revenue on MTS's South Bay buses.

Other revenue is detailed in Section 3.04.

Nonoperating Revenues

MTS receives a variety of nonoperating revenues that primarily consist of federal, state, and local subsidy funds. Additionally there is fund income from lease transactions and reserves.

Subsidy Income: MTS is budgeting \$133.5 million (a decrease of \$5.8 million or 4.2 percent) in subsidy income for fiscal year 2009. This increase primarily comes from an increase in funds from State Transit Assistance (STA) and TransNet partially offset by reductions in Transportation Development Act (TDA) subsidy.

- Federal Transit Administration (FTA)

MTS receives federal funding under a variety of programs which comes from the Transportation Equity Act for the 21st Century (TEA-21). These funds are subsidized by gas tax and general fund revenue and generally provide for an 80 percent share.

- Section 5307 Capital and Preventative Maintenance

Section 5307 is a block grant program that provides capital and planning assistance for MTS. Each metropolitan area's share is determined by formula. While Section 5307 funds are no longer available for areas over 200,000 in population, TEA-21 provided flexibility to use federal capital funds for maintenance activities through the preventative maintenance provision. With

Section 5307 funds, the fiscal year 2009 budget utilizes \$23,200,000 (80 percent share) for preventative maintenance.

Federal levels for Jobs Access and Reverse Commute (JARC) funds have been secured for fiscal year 2009 totaling \$1,436,000 as well as additional federal 5311 funds supporting MTS paratransit services.

Total federal funding has decreased \$10, 816,000 (30.1 percent) to \$25,102,000 primarily due to the discontinuation of Congestion Mitigation and Air Quality funding and Section 5307 funds used for debt service.

Transportation Development Act (TDA)

TDA provides funding for public transit operators. This state fund is one quarter of a percent of the 7¾ percent sales tax assessed in the region. The San Diego Association of Governments (SANDAG) is responsible for apportionment of these funds within the San Diego region.

Sales tax receipts for fiscal year 2008 are lower than originally anticipated and this trend is projected to continue through fiscal year 2009. Lower available home equity and declines in the construction, housing, and auto sectors of the economy have contributed to lower sales tax receipts. This decline impacts MTS's share of TransNet and Transportation Development Act (TDA) revenues that make up a considerable portion of MTS's operating revenue.

TDA funds decreased \$2,382,000 (-2.9 percent) to \$70,669,000.

State Transit Assistance (STA)

STA funding comes from the Public Transportation Act (PTA), which derives its revenue from the state sales tax on gasoline.

In fiscal year 2007, the total amount of STA funds totaled \$28.6 million. Internally, MTS distributed \$11.0 million to the operating budget (based upon the "recurring" portion of STA) and just over \$17.6 million to the capital budget (based upon the spillover funding and Proposition 42 payback). Spillover and Proposition 42 funds have historically been volatile, unreliable sources of revenue due to State of California legislative actions. In fiscal year 2008, STA funds totaled \$14.6 million. MTS distributed \$9.4 million to the operating budget and \$5.2 million to capital.

Initial projections of STA for fiscal year 2009 totaled approximately \$34 million. In order for the governor and legislative bodies to balance the state budget, MTS's allocation of STA funds dropped by \$21 million, which is approximately a 62% reduction. As a result, no STA funds will be incorporated in MTS's fiscal year 2010 capital program. In total, STA funds increased \$3,898,000 (41.3 percent) to \$13,327,000 for fiscal year 2009.

Other State Revenue

MediCal provides further funding support specifically tied to several Americans with Disabilities Act (ADA) paratransit routes to aid patients in their transportation to medical appointments (\$2,000,000).

TransNet

The Proposition A one-half cent sales tax (Transnet) was approved by area voters in November 1987 and expired in 2008. The ordinance allocated one-third of the sales tax proceeds for transit purposes, which are further divided between MTS and North County Transit District (NCTD). The original ordinance allowed primarily for San Diego Trolley extensions with 80 percent of the funding allocated for rail capital and 20 percent for operating purposes. In May and June of 2003, the Boards of SANDAG and MTS approved a change of 60 percent for rail capital and 40 percent for operations for the last five years of the ordinance. This has significantly increased operating subsidy albeit at the cost of the capital improvement program. Within this 40 percent operating funds, \$5,500,000 is utilized to subsidize reduced monthly passes for seniors, disabled, and youth. In addition to the 40 percent for operations, there is some funding to assist with MTS Access ADA paratransit service.

In November of 2004, area voters approved a 40-year extension of the one-half cent sales tax (TransNet II). This approval has two impacts--first, it assures and slightly improves the above funding beyond 2008; second, the Bus Rapid Transit (BRT) Program will be receiving most of its funding from TransNet II.

For fiscal year 2009 (the first year under the extended TransNet II ordinance), TransNet operating support funding is \$20,782,000 (net of the \$5,500,000 for subsidizing reduced monthly passes). The ADA funding is \$697,000. This totals \$21,479,000 for fiscal year 2008, which is an increase of \$4,685,000 (27.9 percent).

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For fiscal year 2009, these funds total \$429,000, which is the same as fiscal year 2007.

SANDAG provides funding to operate the Interstate 15 Inland Breeze services funded through FasTrak tolls. These funds total \$500,000 for fiscal year 2009.

Other Nonoperating Revenue

- Lease and Leaseback Funds

In 1990 and 1995, MTS entered into two leasing transactions involving light rail vehicles (LRVs). The 1990 agreement involved the sale and leaseback of 41 LRVs, and the 1995 agreement involved the lease and leaseback of 52 LRVs. These transactions provided tax benefits to investors in exchange for a profit. Investments on the cash received cover the cost of the debt in a back-to-back manner.

The fiscal year 2009 budgeted revenue from the lease/leaseback funds is \$7,588,000 and is used to make the lease payments.

- Reserves

The San Diego and Arizona Eastern (SD&AE) Railway Company will be utilizing \$42,000 of its reserves to fund the difference in operations between its budgeted fiscal year 2009 revenue and expenses.

Taxicab Administration will be using \$118,000 of its reserves as total fiscal year 2009 revenues exceed fiscal year 2009 expenses.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PASSENGER REVENUE BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 3.03**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	22,644,928	23,514,897	24,555,295	1,040,398	4.4%
RAIL OPERATIONS - BASE	28,616,012	28,976,993	31,711,015	2,734,022	9.4%
MCS - FIXED ROUTE	17,663,366	18,216,940	18,784,300	567,360	3.1%
MCS - PARATRANSIT	1,800,985	1,848,600	1,924,400	75,800	4.1%
CHULA VISTA TRANSIT	2,636,576	2,674,285	2,721,071	46,786	1.7%
CORONADO FERRY	0	0	0	0	-
TOTAL PASSENGER REVENUE	73,361,866	75,231,715	79,696,081	4,464,366	5.9%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 3.04**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
ADVERTISING REVENUE					
BUS OPERATIONS	925,000	925,000	0	(925,000)	-100.0%
RAIL OPERATIONS - BASE	0	157,000	0	(157,000)	-100.0%
MCS - FIXED ROUTE	0	375,000	0	(375,000)	-100.0%
ADMINISTRATIVE	30,000	9,000	3,210,000	3,201,000	35566.7%
TOTAL ADVERTISING REVENUE	955,000	1,466,000	3,210,000	1,744,000	119.0%
CONTRACT SERVICE REVENUE					
BUS OPERATIONS	30,000	30,000	28,000	(2,000)	-6.7%
TOTAL CONTRACT REVENUE	30,000	30,000	28,000	(2,000)	-6.7%
OTHER INCOME					
BUS OPERATIONS	10,000	10,000	10,000	0	0.0%
RAIL OPERATIONS - BASE	525,500	646,500	612,000	(34,500)	-5.3%
RAIL OPERATIONS -MVE	0	0	0	0	-
MCS - FIXED ROUTE	0	0	0	0	-
MCS - PARATRANSIT	0	0	0	0	-
CHULA VISTA TRANSIT	0	621,883	0	(621,883)	-100.0%
NATIONAL CITY TRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
ADMINISTRATIVE	612,810	2,896,560	3,035,268	138,707	4.8%
LAND MANAGEMENT	968,869	930,905	968,546	37,641	4.0%
TAXICAB	685,000	685,000	754,400	69,400	10.1%
SD&AE	100,000	100,000	102,700	2,700	2.7%
TOTAL OTHER INCOME	2,902,179	5,890,848	5,482,914	(407,934)	-6.9%
TOTAL OTHER OPERATING INCOME	3,887,179	7,386,848	8,720,914	1,334,066	18.1%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SUBSIDY REVENUE BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 3.05**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
FEDERAL					
FTA 5307 - PLANNING	17,500	17,500	17,500	0	0.0%
FTA 5307 - CMAQ MVE	5,149,292	5,149,292	0	(5,149,292)	-100.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	23,200,000	23,200,000	23,200,000	0	0.0%
JARC	786,513	786,513	1,435,690	649,177	82.5%
FTA 5307 - DEBT SERVICE	6,320,720	6,320,720	0	(6,320,720)	-100.0%
FTA 5311 / 5311(f) - RURAL	354,153	347,022	352,102	5,080	1.5%
FTA 5304 - Planning	0	97,205	97,205	0	0.0%
TOTAL FEDERAL FUNDS	35,828,178	35,918,251	25,102,497	(10,815,754)	-30.1%
TRANSPORTATION DEVELOPMENT ACT (TDA)					
TDA - ARTICLE 4.0 MTS AREA	70,805,495	66,053,223	65,858,934	(194,288)	-0.3%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	1,580,180	1,580,180	0	(1,580,180)	-100.0%
TDA - ARTICLE 4.5 (ADA)	4,104,593	3,880,000	3,965,784	85,784	2.2%
TDA - ARTICLE 8.0	836,635	1,253,247	844,189	(409,058)	-32.6%
TDA - 10% and ADMINISTRATION	0	0	0	0	-
TOTAL TDA FUNDS	77,326,903	72,766,650	70,668,906	(2,097,743)	-2.9%
STATE TRANSIT ASSISTANCE (STA)					
STA - DISCRETIONARY	6,723,197	6,758,197	8,894,565	2,136,368	31.6%
STA - FORMULA	2,670,509	2,670,509	4,432,165	1,761,656	66.0%
TOTAL STA FUNDS	9,393,706	9,428,706	13,326,730	3,898,024	41.3%
STATE REVENUE - OTHER					
CALTRANS	192,858	97,051	0	(97,051)	-100.0%
MEDICAL	2,000,000	2,000,000	2,000,000	0	0.0%
STIP - DEBT SERVICE (AFC)	1,369,984	1,369,984	0	(1,369,984)	-100.0%
TOTAL STATE FUNDS	3,562,842	3,467,035	2,000,000	(1,467,035)	-42.3%
TRANSNET					
TRANSNET - 40% OPERATING SUPPORT	17,900,000	16,228,800	20,782,322	4,553,522	28.1%
TRANSNET - ACCESS ADA	607,000	566,000	697,144	131,144	23.2%
TOTAL TRANSNET FUNDS	18,507,000	16,794,800	21,479,466	4,684,666	27.9%
OTHER LOCAL					
CITY OF SAN DIEGO	428,918	428,918	428,918	0	0.0%
SANDAG - INLAND BREEZE	400,000	0	500,000	500,000	-
APCD	539,000	539,000	0	(539,000)	-100.0%
OTHER LOCAL FUNDS	1,367,918	967,918	928,918	(39,000)	-4.0%
TOTAL SUBSIDY REVENUE	145,986,547	139,343,360	133,506,517	(5,836,843)	-4.2%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER NON OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 3.06**

	<u>ORIGINAL BUDGET FY08</u>	<u>AMENDED BUDGET FY08</u>	<u>PROPOSED BUDGET FY09</u>	<u>\$ VARIANCE FY09 BUDGET TO FY08 AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OTHER FUNDS					
LEASE/LEASEBACK LEASE PAYMENT FUND	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
TOTAL OTHER FUNDS	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
RESERVES REVENUE					
TAXICAB RESERVES	131,219	55,758	117,909	62,151	111.5%
CARRYOVERS	4,137,436	5,459,149	0	(5,459,149)	-100.0%
SD&AE RESERVE	105,498	105,498	42,217	(63,281)	-60.0%
TOTAL RESERVES REVENUE	4,374,153	5,620,405	160,126	(5,460,279)	-97.2%
TOTAL OTHER NON OPERATING REVENUE	<u>15,789,339</u>	<u>17,035,591</u>	<u>7,748,511</u>	<u>(9,287,080)</u>	<u>-54.5%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2009
SECTION 4.01**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	73,361,866	75,231,716	79,696,081	4,464,365	5.9%
OTHER OPERATING INCOME	1,490,500	2,765,383	650,000	(2,115,383)	-76.5%
TOTAL OPERATING REVENUES	74,852,366	77,997,099	80,346,081	2,348,982	3.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	130,098,163	123,454,976	133,391,811	9,936,835	8.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	4,137,436	5,459,149	-	(5,459,149)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	4,137,436	5,459,149	-	(5,459,149)	-100.0%
TOTAL NON OPERATING REVENUE	134,235,599	128,914,125	133,391,811	4,477,687	3.5%
TOTAL COMBINED REVENUES	209,087,966	206,911,224	213,737,892	6,826,669	3.3%
OPERATING EXPENSES					
LABOR EXPENSES	55,456,544	55,552,100	55,966,547	414,447	0.7%
FRINGE EXPENSES	33,960,686	33,105,190	34,204,848	1,099,658	3.3%
TOTAL PERSONNEL EXPENSES	89,417,230	88,657,290	90,171,395	1,514,105	1.7%
SECURITY EXPENSES	5,081,162	5,493,153	5,840,798	347,645	6.3%
REPAIR/MAINTENANCE SERVICES	3,973,939	4,039,283	4,093,415	54,132	1.3%
ENGINE AND TRANSMISSION REBUILD	1,790,962	2,206,096	1,426,788	(779,308)	-35.3%
OTHER OUTSIDE SERVICES	2,412,982	2,019,724	2,008,070	(11,654)	-0.6%
PURCHASED TRANSPORTATION	56,549,791	55,431,652	55,813,186	381,534	0.7%
TOTAL OUTSIDE SERVICES	69,808,835	69,189,908	69,182,257	(7,651)	0.0%
LUBRICANTS	396,959	396,959	454,085	57,126	14.4%
TIRES	740,996	740,996	746,856	5,860	0.8%
OTHER MATERIALS AND SUPPLIES	6,160,337	6,401,130	6,301,859	(99,271)	-1.6%
TOTAL MATERIALS AND SUPPLIES	7,298,292	7,539,086	7,502,800	(36,285)	-0.5%
DIESEL FUEL	7,582,036	8,774,199	9,363,794	589,595	6.7%
CNG	7,743,753	9,162,047	11,368,294	2,206,247	24.1%
TRACTION POWER	6,826,251	7,001,251	6,692,289	(308,962)	-4.4%
UTILITIES	2,915,237	2,783,163	2,630,476	(152,687)	-5.5%
TOTAL ENERGY	25,067,278	27,720,661	30,054,853	2,334,192	8.4%
RISK MANAGEMENT	4,146,541	3,903,086	3,196,347	(706,739)	-18.1%
GENERAL AND ADMINISTRATIVE	405,377	373,719	385,739	12,020	3.2%
DEBT SERVICE	3,506,028	3,506,028	3,429,512	(76,516)	-2.2%
VEHICLE / FACILITY LEASE	446,348	346,754	546,787	200,033	57.7%
TOTAL OPERATING EXPENSES	200,095,928	201,236,531	204,469,691	3,233,160	1.6%
NET OPERATING SUBSIDY	(125,243,561)	(123,239,432)	(124,123,610)	884,178	0.7%
OVERHEAD ALLOCATION	(8,992,039)	(5,674,690)	(9,268,201)	(3,593,510)	63.3%
ADJUSTED NET OPERATING SUBSIDY	(134,235,600)	(128,914,123)	(133,391,811)	4,477,688	3.5%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.02**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	22,644,928	23,514,897	24,555,295	1,040,398	4.4%
OTHER OPERATING INCOME	965,000	965,000	38,000	(927,000)	-96.1%
TOTAL OPERATING REVENUES	23,609,928	24,479,897	24,593,295	113,398	0.5%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	51,773,010	50,158,253	58,760,226	8,601,974	17.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	4,137,436	5,459,149	-	(5,459,149)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	4,137,436	5,459,149	-	(5,459,149)	-100.0%
TOTAL NON OPERATING REVENUE	55,910,447	55,617,401	58,760,226	3,142,825	5.7%
TOTAL COMBINED REVENUES	79,520,375	80,097,298	83,353,521	3,256,223	4.1%
OPERATING EXPENSES					
LABOR EXPENSES	32,790,630	32,703,130	32,751,279	48,149	0.1%
FRINGE EXPENSES	24,307,030	23,703,530	24,782,072	1,078,541	4.6%
TOTAL PERSONNEL EXPENSES	57,097,660	56,406,660	57,533,351	1,126,690	2.0%
SECURITY EXPENSES	180,600	180,600	228,000	47,400	26.2%
REPAIR/MAINTENANCE SERVICES	874,190	931,190	877,339	(53,850)	-5.8%
ENGINE AND TRANSMISSION REBUILD	718,462	1,102,462	433,788	(668,673)	-60.7%
OTHER OUTSIDE SERVICES	436,008	490,808	479,124	(11,684)	-2.4%
PURCHASED TRANSPORTATION	-	-	26,887	26,887	-
TOTAL OUTSIDE SERVICES	2,209,259	2,705,059	2,045,139	(659,920)	-24.4%
LUBRICANTS	219,009	219,009	235,633	16,624	7.6%
TIRES	736,496	736,496	744,356	7,860	1.1%
OTHER MATERIALS AND SUPPLIES	3,368,350	3,590,749	3,572,132	(18,617)	-0.5%
TOTAL MATERIALS AND SUPPLIES	4,323,856	4,546,255	4,552,121	5,866	0.1%
DIESEL FUEL	2,548,969	2,709,332	2,404,607	(304,725)	-11.2%
CNG	2,677,270	5,374,741	6,361,087	986,347	18.4%
TRACTION POWER	-	-	-	-	-
UTILITIES	589,909	559,909	544,870	(15,039)	-2.7%
TOTAL ENERGY	5,816,148	8,643,982	9,310,564	666,582	7.7%
RISK MANAGEMENT	1,956,235	1,606,235	1,442,098	(164,137)	-10.2%
GENERAL AND ADMINISTRATIVE	180,831	191,682	172,522	(19,160)	-10.0%
DEBT SERVICE	3,506,028	3,506,028	3,429,512	(76,516)	-2.2%
VEHICLE / FACILITY LEASE	79,966	79,966	185,474	105,508	131.9%
TOTAL OPERATING EXPENSES	75,169,983	77,685,867	78,670,781	984,914	1.3%
NET OPERATING SUBSIDY	(51,560,055)	(53,205,970)	(54,077,486)	871,516	1.6%
OVERHEAD ALLOCATION	(4,350,392)	(2,411,431)	(4,682,740)	(2,271,309)	94.2%
ADJUSTED NET OPERATING SUBSIDY	(55,910,447)	(55,617,401)	(58,760,226)	3,142,825	5.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.03**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	28,616,012	28,976,993	31,711,015	2,734,022	9.4%
OTHER OPERATING INCOME	525,500	803,500	612,000	(191,500)	-23.8%
TOTAL OPERATING REVENUES	29,141,512	29,780,493	32,323,015	2,542,522	8.5%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	28,485,704	27,048,360	25,975,772	(1,072,588)	-4.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	28,485,704	27,048,360	25,975,772	(1,072,588)	-4.0%
TOTAL COMBINED REVENUES	57,627,216	56,828,853	58,298,787	1,469,934	2.6%
OPERATING EXPENSES					
LABOR EXPENSES	21,259,893	21,567,428	22,203,427	635,999	2.9%
FRINGE EXPENSES	9,464,976	9,212,980	9,234,097	21,117	0.2%
TOTAL PERSONNEL EXPENSES	30,724,869	30,780,408	31,437,524	657,116	2.1%
SECURITY EXPENSES	4,839,362	5,239,362	5,515,598	276,236	5.3%
REPAIR/MAINTENANCE SERVICES	2,977,449	2,999,749	3,107,956	108,207	3.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	730,625	463,626	430,827	(32,799)	-7.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	8,547,436	8,702,737	9,054,381	351,644	4.0%
LUBRICANTS	177,950	177,950	218,452	40,502	22.8%
TIRES	4,500	4,500	2,500	(2,000)	-44.4%
OTHER MATERIALS AND SUPPLIES	2,781,986	2,805,381	2,716,778	(88,603)	-3.2%
TOTAL MATERIALS AND SUPPLIES	2,964,436	2,987,831	2,937,730	(50,101)	-1.7%
DIESEL FUEL	432,736	472,212	490,924	18,712	4.0%
CNG	-	-	-	-	-
TRACTION POWER	6,826,251	7,001,251	6,692,289	(308,962)	-4.4%
UTILITIES	2,186,583	2,096,583	1,947,360	(149,223)	-7.1%
TOTAL ENERGY	9,445,570	9,570,046	9,130,573	(439,473)	-4.6%
RISK MANAGEMENT	2,165,306	2,271,851	1,729,249	(542,602)	-23.9%
GENERAL AND ADMINISTRATIVE	177,228	151,228	175,980	24,752	16.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	85,382	85,382	204,713	119,331	139.8%
TOTAL OPERATING EXPENSES	54,110,227	54,549,483	54,670,149	120,666	0.2%
NET OPERATING SUBSIDY	(24,968,715)	(24,768,990)	(22,347,134)	(2,421,856)	-9.8%
OVERHEAD ALLOCATION	(3,516,989)	(2,279,370)	(3,628,638)	(1,349,268)	59.2%
ADJUSTED NET OPERATING SUBSIDY	(28,485,703)	(27,048,360)	(25,975,772)	(1,072,588)	-4.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.04

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	17,663,366	18,216,941	18,784,300	567,359	3.1%
OTHER OPERATING INCOME	-	375,000	-	(375,000)	-100.0%
TOTAL OPERATING REVENUES	17,663,366	18,591,941	18,784,300	192,359	1.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	32,691,022	30,733,909	32,035,021	1,301,112	4.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	32,691,022	30,733,909	32,035,021	1,301,112	4.2%
TOTAL COMBINED REVENUES	50,354,387	49,325,850	50,819,321	1,493,472	3.0%
OPERATING EXPENSES					
LABOR EXPENSES	397,200	316,556	355,860	39,304	12.4%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	397,200	316,556	355,860	39,304	12.4%
SECURITY EXPENSES	61,200	73,191	97,200	24,009	32.8%
REPAIR/MAINTENANCE SERVICES	-	3,641	4,200	559	15.3%
ENGINE AND TRANSMISSION REBUILD	1,015,500	1,015,500	944,000	(71,500)	-7.0%
OTHER OUTSIDE SERVICES	686,340	545,496	600,540	55,044	10.1%
PURCHASED TRANSPORTATION	39,853,363	39,562,093	39,711,773	149,680	0.4%
TOTAL OUTSIDE SERVICES	41,616,403	41,199,922	41,357,713	157,791	0.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	2,810,137	3,361,959	3,648,155	286,195	8.5%
CNG	4,354,145	3,456,211	4,513,925	1,057,714	30.6%
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	7,164,282	6,818,170	8,162,079	1,343,910	19.7%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	9,540	6,235	6,716	481	7.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	260,000	177,156	154,600	(22,556)	-12.7%
TOTAL OPERATING EXPENSES	49,447,424	48,518,039	50,036,969	1,518,930	3.1%
NET OPERATING SUBSIDY	(31,784,059)	(29,926,098)	(31,252,669)	1,326,571	4.4%
OVERHEAD ALLOCATION	(906,963)	(807,810)	(782,352)	25,458	-3.2%
ADJUSTED NET OPERATING SUBSIDY	(32,691,021)	(30,733,908)	(32,035,021)	1,301,113	4.2%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.05

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	1,800,985	1,848,600	1,924,400	75,800	4.1%
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	1,800,985	1,848,600	1,924,400	75,800	4.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	11,029,410	10,821,512	11,300,497	478,985	4.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	11,029,410	10,821,512	11,300,497	478,985	4.4%
TOTAL COMBINED REVENUES	12,830,395	12,670,112	13,224,897	554,785	4.4%
OPERATING EXPENSES					
LABOR EXPENSES	244,835	206,482	184,403	(22,079)	-10.7%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	244,835	206,482	184,403	(22,079)	-10.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	33,000	32,401	-	(32,401)	-100.0%
OTHER OUTSIDE SERVICES	232,060	208,077	197,520	(10,557)	-5.1%
PURCHASED TRANSPORTATION	10,648,543	10,173,759	10,238,179	64,420	0.6%
TOTAL OUTSIDE SERVICES	10,913,603	10,414,237	10,435,699	21,462	0.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	1,610,713	2,012,620	2,566,950	554,330	27.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	1,610,713	2,012,620	2,566,950	554,330	27.5%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	2,940	4,948	5,160	212	4.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	21,000	4,250	2,000	(2,250)	-52.9%
TOTAL OPERATING EXPENSES	12,793,092	12,642,537	13,194,212	551,675	4.4%
NET OPERATING SUBSIDY	(10,992,107)	(10,793,936)	(11,269,812)	475,876	4.4%
OVERHEAD ALLOCATION	(37,304)	(27,574)	(30,685)	(3,111)	11.3%
ADJUSTED NET OPERATING SUBSIDY	(11,029,411)	(10,821,510)	(11,300,497)	478,986	4.4%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.06**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	2,636,576	2,674,285	2,721,071	46,786	1.7%
OTHER OPERATING INCOME	-	621,883	-	(621,883)	-100.0%
TOTAL OPERATING REVENUES	2,636,576	3,296,168	2,721,071	(575,097)	-17.4%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	5,631,552	4,205,478	4,828,532	623,054	14.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	5,631,552	4,205,478	4,828,532	623,054	14.8%
TOTAL COMBINED REVENUES	8,268,128	7,501,646	7,549,603	47,957	0.6%
OPERATING EXPENSES					
LABOR EXPENSES	763,986	758,504	471,578	(286,926)	-37.8%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	763,986	758,504	471,578	(286,926)	-37.8%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	122,300	104,703	103,920	(783)	-0.7%
ENGINE AND TRANSMISSION REBUILD	24,000	55,734	49,000	(6,734)	-12.1%
OTHER OUTSIDE SERVICES	172,449	156,217	144,559	(11,658)	-7.5%
PURCHASED TRANSPORTATION	5,904,599	5,552,515	5,688,763	136,248	2.5%
TOTAL OUTSIDE SERVICES	6,223,348	5,869,169	5,986,241	117,072	2.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	10,000	5,000	12,950	7,950	159.0%
TOTAL MATERIALS AND SUPPLIES	10,000	5,000	12,950	7,950	159.0%
DIESEL FUEL	179,482	218,076	253,159	35,083	16.1%
CNG	712,339	331,096	493,282	162,186	49.0%
TRACTION POWER	-	-	-	-	-
UTILITIES	138,745	126,671	138,246	11,575	9.1%
TOTAL ENERGY	1,030,566	675,843	884,687	208,844	30.9%
RISK MANAGEMENT	25,000	25,000	25,000	-	0.0%
GENERAL AND ADMINISTRATIVE	34,837	19,625	25,360	5,735	29.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	8,087,737	7,353,141	7,405,817	52,676	0.7%
NET OPERATING SUBSIDY	(5,451,161)	(4,056,973)	(4,684,746)	627,773	15.5%
OVERHEAD ALLOCATION	(180,391)	(148,505)	(143,786)	4,719	-3.2%
ADJUSTED NET OPERATING SUBSIDY	(5,631,552)	(4,205,478)	(4,828,532)	623,054	14.8%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.07**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	143,285	143,285	147,584	4,299	3.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	143,285	143,285	147,584	4,299	3.0%
TOTAL COMBINED REVENUES	143,285	143,285	147,584	4,299	3.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	143,285	143,285	147,584	4,299	3.0%
TOTAL OUTSIDE SERVICES	143,285	143,285	147,584	4,299	3.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	143,285	143,285	147,584	4,299	3.0%
NET OPERATING SUBSIDY	(143,285)	(143,285)	(147,584)	4,299	3.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(143,285)	(143,285)	(147,584)	4,299	3.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.08**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	344,180	344,180	344,180	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	344,180	344,180	344,180	-	0.0%
TOTAL COMBINED REVENUES	344,180	344,180	344,180	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	188,680	188,680	188,680	-	0.0%
TOTAL PERSONNEL EXPENSES	188,680	188,680	188,680	-	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	155,500	155,500	155,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	155,500	155,500	155,500	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	344,180	344,180	344,180	-	0.0%
NET OPERATING SUBSIDY	(344,180)	(344,180)	(344,180)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(344,180)	(344,180)	(344,180)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 4.09**

	PERSONNEL FY09	OUTSIDE SERVICES FY09
City of Poway	55,027	5,000
City of El Cajon	69,133	21,750
City of Lemon Grove	13,020	108,150
City of La Mesa	51,500	
City of Coronado		20,600
Subtotal	<u>188,680</u>	<u>155,500</u>
Grand Total		<u><u>344,180</u></u>

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 5.01**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,611,679	3,836,465	7,213,814	3,377,349	88.0%
TOTAL OPERATING REVENUES	1,611,679	3,836,465	7,213,814	3,377,349	88.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	15,888,384	15,888,384	114,705	(15,773,679)	-99.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
TOTAL OTHER NON OPERATING REVENUE	11,415,186	11,415,186	7,588,385	(3,826,801)	-33.5%
TOTAL NON OPERATING REVENUE	27,303,570	27,303,570	7,703,090	(19,600,480)	-71.8%
TOTAL COMBINED REVENUES	28,915,249	31,140,035	14,916,904	(16,223,132)	-52.1%
OPERATING EXPENSES					
LABOR EXPENSES	7,492,597	7,035,597	6,929,563	(106,034)	-1.5%
FRINGE EXPENSES	4,145,985	3,615,785	4,080,298	464,513	12.8%
TOTAL PERSONNEL EXPENSES	11,638,582	10,651,382	11,009,861	358,478	3.4%
SECURITY EXPENSES	2,000	2,000	11,000	9,000	450.0%
REPAIR/MAINTENANCE SERVICES	46,466	37,900	57,212	19,312	51.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,159,154	3,089,598	3,270,649	181,051	5.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,207,620	3,129,498	3,338,861	209,363	6.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	49,500	34,500	5,000	(29,500)	-85.5%
TOTAL MATERIALS AND SUPPLIES	49,500	34,500	5,000	(29,500)	-85.5%
DIESEL FUEL	4,000	4,000	4,650	650	16.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	417,624	394,935	386,735	(8,200)	-2.1%
TOTAL ENERGY	421,624	398,935	391,385	(7,550)	-1.9%
RISK MANAGEMENT	444,296	461,221	388,303	(72,918)	-15.8%
GENERAL AND ADMINISTRATIVE	575,115	544,979	514,364	(30,615)	-5.6%
DEBT SERVICE	21,610,620	21,610,620	8,559,926	(13,050,695)	-60.4%
VEHICLE / FACILITY LEASE	-	-	22,090	22,090	-
TOTAL OPERATING EXPENSES	37,947,358	36,831,136	24,229,789	(12,601,347)	-34.2%
NET OPERATING SUBSIDY	(36,335,679)	(32,994,671)	(17,015,975)	(15,978,695)	-48.4%
OVERHEAD ALLOCATION	9,032,108	5,691,101	9,312,885	3,621,784	63.6%
ADJUSTED NET OPERATING SUBSIDY	(27,303,570)	(27,303,570)	(7,703,090)	(19,600,480)	-71.8%
TOTAL REVENUES LESS TOTAL EXPENSES	-	0	-	0	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS BUDGET
FISCAL YEAR 2009
SECTION 5.02**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	500	500	500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	500	500	500	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	119,800	99,800	111,070	11,270	11.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	120,300	100,300	111,570	11,270	11.2%
NET OPERATING SUBSIDY	(120,300)	(100,300)	(111,570)	11,270	11.2%
OVERHEAD ALLOCATION	120,300	100,300	111,570	11,270	11.2%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS ADMINISTRATION BUDGET
FISCAL YEAR 2009
SECTION 5.03**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	213,666	203,666	204,128	462	0.2%
FRINGE EXPENSES	19,095	19,095	18,431	(664)	-3.5%
TOTAL PERSONNEL EXPENSES	232,761	222,761	222,559	(202)	-0.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	3,900	3,900	-	(3,900)	-100.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	236,661	226,661	222,559	(4,102)	-1.8%
NET OPERATING SUBSIDY	(236,661)	(226,661)	(222,559)	(4,102)	-1.8%
OVERHEAD ALLOCATION	236,661	226,661	222,559	(4,102)	-1.8%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS BENCH/SHELTER BUDGET
FISCAL YEAR 2009
SECTION 5.04**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	240,000	240,000	230,500	(9,500)	-4.0%
TOTAL OPERATING REVENUES	240,000	240,000	230,500	(9,500)	-4.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	240,000	240,000	230,500	(9,500)	-4.0%
OPERATING EXPENSES					
LABOR EXPENSES	180,000	180,000	185,000	5,000	2.8%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	180,000	180,000	185,000	5,000	2.8%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,000	11,000	11,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	11,000	11,000	11,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	4,000	4,000	4,500	500	12.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	500	500	500	-	0.0%
TOTAL ENERGY	4,500	4,500	5,000	500	11.1%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	29,500	29,500	29,500	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	225,000	225,000	230,500	5,500	2.4%
NET OPERATING SUBSIDY	15,000	15,000	-	15,000	-100.0%
OVERHEAD ALLOCATION	(15,000)	(15,000)	-	15,000	-100.0%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-
Check Net Op Subsidy	15,000	15,000	-	(15,000)	
	-	-	-	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE BUDGET
FISCAL YEAR 2009
SECTION 5.05**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	411,343	386,343	437,016	50,673	13.1%
FRINGE EXPENSES	41,128	41,128	42,306	1,178	2.9%
TOTAL PERSONNEL EXPENSES	452,472	427,471	479,322	51,851	12.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	840	840	840	-	0.0%
TOTAL ENERGY	840	840	840	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	27,170	27,170	29,950	2,780	10.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	480,482	455,481	510,112	54,631	12.0%
NET OPERATING SUBSIDY	(480,482)	(455,481)	(510,112)	54,631	12.0%
OVERHEAD ALLOCATION	480,482	455,481	510,112	54,631	12.0%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE BUDGET
FISCAL YEAR 2009
SECTION 5.06

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,230,544	1,230,544	1,204,615	(25,929)	-2.1%
FRINGE EXPENSES	130,269	120,270	117,148	(3,122)	-2.6%
TOTAL PERSONNEL EXPENSES	1,360,813	1,350,814	1,321,764	(29,050)	-2.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	880	880	-	(880)	-100.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	7,600	6,100	10,100	4,000	65.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	8,480	6,980	10,100	3,120	44.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,320	1,320	1,200	(120)	-9.1%
TOTAL ENERGY	1,320	1,320	1,200	(120)	-9.1%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	10,825	9,625	11,886	2,261	23.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,381,438	1,368,739	1,344,950	(23,789)	-1.7%
NET OPERATING SUBSIDY	(1,381,438)	(1,368,739)	(1,344,950)	(23,789)	-1.7%
OVERHEAD ALLOCATION	1,381,438	1,368,739	1,344,950	(23,789)	-1.7%
ADJUSTED NET OPERATING SUBSIDY	-	0	-	0	-100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	0	-	0	-100.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FRINGE BENEFITS BUDGET
FISCAL YEAR 2009
SECTION 5.07

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	-	(205,000)	-	205,000	-100.0%
FRINGE EXPENSES	3,791,153	3,683,652	3,872,258	188,605	5.1%
TOTAL PERSONNEL EXPENSES	3,791,153	3,478,652	3,872,258	393,605	11.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	3,791,153	3,478,652	3,872,258	393,605	11.3%
NET OPERATING SUBSIDY	(3,791,153)	(3,478,652)	(3,872,258)	393,605	11.3%
OVERHEAD ALLOCATION	3,791,153	3,478,653	3,872,258	393,605	11.3%
ADJUSTED NET OPERATING SUBSIDY	-	0	-	0	-100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	0	-	0	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
GENERAL EXPENSES BUDGET
FISCAL YEAR 2009
SECTION 5.08**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	402,810	2,665,560	-	(2,665,560)	-100.0%
TOTAL OPERATING REVENUES	402,810	2,665,560	-	(2,665,560)	-100.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	15,888,384	15,888,384	-	(15,888,384)	-100.0%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	11,415,186	11,415,186	-	(11,415,186)	-100.0%
TOTAL OTHER NON OPERATING REVENUE	11,415,186	11,415,186	-	(11,415,186)	-100.0%
TOTAL NON OPERATING REVENUE	27,303,570	27,303,570	-	(27,303,570)	-100.0%
TOTAL COMBINED REVENUES	27,706,380	29,969,130	-	(29,969,130)	-100.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	2,700	2,700	-
FRINGE EXPENSES	(243,800)	(594,000)	(298,200)	295,800	-49.8%
TOTAL PERSONNEL EXPENSES	(243,800)	(594,000)	(295,500)	298,500	-50.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	31,020	31,020	29,212	(1,808)	-5.8%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	618,800	653,300	499,672	(153,628)	-23.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	649,820	684,320	528,884	(155,436)	-22.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	150	150	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	371,064	363,200	379,315	16,115	4.4%
TOTAL ENERGY	371,064	363,200	379,465	16,265	4.5%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	165,891	163,955	155,816	(8,139)	-5.0%
DEBT SERVICE	21,610,620	21,610,620	8,559,926	(13,050,695)	-60.4%
VEHICLE / FACILITY LEASE	-	-	22,090	22,090	-
TOTAL OPERATING EXPENSES	22,553,595	22,228,095	9,350,680	(12,877,415)	-57.9%
NET OPERATING SUBSIDY	(22,150,785)	(19,562,535)	(9,350,680)	(10,211,855)	-52.2%
OVERHEAD ALLOCATION	(5,152,785)	(7,741,035)	9,350,680	17,091,716	-220.8%
ADJUSTED NET OPERATING SUBSIDY	(27,303,570)	(27,303,570)	-	(27,303,570)	-100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
HUMAN RESOURCES BUDGET
FISCAL YEAR 2009
SECTION 5.09**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	780,144	780,144	754,026	(26,118)	-3.3%
FRINGE EXPENSES	83,325	83,325	80,331	(2,994)	-3.6%
TOTAL PERSONNEL EXPENSES	863,469	863,469	834,356	(29,113)	-3.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	648,254	543,254	584,954	41,700	7.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	648,254	543,254	584,954	41,700	7.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	3,120	3,120	-	(3,120)	-100.0%
TOTAL ENERGY	3,120	3,120	-	(3,120)	-100.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	15,800	10,800	19,800	9,000	83.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,530,643	1,420,643	1,439,110	18,467	1.3%
NET OPERATING SUBSIDY	(1,530,643)	(1,420,643)	(1,439,110)	18,467	1.3%
OVERHEAD ALLOCATION	1,530,643	1,420,643	1,439,110	18,467	1.3%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INFORMATION TECHNOLOGY BUDGET
FISCAL YEAR 2009
SECTION 5.10**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	937,399	897,399	763,033	(134,366)	-15.0%
FRINGE EXPENSES	74,279	59,279	63,864	4,584	7.7%
TOTAL PERSONNEL EXPENSES	1,011,678	956,678	826,896	(129,782)	-13.6%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	526,500	573,864	805,625	231,761	40.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	526,500	573,864	805,625	231,761	40.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,100	2,100	3,600	1,500	71.4%
TOTAL ENERGY	2,100	2,100	3,600	1,500	71.4%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	21,070	21,070	21,955	885	4.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,561,348	1,553,712	1,658,076	104,364	6.7%
NET OPERATING SUBSIDY	(1,561,348)	(1,553,712)	(1,658,076)	104,364	6.7%
OVERHEAD ALLOCATION	1,561,348	1,553,712	1,658,076	104,364	6.7%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LAND MANAGEMENT BUDGET
FISCAL YEAR 2009
SECTION 5.11**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	968,869	930,905	968,546	37,641	4.0%
TOTAL OPERATING REVENUES	968,869	930,905	968,546	37,641	4.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	968,869	930,905	968,546	37,641	4.0%
OPERATING EXPENSES					
LABOR EXPENSES	96,193	136,193	142,455	6,262	4.6%
FRINGE EXPENSES	21,501	21,501	20,843	(658)	-3.1%
TOTAL PERSONNEL EXPENSES	117,694	157,694	163,298	5,604	3.6%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	13,566	5,000	27,000	22,000	440.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	196,000	159,080	203,391	44,311	27.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	209,566	164,080	230,391	66,311	40.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	11,175	-	(11,175)	-100.0%
TOTAL ENERGY	-	11,175	-	(11,175)	-100.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,500	1,500	3,000	1,500	100.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	328,760	334,449	396,689	62,240	18.6%
NET OPERATING SUBSIDY	640,109	596,456	571,858	24,598	-4.1%
OVERHEAD ALLOCATION	(640,109)	(596,456)	(571,858)	24,598	-4.1%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LEGAL BUDGET
FISCAL YEAR 2009
SECTION 5.12**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	147,974	162,974	144,526	(18,448)	-11.3%
FRINGE EXPENSES	13,432	13,432	13,050	(383)	-2.8%
TOTAL PERSONNEL EXPENSES	161,407	176,407	157,576	(18,830)	-10.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	106,000	106,000	106,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	106,000	106,000	106,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	13,300	13,300	9,800	(3,500)	-26.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	280,707	295,707	273,376	(22,330)	-7.6%
NET OPERATING SUBSIDY	(280,707)	(295,707)	(273,376)	(22,330)	-7.6%
OVERHEAD ALLOCATION	280,707	295,707	273,376	(22,330)	-7.6%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MARKETING BUDGET
FISCAL YEAR 2009
SECTION 5.13**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	614,103	596,103	547,191	(48,912)	-8.2%
FRINGE EXPENSES	52,979	52,979	49,408	(3,571)	-6.7%
TOTAL PERSONNEL EXPENSES	667,082	649,082	596,599	(52,483)	-8.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	798,800	798,800	815,000	16,200	2.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	798,800	798,800	815,000	16,200	2.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	36,000	36,000	17,500	(18,500)	-51.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,501,882	1,483,882	1,429,099	(54,783)	-3.7%
NET OPERATING SUBSIDY	(1,501,882)	(1,483,882)	(1,429,099)	(54,783)	-3.7%
OVERHEAD ALLOCATION	1,501,882	1,483,882	1,429,099	(54,783)	-3.7%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MULTIMODAL BUDGET
FISCAL YEAR 2009
SECTION 5.14**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	265,214	265,214	58,913	(206,301)	-77.8%
FRINGE EXPENSES	77,748	77,748	49,256	(28,492)	-36.6%
TOTAL PERSONNEL EXPENSES	342,962	342,962	108,169	(234,793)	-68.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	1,000	1,000	1,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,000	1,000	1,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	2,000	2,000	2,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	16,350	16,350	11,500	(4,850)	-29.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	361,312	361,312	121,669	(239,643)	-66.3%
NET OPERATING SUBSIDY	(361,312)	(361,312)	(121,669)	(239,643)	-66.3%
OVERHEAD ALLOCATION	361,312	361,312	121,669	(239,643)	-66.3%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PLANNING BUDGET
FISCAL YEAR 2009
SECTION 5.15**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	792,341	746,341	574,502	(171,838)	-23.0%
FRINGE EXPENSES	75,970	55,970	53,366	(2,604)	-4.7%
TOTAL PERSONNEL EXPENSES	868,310	802,310	627,868	(174,442)	-21.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	132,000	132,000	138,108	6,108	4.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	132,000	132,000	138,108	6,108	4.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	900	900	-	(900)	-100.0%
TOTAL ENERGY	900	900	-	(900)	-100.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	29,460	29,460	14,360	(15,100)	-51.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,030,670	964,670	780,336	(184,334)	-19.1%
NET OPERATING SUBSIDY	(1,030,670)	(964,670)	(780,336)	(184,334)	-19.1%
OVERHEAD ALLOCATION	1,030,670	964,670	780,336	(184,334)	-19.1%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PURCHASING BUDGET
FISCAL YEAR 2009
SECTION 5.16**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	592,160	454,160	600,270	146,111	32.2%
FRINGE EXPENSES	73,669	73,669	67,076	(6,593)	-8.9%
TOTAL PERSONNEL EXPENSES	665,828	527,828	667,346	139,518	26.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	54,700	46,700	45,000	(1,700)	-3.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	54,700	46,700	45,000	(1,700)	-3.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,080	1,080	1,080	-	0.0%
TOTAL ENERGY	1,080	1,080	1,080	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	22,835	22,835	19,256	(3,579)	-15.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	744,444	598,444	732,682	134,239	22.4%
NET OPERATING SUBSIDY	(744,444)	(598,444)	(732,682)	134,239	22.4%
OVERHEAD ALLOCATION	744,444	598,444	732,682	134,239	22.4%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET
FISCAL YEAR 2009
SECTION 5.17**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	6,014,768	6,014,768	-
TOTAL OPERATING REVENUES	-	-	6,014,768	6,014,768	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	114,705	114,705	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	7,588,385	7,588,385	-
TOTAL OTHER NON OPERATING REVENUE	-	-	7,588,385	7,588,385	-
TOTAL NON OPERATING REVENUE	-	-	7,703,090	7,703,090	-
TOTAL COMBINED REVENUES	-	-	13,717,858	13,717,858	-
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	-	-	-	-	-
NET OPERATING SUBSIDY	-	-	6,014,768	(6,014,768)	-
OVERHEAD ALLOCATION	-	-	(13,717,858)	(13,717,858)	-
ADJUSTED NET OPERATING SUBSIDY	-	-	(7,703,090)	7,703,090	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RISK BUDGET
FISCAL YEAR 2009
SECTION 5.18**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	274,271	264,271	303,370	39,100	14.8%
FRINGE EXPENSES	24,533	19,533	27,392	7,859	40.2%
TOTAL PERSONNEL EXPENSES	298,804	283,804	330,763	46,959	16.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	500	500	200	(300)	-60.0%
TOTAL ENERGY	500	500	200	(300)	-60.0%
RISK MANAGEMENT	444,296	461,221	388,303	(72,918)	-15.8%
GENERAL AND ADMINISTRATIVE	9,030	7,030	5,100	(1,930)	-27.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	752,630	752,555	724,366	(28,189)	-3.7%
NET OPERATING SUBSIDY	(752,630)	(752,555)	(724,366)	(28,189)	-3.7%
OVERHEAD ALLOCATION	752,630	752,555	724,366	(28,189)	-3.7%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TELEPHONE INFORMATION SERVICES BUDGET
FISCAL YEAR 2009
SECTION 5.19**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	762,064	767,064	815,230	48,166	6.3%
FRINGE EXPENSES	(117,709)	(137,709)	(124,583)	13,126	-9.5%
TOTAL PERSONNEL EXPENSES	644,355	629,355	690,647	61,292	9.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	57,000	57,000	50,300	(6,700)	-11.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	57,000	57,000	50,300	(6,700)	-11.8%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	26,000	-	-	-	-
TOTAL ENERGY	26,000	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	(19,894)	(19,894)	(20,770)	(876)	4.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	707,462	666,462	720,177	53,715	8.1%
NET OPERATING SUBSIDY	(707,462)	(666,462)	(720,177)	53,715	8.1%
OVERHEAD ALLOCATION	707,462	666,462	720,177	53,715	8.1%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TRANSIT STORE BUDGET
FISCAL YEAR 2009
SECTION 5.20**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	195,182	170,182	192,587	22,405	13.2%
FRINGE EXPENSES	28,413	25,913	28,352	2,439	9.4%
TOTAL PERSONNEL EXPENSES	223,595	196,095	220,939	24,844	12.7%
SECURITY EXPENSES	2,000	2,000	11,000	9,000	450.0%
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,000	1,000	-	(1,000)	-100.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,000	3,000	11,000	8,000	266.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	49,500	34,500	5,000	(29,500)	-85.5%
TOTAL MATERIALS AND SUPPLIES	49,500	34,500	5,000	(29,500)	-85.5%
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	10,200	10,200	-	(10,200)	-100.0%
TOTAL ENERGY	10,200	10,200	-	(10,200)	-100.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	72,578	72,578	74,641	2,063	2.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	358,873	316,373	311,580	(4,793)	-1.5%
NET OPERATING SUBSIDY	(358,873)	(316,373)	(311,580)	(4,793)	-1.5%
OVERHEAD ALLOCATION	358,873	316,373	311,580	(4,793)	-1.5%
ADJUSTED NET OPERATING SUBSIDY	-	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET SUMMARY
FISCAL YEAR 2009
SECTION 6.01**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	785,000	785,000	857,100	72,100	9.2%
TOTAL OPERATING REVENUES	785,000	785,000	857,100	72,100	9.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	236,717	161,256	160,126	(1,130)	-0.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	236,717	161,256	160,126	(1,130)	-0.7%
TOTAL NON OPERATING REVENUE	236,717	161,256	160,126	(1,130)	-0.7%
TOTAL COMBINED REVENUES	1,021,717	946,256	1,017,226	70,970	7.5%
OPERATING EXPENSES					
LABOR EXPENSES	538,925	532,425	537,188	4,763	0.9%
FRINGE EXPENSES	104,578	104,578	108,913	4,335	4.1%
TOTAL PERSONNEL EXPENSES	643,503	637,003	646,100	9,098	1.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	32,150	32,150	27,325	(4,825)	-15.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	118,264	78,764	133,920	55,156	70.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	150,414	110,914	161,245	50,331	45.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,000	12,700	5,000	(7,700)	-60.6%
TOTAL MATERIALS AND SUPPLIES	5,000	12,700	5,000	(7,700)	-60.6%
DIESEL FUEL	3,200	3,200	3,775	575	18.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	11,575	11,575	15,525	3,950	34.1%
TOTAL ENERGY	14,775	14,775	19,300	4,525	30.6%
RISK MANAGEMENT	43,605	43,605	34,440	(9,165)	-21.0%
GENERAL AND ADMINISTRATIVE	124,350	110,850	106,456	(4,394)	-4.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	981,647	929,847	972,541	42,695	4.6%
NET OPERATING SUBSIDY	(196,647)	(144,847)	(115,441)	(29,405)	-20.3%
OVERHEAD ALLOCATION	(40,070)	(16,409)	(44,685)	(28,276)	172.3%
ADJUSTED NET OPERATING SUBSIDY	(236,717)	(161,256)	(160,126)	(1,130)	-0.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB BUDGET
FISCAL YEAR 2009
SECTION 6.02**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	685,000	685,000	754,400	69,400	10.1%
TOTAL OPERATING REVENUES	685,000	685,000	754,400	69,400	10.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	131,219	55,758	117,909	62,151	111.5%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	131,219	55,758	117,909	62,151	111.5%
TOTAL NON OPERATING REVENUE	131,219	55,758	117,909	62,151	111.5%
TOTAL COMBINED REVENUES	816,219	740,758	872,309	131,551	17.8%
OPERATING EXPENSES					
LABOR EXPENSES	442,732	436,232	465,741	29,509	6.8%
FRINGE EXPENSES	98,578	98,578	106,883	8,305	8.4%
TOTAL PERSONNEL EXPENSES	541,310	534,810	572,624	37,814	7.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	27,150	27,150	27,325	175	0.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	72,164	32,664	98,920	66,256	202.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	99,314	59,814	126,245	66,431	111.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,000	12,700	5,000	(7,700)	-60.6%
TOTAL MATERIALS AND SUPPLIES	5,000	12,700	5,000	(7,700)	-60.6%
DIESEL FUEL	3,200	3,200	3,775	575	18.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	11,575	11,575	15,525	3,950	34.1%
TOTAL ENERGY	14,775	14,775	19,300	4,525	30.6%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	115,750	102,250	104,456	2,206	2.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	776,149	724,349	827,625	103,276	14.3%
NET OPERATING SUBSIDY	(91,149)	(39,349)	(73,225)	33,876	86.1%
OVERHEAD ALLOCATION	(40,070)	(16,409)	(44,685)	(28,276)	172.3%
ADJUSTED NET OPERATING SUBSIDY	(131,219)	(55,758)	(117,909)	62,151	111.5%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET
FISCAL YEAR 2009
SECTION 6.03**

	ORIGINAL BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	\$ VARIANCE FY09 BUDGET TO FY08 AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	100,000	100,000	102,700	2,700	2.7%
TOTAL OPERATING REVENUES	100,000	100,000	102,700	2,700	2.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	105,498	105,498	42,217	(63,281)	-60.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	105,498	105,498	42,217	(63,281)	-60.0%
TOTAL NON OPERATING REVENUE	105,498	105,498	42,217	(63,281)	-60.0%
TOTAL COMBINED REVENUES	205,498	205,498	144,917	(60,581)	-29.5%
OPERATING EXPENSES					
LABOR EXPENSES	96,193	96,193	71,447	(24,746)	-25.7%
FRINGE EXPENSES	6,000	6,000	2,030	(3,970)	-66.2%
TOTAL PERSONNEL EXPENSES	102,193	102,193	73,477	(28,716)	-28.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,000	5,000	-	(5,000)	-100.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	46,100	46,100	35,000	(11,100)	-24.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	51,100	51,100	35,000	(16,100)	-31.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	43,605	43,605	34,440	(9,165)	-21.0%
GENERAL AND ADMINISTRATIVE	8,600	8,600	2,000	(6,600)	-76.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	205,498	205,498	144,917	(60,581)	-29.5%
NET OPERATING SUBSIDY	(105,498)	(105,498)	(42,217)	(63,281)	-60.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(105,498)	(105,498)	(42,217)	(63,281)	-60.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
DEBT SERVICE SCHEDULE
FISCAL YEARS 2009 - 2034
SECTION 7.01**

Fiscal Year	1995 LRV Leaseback (Debt Service)	MTS Tower (Operations)	2004 Pension Obligation (Operations)	Toshiba Equipment Lease (Operations)	Grand Total MTS Debt Service
2009	7,588,385	847,004	4,868,432	76,820	13,380,641
2010	7,584,715	843,070	4,869,351	76,820	13,373,956
2011	7,580,764	864,123	4,873,891	44,811	13,363,589
2012	7,576,509	833,027	4,872,132	-	13,281,668
2013	7,571,926	851,210	4,846,614	-	13,269,750
2014	7,566,990	839,372	4,840,130	-	13,246,493
2015	5,689,623	852,061	4,840,348	-	11,382,031
2016	8,947,150	834,128	4,838,313	-	14,619,591
2017	10,164,233	842,211	4,839,132	-	15,845,576
2018	9,515,874	846,378	4,839,748	-	15,202,000
2019	9,491,982	846,865	4,839,919	-	15,178,766
2020	9,799,027	844,376	4,840,322	-	15,483,725
2021	11,425,068	-	4,840,263	-	16,265,331
2022	11,737,712	-	4,842,994	-	16,580,706
2023	12,192,239	-	4,843,129	-	17,035,368
2024	12,162,881	-	4,850,508	-	17,013,389
2025	12,131,266	-	4,858,041	-	16,989,307
2026	1,412,525	-	4,812,450	-	6,224,975
2027	-	-	4,860,340	-	4,860,340
2028	-	-	4,899,538	-	4,899,538
2029	-	-	4,930,044	-	4,930,044
2030	-	-	4,951,858	-	4,951,858
2031	-	-	4,867,153	-	4,867,153
2032	-	-	4,875,929	-	4,875,929
2033	-	-	4,973,840	-	4,973,840
2034	-	-	1,634,768	-	1,634,768
Total	160,138,867	10,143,826	123,249,187	198,451	293,730,332

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Summary of Debt-Service Activities Proposed Budget Fiscal Year 2009

Section 7.02

Overview

This section reviews the debt service and lease/leaseback activities of MTS's operating budget. There are four different MTS financing programs: MTS Tower, 1995 light rail vehicle (LRV) lease/leaseback, pension obligation bonds, and Toshiba equipment lease.

MTS Tower

The County of San Diego has a master lease agreement with the MTS Joint Powers Agency for the lease of the MTS Tower building. MTS entered into a sublease agreement with the County of San Diego (County) for a portion (27.61 percent) of the MTS Tower building. MTS pays 27.61 percent of the debt service costs as its share (essentially a lease payment).

Debt service for MTS's 27.61 percent share is \$847,004 for fiscal year 2009. Debt-service payments run through 2020. This annual expense is offset to some degree by approximately \$335,000 received from the County for rent for the space utilized by the County between MTS's 27.61 percent share of the building and the two floors occupied by MTS. Functionally, this expense of \$847,004 is budgeted with administrative expenses as rent expense.

1995 LRV Lease/Leaseback

In fiscal year 1996, MTDB entered into a master lease for 52 LRVs to an investor and simultaneously entered into a lease agreement with the purchaser to lease them back. MTDB received prepayments of the master lease from the investor of approximately \$102.7 million, of which it used approximately \$90.7 million to place two investments that will be used to make the interest and principal payments on the finance obligation. MTDB placed \$78.8 million in a fixed-rate deposit and invested \$11.9 million in government zero-coupon bonds. The interest earned on the deposit together with the principal amount of the deposit and the maturities of the zero-coupon bonds are sufficient to cover the amounts due under the finance obligation.

The debt service for fiscal year 2009 is \$7,588,385 and is funded by escrowed investments as described above.

Pension Obligation Bonds (POBs)

In October 2004, MTDB issued \$77,490,000 of POBs to fund 85 percent of San Diego Transit Corporation's (SDTC's) unfunded pension liability in addition to its fiscal year 2005 normal cost reimbursement. This debt is comprised of two parts--the first part encompasses Series A fixed-rate bonds (\$38,690,000) composed of serial bonds and term bonds. Principal maturities are from 2005 to 2033 with interest rates from 2.58 percent to 5.15 percent payable semiannually. The second part encompasses Series B variable rate bonds (\$38,800,000). The principal maturities are 2023-2033. MTS entered into a swap agreement with UBS Investment Bank to fix-up these variable rates at a rate of approximately 4.424 percent.

Debt service for fiscal year 2009 is \$4,868,432. This amount is budgeted in MTS bus operations with \$3,313,432 (interest component) budgeted in debt service and \$1,555,000 (principal portion) budgeted

as a fringe benefit (pension) cost. While there is no directly tied funding source, funding comes from a variety of sources for MTS bus operations and other operators, including TDA and STA funds.

Toshiba Equipment Lease

In February 2006, MTS entered into a lease agreement with Toshiba America Information Systems for the acquisition of telecommunications equipment. The lease is classified as a capital lease because title to the equipment will transfer to MTS when the lease terminates in January 2011.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
THROUGH FISCAL YEAR 2009
SECTION 8.01

Project Number	Project Title	Funded Budget Through 2009	Estimated Expenses Through June 2008	Remaining Budget Through June 2008	FUNDING SOURCES						TSCP	OTHER
					5307	5309	TDA	TransNet	STA			
10426	Mission Valley East LRT Extension	499,807.9	500,249.4	(441.6)	10,136.8	329,958.0		72,670.9				87,042.1
10453	San Ysidro Intermodal Transportation	27,760.9	28,128.1	(367.2)	5,980.0	11,342.0	1,812.0					8,626.9
10493	12th & Market Station Reconfig	9,700.0	9,026.1	673.9	1,025.1	46.5						8,628.4
11046	12th Ave Corridor Improvements	900.0	832.4	67.6	596.1	13.4						290.5
11147	Regional Miscellaneous Operating Capital	194.6	177.5	17.1	157.3		37.3					
11148	Replace Senior and Disabled Lift - Phase I	250.0	5.6	244.4	200.0		50.0					
11158	MVE SDSU Radio Equipment	157.8	129.4	28.5				157.8				
11163	Organizational Desktops	763.4	401.3	362.1	450.7		112.7		200.0			
11163	Network Servers	225.0	180.1	64.9	120.0		30.0		75.0			
11164	Rehab Traction Motors - Phase II	3,249.7	2,243.5	1,006.2		2,599.8	649.9					
11165	LRV Body Rehabilitation	2,160.0	1,650.9	509.1	43.4	1,684.6	432.0					
11166	CCTV Surveillance Equipment	1,029.4	759.5	269.9	375.6	120.0	123.9	410.0				
11167	LRV Tires	1,626.4	1,156.1	470.3		1,238.2	309.5					
11171	CNG Hybrid Bus Demonstration Project	237.1	57.1	180.0	45.6		11.4		78.7			
11182	Blue Line Station Improvements	426.6	2.1	424.5		341.3	85.3					180.0
11183	Blue Line Tie Replacement	710.0	475.3	234.7		568.0	142.0					
11184	Bus Video Cameras	2,188.7	1,710.4	478.3	1,122.2		271.0		70.0		725.5	
11186	SDTI Crane Truck	250.0	0.0	250.0		200.0	50.0					
11189	High Capacity Buses	20,000.1	2.5	19,997.6	15,984.9		767.0					3,248.2
11190	IAD Main Entrance Security Project	80.0	9.3	70.8	64.0		16.0					
11191	IAD/KMD Vacuum Replacement	497.8	487.5	30.3	398.2		99.6					
11192	IT Ellipse Financial System	350.0	30.0	320.0	280.0		70.0					
11193	IT Network Storage	250.0	183.2	66.8	100.0		25.0		125.0			
11194	KMD Steam Rack Retrofitting	374.5	347.8	26.7	299.6		74.9					
11198	MCS Misc. Equipment	424.7	51.0	373.7	169.9		42.5		212.4			
11199	Misc. Capital (All Divisions) with Federal	552.6	0.0	552.6	261.3	180.0	110.3					0.9
11200	Misc. Capital (All Divisions) no Federal	1,267.6	15.0	1,252.7	580.0		145.0		542.6			
11201	Security Cameras- 12th & Imperial	600.0	24.3	575.7			150.0			450.0		
11202	SDTI Non Revenue Vehicle Replacement	490.0	239.4	250.6	120.0		98.0					
11205	SDTI Radio Receiver Replacement	119.8	59.0	60.8		272.0	12.0		60.0			
11206	Rail Profile Grinding	973.0	206.0	767.0		778.4	194.6					
11207	SDTC Bus Washer Renovation	330.0	28.5	301.5	264.0		66.0					
11210	SDTI Yard Fence & Other Security	964.4	808.3	156.1		13.1	3.3			948.0		
11211	Service Trucks	77.0	74.2	2.8	61.6		15.4					
11212	Transit Store Security Improvements	71.0	26.9	44.1	56.8		14.2					
11213	SDTC KMD Building Improvements	290.0	0.0	290.0	160.0				90.0			40.0
11214	LRV HVAC Retrofit SD100	453.5	0.0	453.5		362.8	90.7					
11215	SDTC Passenger Vehicles	250.0	98.7	151.3					250.0			
11216	Rehabilitation Electronic Control Circuit U2	250.0	0.0	250.0	200.0		50.0					
11217	Blue & Orange Line Station Improvements	250.0	1.6	248.4		149.0	42.5		56.5			
11218	TWC Equipment Replacement	240.0	0.0	240.0			240.0					
11219	Pilot Motor Control Unit Drive	200.0	0.0	200.0					200.0			
11220	LRV NRV Re-Railing	189.0	0.0	189.0					189.0			
11221	Low Voltage Trainline Wiring	271.3	0.0	271.3		140.0	35.0		96.3			
11222	IAD Service Lanes Fire & Control Upgrades	160.0	7.0	153.0			17.5		90.0		52.5	
11223	LRV On Board CCTV	1,158.7	8.8	1,149.9			37.7				1,121.0	
11224	Catenary Inspection/ Work Platform Truck	150.0	0.0	150.0					150.0			

Project Number	Project Title	Funded Budget Through 2009	Estimated Expenses Through June 2008	Remaining Budget Through June 2008	FUNDING SOURCES						OTHER
					5307	5309	TDA	TransNet	STA	TSGP	
11225	Transformers	327.0	131.8	195.2		161.6	40.4		125.0		
11226	Power Switch Mechanisms	95.2	95.3	(0.1)					95.2		
11228	Maint. Facilities Building Improvements	85.0	8.4	78.6					85.0		
11229	Substation Building Structure	73.8	23.2	50.6					73.8		
11230	SDTC Bus Maintenance Tools	37.4	35.4	2.1		19.6	4.9		12.9		
11232	SDTC Site Hardening & Security	740.0	0.0	740.0			185.0			555.0	
11234	Switch Indicator Standardization-Final	33.8	1.1	32.7					33.8		
11237	MCS EOBME Land Acquisition	5,672.2	2.2	5,670.0	158.8		301.2	3,488.8	200.0		1,513.4
11239	40-ft CNG Low Profile Buses	37,754.8	23.2	37,731.6	13,200.0		7,801.6	3,000.0	1,325.5		12,427.7
11240	SDTC Support Equipment	210.0	84.9	145.1	110.2		27.6		72.2		
11241	IT Network Infrastructure	250.0	54.1	195.9			10.0		20.0		40.0
11242	Network Infrastructure	75.0	73.7	1.3					75.0		
11243	Security/Safety Equipment	39.9	22.8	17.1					39.9		
11244	SDTI Forklift Replacement	25.0	0.0	25.0					25.0		
11245	Mills Building Procurement & Construction	917.1	822.6	94.5					917.1		
11250	CVT 40' CNG Buses (6)	2,460.0			1,968.0						492.0
11251	U2 Gearbox Rehabilitation	500.0				400.0	100.0				
11252	SD100 Blower Motor Conversion	290.0				232.0	58.0				
11253	MCS South Bay Gas Detection System	150.0			120.0		30.0				
11254	SD100 BRAKE REHABILITATION	125.0				100.0	25.0				
11255	Broadway WYE Switch Machines	100.0				80.0	20.0				
11256	Mobile Radio Replacement	57.5			46.0		11.5				
11257	Bill Processing/ Counting Equipment	98.0			64.0	14.4	19.6				
11258	DVR Spare	24.0			19.2		4.8				
11259	Storage Bin Decking Replacement	24.0			19.2		4.8				
11260	Training Center Rehabilitation	28.0			22.4		5.6				
11261	Special Event Service Improvement	34.0			27.2		6.8				
11262	Yard Facility Building Repair	50.0				40.0	10.0				
11263	Signal Event Recorder Upgrade	78.0					15.6				
11264	RCS Radios	10.5			62.4		2.1				
11418	MCS ADA Small Vehicles	8,519.6	4,826.2	3,693.3	4,323.0	487.6	1,202.7	2,042.0	464.3		
11419	MCS Medium/Small DART fixed buses	3,243.7	2,275.4	968.2	1,260.0		315.0		1,668.7		

TOTAL 645,050.9 558,312.1 82,709.8 60,661.8 351,590.1 16,736.3 81,779.5 7,901.0 3,852.0 122,530.1

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Summary of Significant Capital Activities Proposed Budget Fiscal Year 2009

Section 8.02

Overview

The fiscal year 2009 MTS Capital Improvement Program (CIP) was approved by the MTS Board of Directors on December 13, 2007.

Development of the MTS FY 09 CIP

The CIP process began in July 2008 with the call for projects. A meeting of the CIP Budget Development Committee was held to review the project list and to develop a CIP recommendation for fiscal year 2009. In accordance with the Capital Projects Selection Process, the CIP Budget Development Committee is comprised of the following members: MTS Administration, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), Chula Vista Transit (CVT), and SANDAG Engineering. Each Committee member was responsible for submitting the capital requests for their agency and the cities it serves. The Committee reviewed and the Chief Executive Officer approved the prioritization of those capital requests. Section 2.10 details the approved fiscal year 2009 CIP.

The recommended CIP assumes \$29 million for preventive maintenance. The remaining projects all compete for the balance of available funding after the preventive maintenance has been taken into consideration.

The capital project list in Section 2.10 represents the five-year, unconstrained need for the MTS operators. Each MTS agency submitted its capital project requests in priority order. The lists were consolidated for review by the CIP Budget Development Committee to ensure that operationally critical projects were funded. The Committee reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

One of the critical areas with the MTS organization continues to be the need for buses. In the FY 09 CIP, MTS addressed this organizational need and allocated significant available funds toward the procurement of vehicles. Of the \$76.0 million available after preventative maintenance, \$35.9 million or just over 47% was dedicated to the procurement of buses. This allocation will fund approximately 67 40-foot compressed natural gas (CNG) vehicles, 8 minibuses, and approximately 25 high-capacity vehicles.

Section 8.03 lists the descriptions of MTS-administered projects that include federal funding that were determined to be the most critical to fund for the upcoming fiscal year. These projects are funded with \$21.1 million of 5307 funds, \$2.9 million of 5309 funds, \$1.2 million Transportation Security Grant Program funds, and the remaining amount is funded with nonfederal funds for a total of \$44.2 million. The fiscal year 2009 funding levels represent 55.8% of the total project needs after funding preventative maintenance.

Availability of Section 5307 and Section 5309 Funds:

Traditionally, SANDAG has apportioned the formula funds between MTS and the North County Transit District (NCTD), based on population, with MTS receiving approximately 70 percent and NCTD receiving approximately 30 percent of the Section 5307 funds after the off-the-top funds are programmed for SANDAG planning and the regional vanpool program. Section 5307 and Section 5309 funds can generally be used to provide 80 percent of the cost of capital projects and the cost of preventive maintenance activities (which is an operating cost). The ratio increases to 83 percent for the "clean-fuel" buses and vehicles meeting the Americans with Disabilities Act (ADA) requirements.

The Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 Program is designed to meet routine capital needs and for urbanized areas over 200,000 in population, such as San Diego County, Section 5307 Formula funds may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventive maintenance, thereby, in affect, mitigating the lack of operating assistance.

Our fiscal year 2009 allocation for the MTS Section 5307 Program is \$37.5 million. This would be matched with local funds of \$9.4 million, which means that this program would provide an estimated \$46.8 million to fund fiscal year 2009 capital projects.

The Fixed-Guideway Modernization (also known as Rail Mod) Program is one of three categories of funding under the Section 5309 Capital Investment Program, which also includes the Bus Capital Earmarks and Fixed-Guideway New Starts Programs. Unlike the Section 5309 Bus Capital and Fixed-Guideway New Starts Programs, which are designed to assist in meeting extraordinary capital needs and are awarded generally at the discretion of Congress, Section 5309 Rail Mod funds are allocated on a formula basis to rail systems that have been in operation for at least seven years. Eligible projects include the modernization of existing fixed-guideway systems, including rolling stock.

For fiscal year 2009, the Section 5309 Funds and Earmarks allocated to MTS is \$13.3 million. These Section 5309 Program funds are matched with local funds of \$3.3 million, which translates into \$16.6 million to fund fiscal year 2009 capital projects.

Additional FY09 Funding:

In December 2007, staff presented and the Board approved the Capital Improvement Program (CIP). The Board approved the entire CIP (funded and unfunded projects) and provided direction, in the event that additional funding becomes available, to allow the Chief Executive Officer to fund current unfunded projects. Additional funding sources have become available for capital purposes after the CIP was approved in December.

The passage of Proposition 1B and the election of MTS in the TransNet II Early Action Program (EAP) have provided MTS additional funding sources for the rehabilitation of the oldest portion of its rail system (the Blue Line). \$27.8 million of Proposition 1B funds have been incorporated in this fiscal year's CIP.

An additional \$4.8 million in federal Sections 5307 and 5309 were incorporated within the CIP. These available funds were carry-forward funds from previous fiscal years that were not obligated by MTS previously. These federal funds are matched with local funds totaling \$1.2 million, which means that this program would provide an additional \$6.0 million to fund fiscal year 2009 capital projects.

In addition, MTS has been selected to participate in the Transportation Security Grant Program (TSGP) from the Department of Homeland Security in the amount of \$1.2 million. TSGP funding is specifically for the procurement of security enhancements for the bus and rail systems, and these funds specifically will provide additional cameras on both bus and rail vehicles.

Finally, there are Congestion Mitigation and Air Quality funds totaling \$434,000, including local match, that will help fund the replacement of older diesel buses to cleaner CNG buses in the upcoming fiscal year.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2009
SECTION 8.03**

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

Project #	Project Title	Budget (\$'000's)	Federally Funded		Project Manager
			5307	5309	
11184	BUS VIDEO CAMERAS This project provides for the purchase and installation of security camera systems in three phases for up to 273 buses with options for up to 300 more buses over a three year period.	\$ 192.0		192.0	TOM DELUCA
11223	LRV ON BOARD CCTV This project is for the procurement and installation of the security camera systems on board the SDTI light rail vehicle fleet.	\$ 1,008.0		1,008.0	LARRY SAVOY
11162	ORGANIZATIONAL DESKTOPS This project provides equipment replacements and upgrades for desktop computers, network printers, and licensing for operating system software for the staff.	\$ 150.0	120.0		DAN BOSSERT
11164	SD100 TRACTION MOTORS REHABILITATION This project will continue rehabilitation of traction motors for U2 and SD100 LRVs.	\$ 425.0		340.0	RUSS DESAI
11165	LRV PAINT AND BODY REHABILITATION This project allows for 12 to 13 additional SD100 LRVs will undergo paint and body rehabilitation.	\$ 500.0		400.0	RUSS DESAI
11166	CCTV PARK AND MARKET This project provides for the new CCTV system to be procured and installed at Park and Market Street station.	\$ 150.0		120.0	RUSS DESAI
11167	LRV TIRES REPLACEMENT Provides for the procurement of replacement tires on U2 and SD100 LRVs.	\$ 467.7		374.1	RUSS DESAI
11183	BLUE LINE TIE REPLACEMENT This project will continue the replacement of old and deteriorated track ties on Blue and Orange line tracks.	\$ 80.0		64.0	RUSS DESAI
11189	BUS PROCUREMENTS 25 (Hi-Cap Articulated) This project provides for the purchase of 26 BRT 60' High Capacity Buses from North American Bus Industries.	\$ 16,241.0	12,992.8		RAY THOMPSON
11200	MISCELLANEOUS OPERATING CAPITAL This project provides for unforeseen the completion of capital projects throughout the year.	\$ 725.0	580.0		PAUL JABLONSKI
11202	SDTI NON-REV. VEHICLES This project allows for the replacement of non revenue vehicles with special specifications the maintenance, operations, security and revenue departments.	\$ 150.0	120.0		RUSS DESAI

Project #	Project Title	Budget (\$'000's)	Federally Funded			Project Manager
			5307	5309	TSGP	
11206	RAIL PROFILE GRINDING The Blue and Orange line tracks will be designed for custom profile for the purpose of extending the life of the rails.	\$ 323.0		258.4		RUSS DESAI
11213	SDTC KMD BUILDING IMPROVEMENTS Provides for the repair/replacement of air compressors, product hose reels, CNG detection equipment, Main Electrical Distribution Panel, concrete repairs, etc. This project also combines several smaller building and equipment upgrade projects.	\$ 200.0	160.0			FRANK TOTH
11214	SD100 HVAC RETROFIT This project will allow for the HVAC system on SD100 fleet of vehicles to be retrofitted or replaced to regulations. comply with current environmental	\$ 200.0	160.0			RUSS DESAI
11221	LOW VOLTAGE TRAIN LINE WIRING This project will replace old and deteriorating low voltage wiring on U2 LRVs.	\$ 175.0		140.0		RUSS DESAI
11225	TRANSFORMER REWINDING Two to three traction power sub-station transformers be rewound under this project.	\$ 195.0		156.0		RUSS DESAI
11237	MCS EAST COUNTY BUS MAINTENANCE FACILITY This includes continued work on acquisition of property for the expansion of the East County Division fixed route and ADA operations.	\$ 1,672.2	158.8			ELLIOT HURWITZ
11239	PURCHASE 40-FT CNG BUSES This project provides for the purchase of up to 250 buses over five years and the contract has been awarded to New Flyer Industries. There are also options for up to 200 additional buses.	\$ 16,205.5	3,777.8			CLAIRE SPIELBERG
11240	SDTC SUPPORT EQUIPMENT This project provides for 2 tow tractors, 4 electric carts, a man-lift or bucket type lift platform, and will fund the rehabilitation of 2 gasoline forklifts.	\$ 137.8	110.2			FRANK TOTH
11241	IT NETWORK INFRASTRUCTURE This project provides equipment replacements and upgrades for network servers, data storage systems, communications equipment, and wireless data telecommunications equipment for the MTS agencies.	\$ 50.0				DAN BOSSERT
11250	CVT 40' CNG BUSES (6) This project will allow CVT purchase six new 40' CNG heavy-duty transit coaches to replace existing buses that are well beyond their useful life.	\$ 2,460.0	1,968.0			ANDY TRUJILLIO
11419	MCS PURCHASE 8 MID SIZE POWAY BUSES Project consists of replacing 8 old buses that have exceeded their useful lives that operate in Poway with new mid-size Type VII buses that seat 26 passengers.	\$ 960.0	768.0			ELLIOT HURWITZ
11251	U2 GEARBOX REHABILITATION The parts and materials will be procured for in-house rehabilitation of U2 LRV gear boxes as a result of this project.	\$ 500.0		400.0		RUSS DESAI
11252	SD100 BLOWER MOTOR CONVERSION This project will replace old high voltage DC blower motors with new AC motors and inverters.	\$ 290.0		232.0		RUSS DESAI

Project #	Project Title	Budget (\$'000's)	Federally Funded			Project Manager
			5307	5309	TSGP	
11253	<u>MCS SOUTH BAY DIVISION GAS DETECTION SYSTEM</u> This project will consist of replacement of the building gas detection system at the South Bay Division Main Street building. This covers the maintenance shops and parts storage areas and is critical for continued use of CNG-powered buses.	\$ 150.0	120.0			ELLIOT HURWITZ
11254	<u>SD100 BRAKE REHABILITATION</u> This project will facilitate the rehabilitation of brakes on SD100 LRVs.	\$ 125.0		100.0		RUSS DESAI
11255	<u>BROADWAY WYE SWITCH MACHINES</u> The existing old worn track switches will be replaced with new heavier duty more reliable switches together with some upgrades of the signal system In this project	\$ 100.0		80.0		RUSS DESAI
11256	<u>MOBILE RADIO REPLACEMENT</u> This project will replace old and outdated mobile radios for LRVs and non revenue vehicles.	\$ 57.5	46.0			RUSS DESAI
11257	<u>BILL PROCESSING/COUNTING EQUIPMENT</u> New bill processing & counting equipment will be procured to replace old equipment for the revenue processing department.	\$ 98.0	64.0	14.4		RUSS DESAI
11258	<u>DVR SPARE</u> Three new DVR will be procured to replace old DVRs as they go out of service due to wear and tear.	\$ 24.0	19.2			RUSS DESAI
11259	<u>STORAGE BIN DECKING REPLACEMENT</u> The SDTI store room bin decking will be replaced to comply with City of San Diego fire Department recommendations.	\$ 24.0	19.2			RUSS DESAI
11260	<u>TRAINING CENTER REHAB.</u> This project will purchase new training aids and additional furniture for the SDTI training department.	\$ 28.0	22.4			RUSS DESAI
11261	<u>SPECIAL EVENT SERVICE IMPROVEMENT</u> Enhance and replace worn crowd control elements at the Gaslamp Quarter and Imperial Stations. This project will include portable turnstiles, barricades, post & tape barriers, AM/FM receiver, collapsible ticket canopies, and existing bench relocation (Gaslamp).	\$ 34.0	27.2			RUSS DESAI
11262	<u>YARD FACILITY BUILDINGS REPAIR</u> This project repairs aging building infrastructure for three maintenance facilities in SDTI yard.	\$ 50.0		40.0		RUSS DESAI
11263	<u>SIGNAL EVENT RECORDER UPGRADE</u> This project will upgrade the event recording systems at major interlockings.	\$ 78.0	62.4			RUSS DESAI
11264	<u>RCS RADIOS</u> This project will provide for the add to our existing Regional Communication System (RCS) radio inventory, essential for emergency response situations.	\$ 10.5	8.4			RUSS DESAI
Totals		\$ 44,236.2	\$ 21,144.5	\$ 2,879.0	\$ 1,200.0	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2009
SECTION 9.01

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	15,535,774	14,837,401	13,326,730	-	14,782,322	278,000	-	-	58,760,227
SDTI	8,200,000	11,775,772	-	-	6,000,000	-	-	-	25,975,772
MCS 801 - South Central	-	18,671,611	-	-	-	-	-	-	18,671,611
MCS 802 - JARC Otay	455,633	455,633	-	-	-	-	-	-	911,266
MCS 803 - JARC Mid City	144,284	144,284	-	-	-	-	-	-	288,568
MCS 804 - Inland Breeze	-	-	-	-	-	-	-	-	-
MCS 805 - Airport	-	-	-	-	-	-	-	-	-
MCS 820 - East County	-	7,511,942	-	-	-	-	-	-	7,511,942
MCS 825 - Poway	-	95,786	-	-	-	-	-	-	95,786
MCS 830 - Commuter Express	-	696,604	-	-	-	500,000	-	-	1,196,604
MCS 831 - Poway Express	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	2,448,199	-	-	-	-	-	-	2,448,199
MCS 836 - Suburban Routes 851,853,874	-	-	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	274,680	-	-	-	-	-	-	274,680
MCS 850 - ADA Access	-	7,498,635	-	2,000,000	697,144	150,918	-	-	10,346,696
MCS 855 - ADA Suburban	-	-	-	-	-	-	-	-	-
MCS 856 - ADA Certification	-	161,603	-	-	-	-	-	-	161,603
MCS 870 - DART	-	-	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	300,000	492,198	-	-	-	-	-	-	792,198
MCS 876 - CalTrans Mitigation	-	-	-	-	-	-	-	-	-
MCS 880 - Rural	352,102	284,265	-	-	-	-	-	-	636,367
MCS - Poway Mitigation	-	-	-	-	-	-	-	-	-
Chula Vista Transit	-	4,828,532	-	-	-	-	-	-	4,828,532
National City Transit	-	-	-	-	-	-	-	-	-
Coronado Ferry	-	147,584	-	-	-	-	-	-	147,584
Administrative Pass Thru	-	344,180	-	-	-	-	-	-	344,180
Subtotal Operations	24,987,792	70,668,908	13,326,730	2,000,000	21,479,466	928,918	-	-	133,391,814
Taxicab	-	-	-	-	-	-	-	117,909	117,909
SD&AE	-	-	-	-	-	-	-	42,217	42,217
Subtotal Other Activities	-	-	-	-	-	-	-	160,126	160,126
Administrative	114,705	-	-	-	-	-	7,588,385	-	7,703,090
Debt Service / Lease Leaseback	-	-	-	-	-	-	-	-	-
Grand Total	25,102,497	70,668,908	13,326,730	2,000,000	21,479,466	928,918	7,588,385	160,126	141,255,030

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2009
SECTION 9.02

	FTA 5307 Planning	FTA 5307 CMAQ	FTA 5307 Preventative Maintenance	JARC	FTA 5311/ 5311(f) Rural	FTA 5307 Debt Service
SDTC	-	-	15,000,000	535,774	-	-
SDTI	-	-	8,200,000	-	-	-
MCS 801 - South Central	-	-	-	-	-	-
MCS 802 - JARC Otay	-	-	-	-	-	-
MCS 803 - JARC Mid City	-	-	-	455,633	-	-
MCS 820 - East County	-	-	-	144,284	-	-
MCS 825 - Poway	-	-	-	-	-	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	-	-	-	-	-	-
MCS 856 - ADA Certification	-	-	-	-	-	-
MCS 870 - DART	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	300,000	-	-
MCS 876 - CalTrans Mitigation	-	-	-	-	-	-
MCS 880 - Rural	-	-	-	-	352,102	-
Chula Vista Transit	-	-	-	-	-	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-
Subtotal Operations	-	-	23,200,000	1,435,690	352,102	-
Taxicab	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	114,705	-	-	-	-	-
Grand Total	114,705	0	23,200,000	1,435,690	352,102	0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2009
SECTION 9.02

	TDA Article 4.0	TDA Debt Service	TDA Article 4.5 ADA	TDA Article 8.0	STA Discretionary	STA Formula
SDTC	14,837,401	-	-	-	8,894,565	4,432,165
SDTI	11,775,772	-	-	-	-	-
MCS 801 - South Central	18,671,611	-	-	-	-	-
MCS 802 - JARC Otay	455,633	-	-	-	-	-
MCS 803 - JARC Mid City	144,284	-	-	-	-	-
MCS 820 - East County	7,511,942	-	-	-	-	-
MCS 825 - Poway	95,786	-	-	-	-	-
MCS 830 - Commuter Express	-	-	-	696,604	-	-
MCS 835 - Central Routes 961-965	2,448,199	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	274,680	-	-	-	-	-
MCS 850 - ADA Access	3,532,851	-	3,965,784	-	-	-
MCS 856 - ADA Certification	161,603	-	-	-	-	-
MCS 870 - DART	-	-	-	-	-	-
MCS 875 - Coaster Connection	492,198	-	-	-	-	-
MCS 876 - CalTrans Mitigation	-	-	-	-	-	-
MCS 880 - Rural	284,265	-	-	-	-	-
Chula Vista Transit	4,828,532	-	-	-	-	-
Coronado Ferry	-	-	-	147,584	-	-
Administrative Pass Thru	344,180	-	-	-	-	-
Subtotal Operations	65,858,937	-	3,965,784	844,188	8,894,565	4,432,165
Taxicab SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	-	-	-	-	-
Grand Total	65,858,937	0	3,965,784	844,188	8,894,565	4,432,165

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2009
SECTION 9.02

	STIP Debt Service	Caltrans	Medical	TransNet Operating 40%	TransNet Access ADA	City of San Diego
SDTC	-	-	-	14,782,322	-	278,000
SDTI	-	-	-	6,000,000	-	-
MCS 801 - South Central	-	-	-	-	-	-
MCS 802 - JARC Otay	-	-	-	-	-	-
MCS 803 - JARC Mid City	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	-	-
MCS 825 - Poway	-	-	-	-	-	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	-	-	2,000,000	-	697,144	150,918
MCS 856 - ADA Certification	-	-	-	-	-	-
MCS 870 - DART	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-
MCS 876 - CalTrans Mitigation	-	-	-	-	-	-
MCS 880 - Rural	-	-	-	-	-	-
Chula Vista Transit	-	-	-	-	-	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-
Subtotal Operations	-	-	2,000,000	20,782,322	697,144	428,918
Taxicab SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	-	-	-	-	-
Grand Total	0	0	2,000,000	20,782,322	697,144	428,918

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2009
SECTION 9.02

	SANDAG Inland Breeze	APCD	Other Non Operating	Reserves/ Carryovers	Total
SDTC	-	-	-	-	58,760,227
SDTI	-	-	-	-	25,975,772
MCS 801 - South Central	-	-	-	-	18,671,611
MCS 802 - JARC Otay	-	-	-	-	911,266
MCS 803 - JARC Mid City	-	-	-	-	288,568
MCS 820 - East County	-	-	-	-	7,511,942
MCS 825 - Poway	-	-	-	-	95,786
MCS 830 - Commuter Express	500,000	-	-	-	1,196,604
MCS 835 - Central Routes 961-965	-	-	-	-	2,448,199
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	274,680
MCS 850 - ADA Access	-	-	-	-	10,346,696
MCS 856 - ADA Certification	-	-	-	-	161,603
MCS 870 - DART	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	792,198
MCS 876 - CalTrans Mitigation	-	-	-	-	-
MCS 880 - Rural	-	-	-	-	636,367
Chula Vista Transit	-	-	-	-	4,828,532
Coronado Ferry	-	-	-	-	147,584
Administrative Pass Thru	-	-	-	-	344,180
Subtotal Operations	500,000	-	-	-	133,391,814
Taxicab SD&AE	-	-	-	117,909 42,217	117,909 42,217
Subtotal Other Activities	-	-	-	160,126	160,126
Administrative	-	-	7,588,385	-	7,703,090
Grand Total	500,000	0	7,588,385	160,126	141,255,030

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>MTS Consolidated</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	79,696,081		40100-40990
	Other Income	8,720,914		41010-42990
	Total Operating Revenue	<u>88,416,995</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning	114,705		45110
	FTA 5307 - Capital	0		45120
	FTA 5307 - Debt Service	0		45130
	FTA 5307/5309 - Preventative Maintenance	23,200,000		45150
	FTA CMAQ	0		45160
	FTA - JARC	1,435,690		45170
	FTA 5311/5311(f) - Rural	<u>352,102</u>		
			25,102,497	
TDA	TDA - Article 4.0 MTS Area	65,858,937		46110
	TDA - Article 4.0 MTS Area - Debt Service	0		46115
	TDA - Match	0		46135
	TDA - Article 4.5 (ADA)	3,965,784		46120
	TDA - Article 8.0	844,188		46130
	TDA - 10% and Administration	0		46140
	TDA - Unallocated Funds	<u>0</u>		46150
			70,668,908	
STA	STA - Discretionary	8,894,565		46210
	STA - Formula	<u>4,432,165</u>		46220
			13,326,730	
State - Other	Caltrans	0		46330
	STIP - Debt Service (AFC)	0		
	MediCal	<u>2,000,000</u>		46340
			2,000,000	
TransNet	TransNet - 40% Operating Support	20,782,322		47110
	TransNet - BRT Capital Funds Shift	0		47120
	TransNet - Access ADA	<u>697,144</u>		47130
			21,479,466	
Other Local	SANDAG - Inland Breeze	500,000		48110
	City of San Diego	428,918		48120
	APCD	<u>0</u>		48130
			928,918	
	Total Subsidy Revenue	<u>133,506,519</u>	<u>133,506,519</u>	
Other Funds	Lease/Leasback Income	<u>7,588,385</u>		49110
Reserves	Contingency Reserves	0		49510
	Other Reserves	160,126		
	Carryovers	0		
	Total Reserve/Carryover Revenue	<u>160,126</u>		
	Total Non Operating Revenue	<u>141,255,030</u>		
Total Revenue		<u>229,672,025</u>		
Total Expenses		<u>229,672,022</u>		
Net of Revenues over Expense		<u>3</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Administrative</u>				
<u>Operating Revenue</u>				
	Passenger Revenue			40100-40990
	Other Income	7,213,814		41010-42990
	Total Operating Revenue	7,213,814		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning	114,705		45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			114,705	
TDA	TDA - Article 4.0 MTS Area	0		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			0	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	114,705	114,705	
Other Funds	Lease/Leasback Income	7,588,385		49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	7,703,090		
Total Revenue		14,916,904		
Total Expenses		14,916,904		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Operations Consolidated</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	79,696,081		40100-40990
	Other Income	650,000		41010-42990
	Total Operating Revenue	<u>80,346,081</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning	0		45110
	FTA 5307 - Capital	0		45120
	FTA 5307 - Debt Service	0		45130
	FTA 5307/5309 - Preventative Maintenance	23,200,000		45150
	FTA CMAQ	0		45160
	FTA - JARC	1,435,690		45170
	FTA 5311/5311(f) - Rural	<u>352,102</u>		
			24,987,792	
TDA	TDA - Article 4.0 MTS Area	65,858,937		46110
	TDA - Article 4.0 MTS Area - Debt Service	0		46115
	TDA - Match	0		46135
	TDA - Article 4.5 (ADA)	3,965,784		46120
	TDA - Article 8.0	844,188		46130
	TDA - 10% and Administration	0		46140
	TDA - Unallocated Funds	<u>0</u>		46150
			70,668,908	
STA	STA - Discretionary	8,894,565		46210
	STA - Formula	4,432,165		46220
			13,326,730	
State - Other	Caltrans	0		46330
	STIP - Debt Service (AFC)	0		
	MediCal	2,000,000		46340
			2,000,000	
TransNet	TransNet - 40% Operating Support	20,782,322		47110
	TransNet - BRT Capital Funds Shift	0		47120
	TransNet - Access ADA	697,144		47130
			21,479,466	
Other Local	SANDAG - Inland Breeze	500,000		48110
	City of San Diego	428,918		48120
	APCD	0		48130
			<u>928,918</u>	
	Total Subsidy Revenue	<u>133,391,814</u>	<u>133,391,814</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves	0		49510
	Other Reserves	0		
	Carryovers	0		
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>133,391,814</u>		
Total Revenue		<u>213,737,895</u>		
Total Expenses		<u>213,737,892</u>		
Net of Revenues over Expense		<u>3</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Bus Operations (San Diego Transit Corp)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	24,555,295		40100-40990
	Other Income	38,000		41010-42990
	Total Operating Revenue	<u>24,593,295</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance	15,000,000		45150
	FTA CMAQ			45160
	FTA - JARC	535,774		45170
	FTA 5311/5311(f) - Rural			
			15,535,774	
TDA	TDA - Article 4.0 MTS Area	14,837,401		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			14,837,401	
STA	STA - Discretionary	8,894,565		46210
	STA - Formula	<u>4,432,165</u>		46220
			13,326,730	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support	14,782,322		47110
	TransNet - BRT Capital Funds Shift	0		47120
	TransNet - Access ADA			47130
			14,782,322	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego	278,000		48120
	APCD			48130
			278,000	
	Total Subsidy Revenue	<u>58,760,227</u>	<u>58,760,227</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>58,760,227</u>		
Total Revenue		<u>83,353,522</u>		
Total Expenses		<u>83,353,521</u>		
Net of Revenues over Expense		<u>0</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Rail Operations (San Diego Trolley)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	31,711,015		40100-40990
	Other Income	612,000		41010-42990
	Total Operating Revenue	32,323,015		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance	8,200,000		45150
	FTA CMAQ	0		45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural		8,200,000	
TDA	TDA - Article 4.0 MTS Area	11,775,772		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds		11,775,772	46150
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support	6,000,000		47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			6,000,000	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	25,975,772	25,975,772	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	25,975,772		
Total Revenue		58,298,787		
Total Expenses		58,298,787		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations Consolidated</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	20,708,700		40100-40990
	Other Income	-		41010-42990
	Total Operating Revenue	20,708,700		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning	-		45110
	FTA 5307 - Capital	-		45120
	FTA 5307 - Debt Service	-		45130
	FTA 5307/5309 - Preventative Maintenance	-		45150
	FTA CMAQ	-		45160
	FTA - JARC	899,916		45170
	FTA 5311/5311(f) - Rural	352,102		
			1,252,018	
TDA	TDA - Article 4.0 MTS Area	34,073,052		46110
	TDA - Article 4.0 MTS Area - Debt Service	-		46115
	TDA - Match	-		46135
	TDA - Article 4.5 (ADA)	3,965,784		46120
	TDA - Article 8.0	696,604		46130
	TDA - 10% and Administration	-		46140
	TDA - Unallocated Funds	-		46150
			38,735,439	
STA	STA - Discretionary	-		46210
	STA - Formula	-		46220
			0	
State - Other	Caltrans	-		46330
	STIP - Debt Service (AFC)	-		
	MediCal	2,000,000		46340
			2,000,000	
TransNet	TransNet - 40% Operating Support	-		47110
	TransNet - BRT Capital Funds Shift	-		47120
	TransNet - Access ADA	697,144		47130
			697,144	
Other Local	SANDAG - Inland Breeze	500,000		48110
	City of San Diego	150,918		48120
	APCD	-		48130
			650,918	
	Total Subsidy Revenue	43,335,519	43,335,519	
Other Funds	Lease/Leasback Income	-		49110
Reserves	Contingency Reserves	-		49510
	Other Reserves	-		
	Carryovers	-		
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	43,335,519		
Total Revenue		64,044,219		
Total Expenses		64,044,218		
Net of Revenues over Expense		1		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations - Fixed Route Consolidated</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	18,784,300		40100-40990
	Other Income	-		41010-42990
	Total Operating Revenue	<u>18,784,300</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning	-		45110
	FTA 5307 - Capital	-		45120
	FTA 5307 - Debt Service	-		45130
	FTA 5307/5309 - Preventative Maintenance	-		45150
	FTA CMAQ	-		45160
	FTA - JARC	599,916		45170
	FTA 5311/5311(f) - Rural	<u>352,102</u>		
			952,018	
TDA	TDA - Article 4.0 MTS Area	29,886,400		46110
	TDA - Article 4.0 MTS Area - Debt Service	-		46115
	TDA - Match	-		46135
	TDA - Article 4.5 (ADA)	-		46120
	TDA - Article 8.0	696,604		46130
	TDA - 10% and Administration	-		46140
	TDA - Unallocated Funds	<u>-</u>		46150
			30,583,004	
STA	STA - Discretionary	-		46210
	STA - Formula	<u>-</u>		46220
			0	
State - Other	Caltrans	-		46330
	STIP - Debt Service (AFC)	-		
	MediCal	<u>-</u>		46340
			0	
TransNet	TransNet - 40% Operating Support	-		47110
	TransNet - BRT Capital Funds Shift	-		47120
	TransNet - Access ADA	<u>-</u>		47130
			0	
Other Local	SANDAG - Inland Breeze	500,000		48110
	City of San Diego	-		48120
	APCD	<u>-</u>		48130
			500,000	
	Total Subsidy Revenue	<u>32,035,022</u>	<u>32,035,022</u>	
Other Funds	Lease/Leasback Income	<u>-</u>		49110
Reserves	Contingency Reserves	-		49510
	Other Reserves	-		
	Carryovers	-		
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>32,035,022</u>		
Total Revenue		<u>50,819,322</u>		
Total Expenses		<u>50,819,321</u>		
Net of Revenues over Expense		<u>1</u>		

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

FUNDING SOURCE DESCRIPTION		AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations - Paratransit Consolidated</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	1,924,400		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	1,924,400		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning	0		45110
	FTA 5307 - Capital	0		45120
	FTA 5307 - Debt Service	0		45130
	FTA 5307/5309 - Preventative Maintenance	0		45150
	FTA CMAQ	0		45160
	FTA - JARC	300,000		45170
	FTA 5311/5311(f) - Rural	0		
			300,000	
TDA	TDA - Article 4.0 MTS Area	4,186,652		46110
	TDA - Article 4.0 MTS Area - Debt Service	0		46115
	TDA - Match	0		46135
	TDA - Article 4.5 (ADA)	3,965,784		46120
	TDA - Article 8.0	0		46130
	TDA - 10% and Administration	0		46140
	TDA - Unallocated Funds	0		46150
			8,152,436	
STA	STA - Discretionary	0		46210
	STA - Formula	0		46220
			0	
State - Other	Caltrans	0		46330
	STIP - Debt Service (AFC)	0		
	MediCal	2,000,000		46340
			2,000,000	
TransNet	TransNet - 40% Operating Support	0		47110
	TransNet - BRT Capital Funds Shift	0		47120
	TransNet - Access ADA	697,144		47130
			697,144	
Other Local	SANDAG - Inland Breeze	0		48110
	City of San Diego	150,918		48120
	APCD	0		48130
			150,918	
	Total Subsidy Revenue	11,300,497	11,300,497	
Other Funds	Lease/Leasback Income	0		49110
Reserves	Contingency Reserves	0		49510
	Other Reserves	0		
	Carryovers	0		
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	11,300,497		
Total Revenue		13,224,897		
Total Expenses		13,224,897		
Net of Revenues over Expense		1		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (801 - South Central)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	12,669,000		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	<u>12,669,000</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	18,671,611		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			18,671,611	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	<u>18,671,611</u>	<u>18,671,611</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>18,671,611</u>		
Total Revenue		<u>31,340,611</u>		
Total Expenses		<u>31,340,611</u>		
Net of Revenues over Expense		<u>(0)</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
Contracted Bus Operations (802 - JARC Otay)				
	<u>Operating Revenue</u>			
	Passenger Revenue	628,000		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	<u>628,000</u>		
	<u>Non Operating/Subsidy Revenue</u>			
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC	455,633		45170
	FTA 5311/5311(f) - Rural			
			455,633	
TDA	TDA - Article 4.0 MTS Area	455,633		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			455,633	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	<u>911,266</u>	<u>911,266</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>911,266</u>		
Total Revenue		<u>1,539,266</u>		
Total Expenses		<u>1,539,266</u>		
Net of Revenues over Expense		<u>0</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (803 - JARC Mid-City)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	114,000		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	114,000		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC	144,284		45170
	FTA 5311/5311(f) - Rural			
			144,284	
TDA	TDA - Article 4.0 MTS Area	144,284		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			144,284	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	288,568	288,568	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	288,568		
Total Revenue		402,568		
Total Expenses		402,567		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (820 - East County)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	3,697,900		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	<u>3,697,900</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	7,511,942		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			7,511,942	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	<u>7,511,942</u>	<u>7,511,942</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>7,511,942</u>		
Total Revenue		<u>11,209,842</u>		
Total Expenses		<u>11,209,842</u>		
Net of Revenues over Expense		<u>(0)</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (825 - Poway Local)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	34,984		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	34,984		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	95,786		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			95,786	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	95,786	95,786	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	95,786		
Total Revenue		130,770		
Total Expenses		130,770		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (830 - Commuter Express)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	745,800		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	745,800		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area			46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0	696,604		46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			696,604	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze	500,000		48110
	City of San Diego			48120
	APCD			48130
			500,000	
	Total Subsidy Revenue	1,196,604	1,196,604	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	1,196,604		
Total Revenue		1,942,404		
Total Expenses		1,942,404		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (835 - Central)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	801,716		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	<u>801,716</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	2,448,199		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			2,448,199	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	<u>2,448,199</u>	<u>2,448,199</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>2,448,199</u>		
Total Revenue		<u>3,249,915</u>		
Total Expenses		<u>3,249,915</u>		
Net of Revenues over Expense		<u>0</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (840 - Transit Center Maintenance)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	0		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	0		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	274,680		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			274,680	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	274,680	274,680	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	274,680		
Total Revenue		274,680		
Total Expenses		274,680		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (850 - ADA Access)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	1,671,000		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	<u>1,671,000</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	3,532,851		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)	3,965,784		46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			7,498,635	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal	<u>2,000,000</u>		46340
			2,000,000	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA	<u>697,144</u>		47130
			697,144	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego	150,918		48120
	APCD			48130
			<u>150,918</u>	
	Total Subsidy Revenue	<u>10,346,696</u>	<u>10,346,696</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	<u>0</u>		
	Total Non Operating Revenue	<u>10,346,696</u>		
Total Revenue		<u>12,017,696</u>		
Total Expenses		<u>12,017,696</u>		
Net of Revenues over Expense		<u>0</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (856 - ADA Certification)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	0		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	0		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	161,603		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			161,603	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	161,603	161,603	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	161,603		
Total Revenue		161,603		
Total Expenses		161,603		
Net of Revenues over Expense		0		

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

FUNDING SOURCE DESCRIPTION		AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (875 - Coaster Connection (SVCC))</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	253,400		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	253,400		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital	0		45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC	300,000		45170
	FTA 5311/5311(f) - Rural			
			300,000	
TDA	TDA - Article 4.0 MTS Area	492,198		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			492,198	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD	0		48130
			0	
	Total Subsidy Revenue	792,198	792,198	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	792,198		
Total Revenue		1,045,598		
Total Expenses		1,045,598		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Contracted Bus Operations (880 - Rural)</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	92,900		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	92,900		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural	352,102		
			352,102	
TDA	TDA - Article 4.0 MTS Area	284,265		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			284,265	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	636,367	636,367	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	636,367		
Total Revenue		729,267		
Total Expenses		729,266		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Chula Vista Transit</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	2,721,071		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	<u>2,721,071</u>		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	4,828,532		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds	0		46150
			4,828,532	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	<u>4,828,532</u>	<u>4,828,532</u>	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	<u>4,828,532</u>		
Total Revenue		<u>7,549,603</u>		
Total Expenses		<u>7,549,602</u>		
Net of Revenues over Expense		<u>0</u>		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Coronado Ferry</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	0		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	0		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area			46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0	147,584		46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			147,584	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	147,584	147,584	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	147,584		
Total Revenue		147,584		
Total Expenses		147,584		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Administrative Pass Thru</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	0		40100-40990
	Other Income	0		41010-42990
	Total Operating Revenue	0		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area	344,180		46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			344,180	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	344,180	344,180	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves			
	Carryovers			
	Total Reserve/Carryover Revenue	0		
	Total Non Operating Revenue	344,180		
Total Revenue		344,180		
Total Expenses		344,180		
Net of Revenues over Expense		0		

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

FUNDING SOURCE DESCRIPTION		AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Other Activities - Consolidated</u>				
<u>Operating Revenue</u>				
	Passenger Revenue	0		40100-40990
	Other Income	857,100		41010-42990
	Total Operating Revenue	857,100		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning	0		45110
	FTA 5307 - Capital	0		45120
	FTA 5307 - Debt Service	0		45130
	FTA 5307/5309 - Preventative Maintenance	0		45150
	FTA CMAQ	0		45160
	FTA - JARC	0		45170
	FTA 5311/5311(f) - Rural	0		
			0	
TDA	TDA - Article 4.0 MTS Area	0		46110
	TDA - Article 4.0 MTS Area - Debt Service	0		46115
	TDA - Match	0		46135
	TDA - Article 4.5 (ADA)	0		46120
	TDA - Article 8.0	0		46130
	TDA - 10% and Administration	0		46140
	TDA - Unallocated Funds	0		46150
			0	
STA	STA - Discretionary	0		46210
	STA - Formula	0		46220
			0	
State - Other	Caltrans	0		46330
	STIP - Debt Service (AFC)	0		
	MediCal	0		46340
			0	
TransNet	TransNet - 40% Operating Support	0		47110
	TransNet - BRT Capital Funds Shift	0		47120
	TransNet - Access ADA	0		47130
			0	
Other Local	SANDAG - Inland Breeze	0		48110
	City of San Diego	0		48120
	APCD	0		48130
			0	
	Total Subsidy Revenue	0	0	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves	0		49510
	Other Reserves	160,126		
	Carryovers	0		
	Total Reserve/Carryover Revenue	160,126		
	Total Non Operating Revenue	160,126		
Total Revenue		1,017,226		
Total Expenses		1,017,226		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>Taxicab Administration</u>				
<u>Operating Revenue</u>				
	Passenger Revenue			40100-40990
	Other Income	754,400		41010-42990
	Total Operating Revenue	754,400		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area			46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			0	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	0	0	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves	117,909		
	Carryovers			
	Total Reserve/Carryover Revenue	117,909		
	Total Non Operating Revenue	117,909		
Total Revenue		872,309		
Total Expenses		872,309		
Net of Revenues over Expense		0		

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

	FUNDING SOURCE DESCRIPTION	AMOUNT	SUBSIDY SUBTOTALS	INTERNAL MTS CODE
<u>San Diego and Arizona Eastern Railroad</u>				
<u>Operating Revenue</u>				
	Passenger Revenue			40100-40990
	Other Income	102,700		41010-42990
	Total Operating Revenue	102,700		
<u>Non Operating/Subsidy Revenue</u>				
Federal	FTA 5307 - Planning			45110
	FTA 5307 - Capital			45120
	FTA 5307 - Debt Service			45130
	FTA 5307/5309 - Preventative Maintenance			45150
	FTA CMAQ			45160
	FTA - JARC			45170
	FTA 5311/5311(f) - Rural			
			0	
TDA	TDA - Article 4.0 MTS Area			46110
	TDA - Article 4.0 MTS Area - Debt Service			46115
	TDA - Match			46135
	TDA - Article 4.5 (ADA)			46120
	TDA - Article 8.0			46130
	TDA - 10% and Administration			46140
	TDA - Unallocated Funds			46150
			0	
STA	STA - Discretionary			46210
	STA - Formula			46220
			0	
State - Other	Caltrans			46330
	STIP - Debt Service (AFC)			
	MediCal			46340
			0	
TransNet	TransNet - 40% Operating Support			47110
	TransNet - BRT Capital Funds Shift			47120
	TransNet - Access ADA			47130
			0	
Other Local	SANDAG - Inland Breeze			48110
	City of San Diego			48120
	APCD			48130
			0	
	Total Subsidy Revenue	0	0	
Other Funds	Lease/Leasback Income			49110
Reserves	Contingency Reserves			49510
	Other Reserves	42,217		
	Carryovers			
	Total Reserve/Carryover Revenue	42,217		
	Total Non Operating Revenue	42,217		
Total Revenue		144,917		
Total Expenses		144,917		
Net of Revenues over Expense		0		

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FIVE YEAR FINANCIAL PROJECTIONS
FISCAL YEAR 2009
SECTION 10.01

	APPROVED BUDGET FY08	AMENDED BUDGET FY08	PROPOSED BUDGET FY09	PROJECTED FY10	PROJECTED FY11	PROJECTED FY12	PROJECTED FY13
OPERATING REVENUE - BASE	77,249,045	82,618,564	88,416,995	90,385,000	92,393,000	94,452,000	96,563,000
TOTAL OPERATING REVENUES	77,249,045	82,618,564	88,416,995	90,385,000	92,393,000	94,452,000	96,563,000
RECURRING SUBSIDY FUNDING	136,715,663	130,072,476	133,506,517	136,664,861	141,003,418	145,290,418	149,742,418
TOTAL RECURRING REVENUES	213,964,708	212,691,040	221,923,512	227,049,861	233,396,418	239,742,418	246,305,418
BASE COMBINED OPERATOR TRANSP. SERVICES	200,095,928	201,236,531	204,469,691	210,264,734	216,572,676	223,069,856	229,761,952
ADMINISTRATIVE EXPENSES	17,261,287	16,145,066	16,641,404	17,140,646	17,654,866	18,184,512	18,730,047
OTHER ACTIVITIES	981,647	929,847	972,541	991,992	1,011,832	1,032,069	1,052,710
TOTAL RECURRING EXPENSES	218,338,862	218,311,444	222,083,637	228,397,372	235,239,374	242,286,437	249,544,709
ANNUAL RECURRING EXCESS (DEFICIT) OF REVENUE OVER EXPENSES	(4,374,154)	(5,620,404)	(160,125)	(1,347,511)	(1,842,956)	(2,544,019)	(3,239,291)
NON RECURRING REVENUES	4,374,153	5,620,405	160,126	160,000	160,000	160,000	160,000
NET DEBT SERVICE/LEASE REVENUE/(EXPENSE)	-	-	-	-	-	-	-
ANNUAL EXCESS (DEFICIT) OF REVENUES OVER EXPENSES	(1)	1	1	(1,187,511)	(1,682,956)	(2,384,019)	(3,079,291)

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2009
SECTION 10.02**

	BUDGET FY08	AMENDED BUDGET FY08	BUDGET FY09	VARIANCE	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	22,644,928	23,514,897	24,555,295	1,040,398	4.4%
RAIL OPERATIONS	28,616,012	28,976,993	31,711,015	2,734,022	9.4%
CONTRACTED SERVICES - FIXED ROUTE	17,663,366	18,216,940	18,784,300	567,360	3.1%
CONTRACTED SERVICES - PARATRANSIT	1,800,985	1,848,600	1,924,400	75,800	4.1%
CHULA VISTA TRANSIT	2,636,576	2,674,285	2,721,071	46,786	1.7%
CORONADO FERRY	-	-	-	-	-
TOTAL PASSENGER REVENUES	73,361,866	75,231,715	79,696,081	4,464,366	5.9%
PASSENGERS					
BUS OPERATIONS	26,719,679	27,710,841	28,351,676	640,835	2.3%
RAIL OPERATIONS	35,994,984	38,313,765	39,967,569	1,653,804	4.3%
CONTRACTED SERVICES - FIXED ROUTE	21,189,800	21,024,925	21,545,328	520,403	2.5%
CONTRACTED SERVICES - PARATRANSIT	601,775	635,828	631,376	(4,452)	-0.7%
CHULA VISTA TRANSIT	3,446,504	3,509,341	3,600,755	91,414	2.6%
CORONADO FERRY	-	-	-	-	-
TOTAL PASSENGERS	87,952,743	91,194,700	94,096,704	2,902,005	3.2%
AVERAGE FARE					
BUS OPERATIONS	0.848	0.849	0.866	0.018	2.1%
RAIL OPERATIONS	0.795	0.756	0.793	0.037	4.9%
CONTRACTED SERVICES - FIXED ROUTE	0.834	0.866	0.872	0.005	0.6%
CONTRACTED SERVICES - PARATRANSIT	2.993	2.907	3.048	0.141	4.8%
CHULA VISTA TRANSIT	0.765	0.762	0.756	(0.006)	-0.8%
CORONADO FERRY	-	-	-	-	-
TOTAL AVERAGE FARE	0.834	0.825	0.847	0.022	2.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2009
SECTION 10.02

	BUDGET FY08	AMENDED BUDGET FY08	BUDGET FY09	VARIANCE	% CHANGE BUDGET/ AMENDED
REVENUE MILES					
BUS OPERATIONS	9,612,949	9,570,407	9,234,689	(335,718)	-3.5%
RAIL OPERATIONS	7,959,350	7,959,350	8,038,944	79,594	1.0%
CONTRACTED SERVICES - FIXED ROUTE	9,196,995	9,068,839	8,764,861	(303,978)	-3.4%
CONTRACTED SERVICES - PARATRANSIT	3,339,589	3,431,847	3,281,059	(150,788)	-4.4%
CHULA VISTA TRANSIT	1,337,454	1,257,157	1,248,224	(8,933)	-0.7%
CORONADO FERRY	-	-	-	-	-
TOTAL REVENUE MILES	31,446,337	31,287,601	30,567,777	(719,824)	-2.3%
TOTAL MILES					
BUS OPERATIONS	11,242,665	11,197,376	10,719,599	(477,777)	-4.3%
RAIL OPERATIONS	8,083,887	8,083,887	8,164,726	80,839	1.0%
CONTRACTED SERVICES - FIXED ROUTE	11,025,605	10,793,072	10,503,032	(290,040)	-2.7%
CONTRACTED SERVICES - PARATRANSIT	4,306,855	4,410,370	4,213,384	(196,986)	-4.5%
CHULA VISTA TRANSIT	1,437,715	1,320,014	1,447,940	127,926	9.7%
CORONADO FERRY	-	-	-	-	-
TOTAL MILES	36,096,727	35,804,719	35,048,681	(756,038)	-2.1%
REVENUE HOURS					
BUS OPERATIONS	880,612	872,208	856,656	(15,552)	-1.8%
RAIL OPERATIONS	468,155	468,154	472,835	4,681	1.0%
CONTRACTED SERVICES - FIXED ROUTE	821,861	817,107	784,897	(32,210)	-3.9%
CONTRACTED SERVICES - PARATRANSIT	198,934	205,725	193,889	(11,836)	-5.8%
CHULA VISTA TRANSIT	120,475	115,534	117,209	1,675	1.4%
CORONADO FERRY	-	-	-	-	-
TOTAL REVENUE HOURS	2,490,037	2,478,728	2,425,486	(53,242)	-2.1%
TOTAL HOURS					
BUS OPERATIONS	923,353	924,540	908,086	(16,454)	-1.8%
RAIL OPERATIONS	477,493	477,493	482,268	4,775	1.0%
CONTRACTED SERVICES - FIXED ROUTE	867,560	871,845	839,361	(32,484)	-3.7%
CONTRACTED SERVICES - PARATRANSIT	255,637	265,351	249,152	(16,199)	-6.1%
CHULA VISTA TRANSIT	126,349	122,466	124,241	1,775	1.4%
CORONADO FERRY	-	-	-	-	-
TOTAL HOURS	2,650,392	2,661,695	2,603,108	(58,587)	-2.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2009
SECTION 10.02

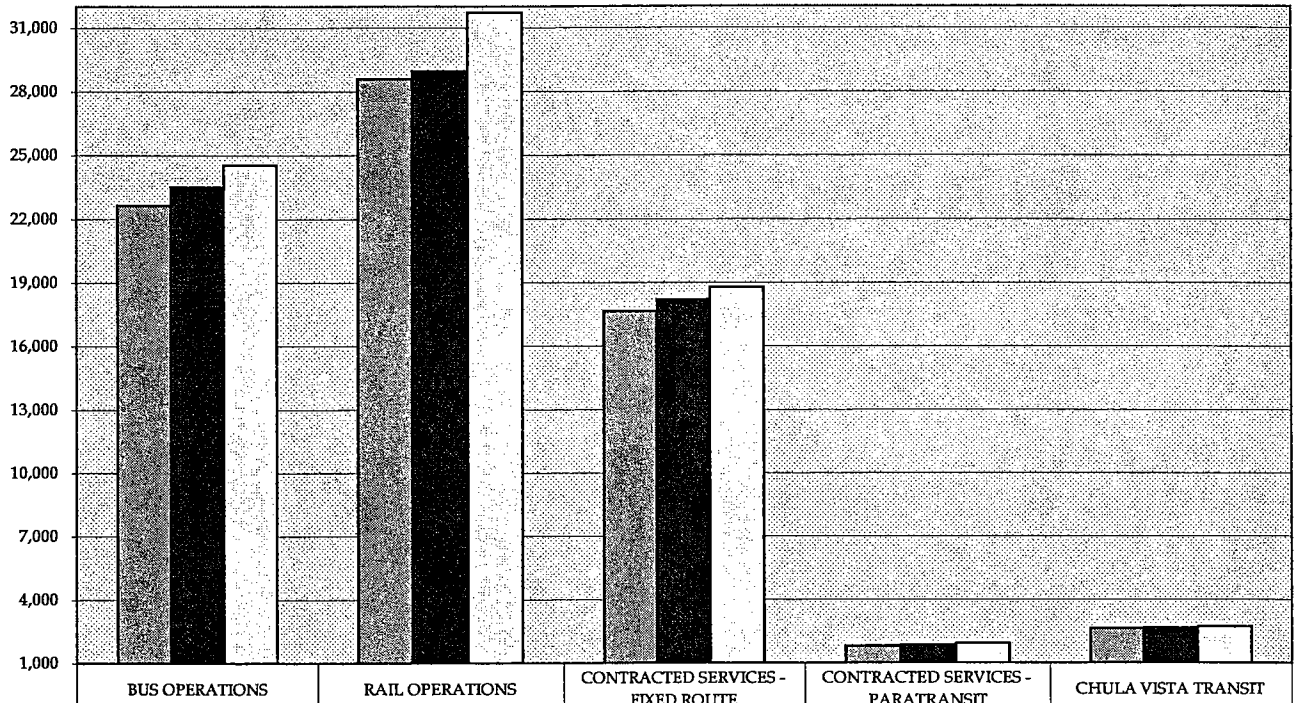
	BUDGET FY08	AMENDED BUDGET FY08	BUDGET FY09	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING COSTS *					
BUS OPERATIONS	79,520,375	80,097,298	83,353,521	3,256,223	4.1%
RAIL OPERATIONS	57,627,216	56,828,853	58,298,787	1,469,934	2.6%
CONTRACTED SERVICES - FIXED ROUTE	50,354,387	49,325,849	50,819,321	1,493,472	3.0%
CONTRACTED SERVICES - PARATRANSIT	12,830,395	12,670,111	13,224,897	554,786	4.4%
CHULA VISTA TRANSIT	8,268,128	7,501,646	7,549,602	47,957	0.6%
CORONADO FERRY	143,285	143,285	147,584	4,299	3.0%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
TOTAL OPERATING COSTS	209,087,966	206,911,222	213,737,892	6,826,670	3.3%
TOTAL PASSENGERS / REVENUE HOUR					
BUS OPERATIONS	30.3	31.8	33.1	1.3	4.2%
RAIL OPERATIONS	76.9	81.8	84.5	2.7	3.3%
CONTRACTED SERVICES - FIXED ROUTE	25.8	25.7	27.4	1.7	6.7%
CONTRACTED SERVICES - PARATRANSIT	3.0	3.1	3.3	0.2	5.4%
CHULA VISTA TRANSIT	28.6	30.4	30.7	0.3	1.1%
CORONADO FERRY	-	-	-	-	n/a
TOTAL PASSENGERS / REVENUE HOUR	35.3	36.8	38.8	2.0	5.4%
TOTAL FAREBOX RECOVERY					
BUS OPERATIONS	28.5%	29.4%	29.5%	0.00	0.5%
RAIL OPERATIONS	49.7%	51.1%	54.6%	0.04	6.9%
CONTRACTED SERVICES - FIXED ROUTE	35.3%	37.1%	37.1%	0.00	0.0%
CONTRACTED SERVICES - PARATRANSIT	14.1%	14.6%	14.6%	(0.00)	-0.3%
CHULA VISTA TRANSIT	31.9%	35.6%	36.0%	0.00	1.1%
CORONADO FERRY	0.0%	0.0%	0.0%	-	-
TOTAL FAREBOX RECOVERY	35.2%	36.4%	37.4%	0.01	2.6%

* Includes the administrative overhead allocation of expenses.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2009
SECTION 10.02**

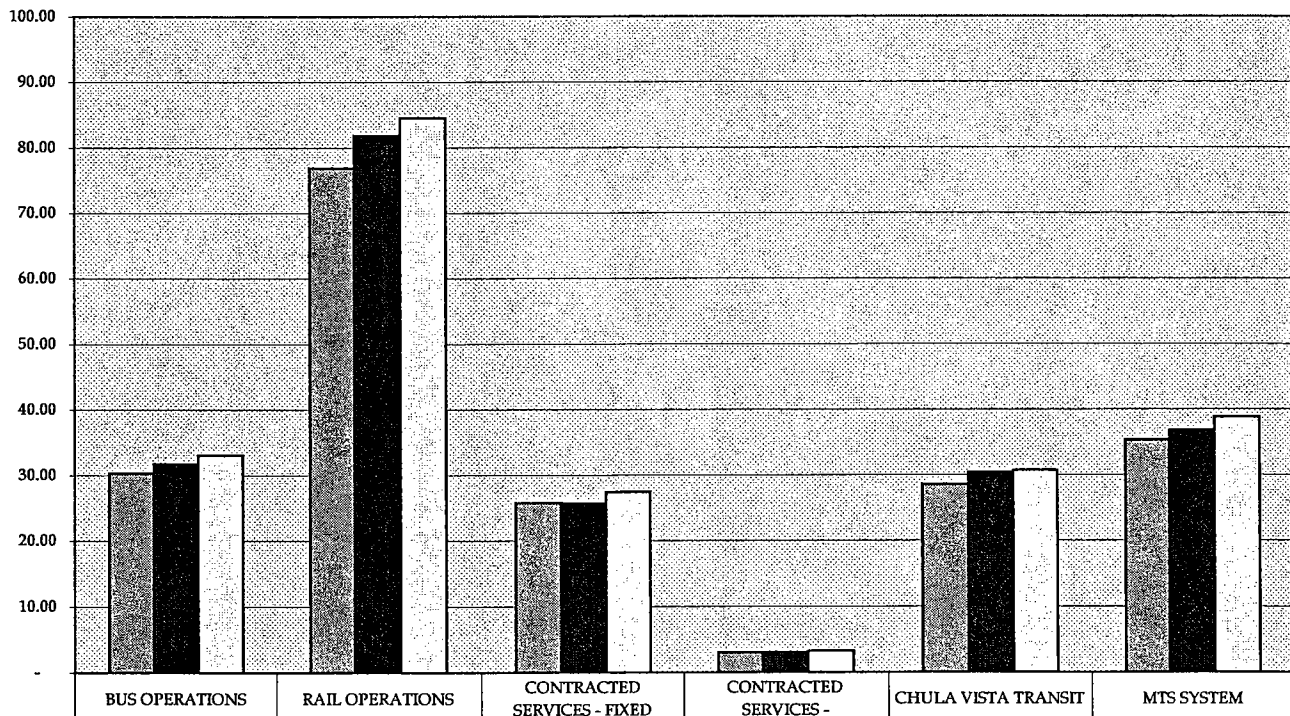
	BUDGET FY08	AMENDED BUDGET FY08	BUDGET FY09	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING SUBSIDY					
BUS OPERATIONS	55,910,447	55,617,401	58,760,226	3,142,825	5.7%
RAIL OPERATIONS	28,485,704	27,048,360	25,975,772	(1,072,588)	-4.0%
CONTRACTED SERVICES - FIXED ROUTE	32,691,022	30,733,909	32,035,021	1,301,112	4.2%
CONTRACTED SERVICES - PARATRANSIT	11,029,410	10,821,512	11,300,497	478,985	4.4%
CHULA VISTA TRANSIT	5,631,552	4,205,478	4,828,532	623,054	14.8%
CORONADO FERRY	143,285	143,285	147,584	4,299	3.0%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
TOTAL OPERATING SUBSIDY	134,235,599	128,914,125	133,391,811	4,477,687	3.5%
TOTAL SUBSIDY / PASSENGER					
BUS OPERATIONS	2.09	2.01	2.07	0.07	3.3%
RAIL OPERATIONS	0.79	0.71	0.65	(0.06)	-7.9%
CONTRACTED SERVICES - FIXED ROUTE	1.54	1.46	1.49	0.03	1.7%
CONTRACTED SERVICES - PARATRANSIT	18.33	17.02	17.90	0.88	5.2%
CHULA VISTA TRANSIT	1.63	1.20	1.34	0.14	11.9%
CORONADO FERRY	-	-	-	-	n/a
ADMINISTRATIVE PASS THROUGH	-	-	-	-	n/a
TOTAL SUBSIDY / PASSENGER	1.53	1.41	1.42	0.00	0.3%

Passenger Revenue (in 000's)



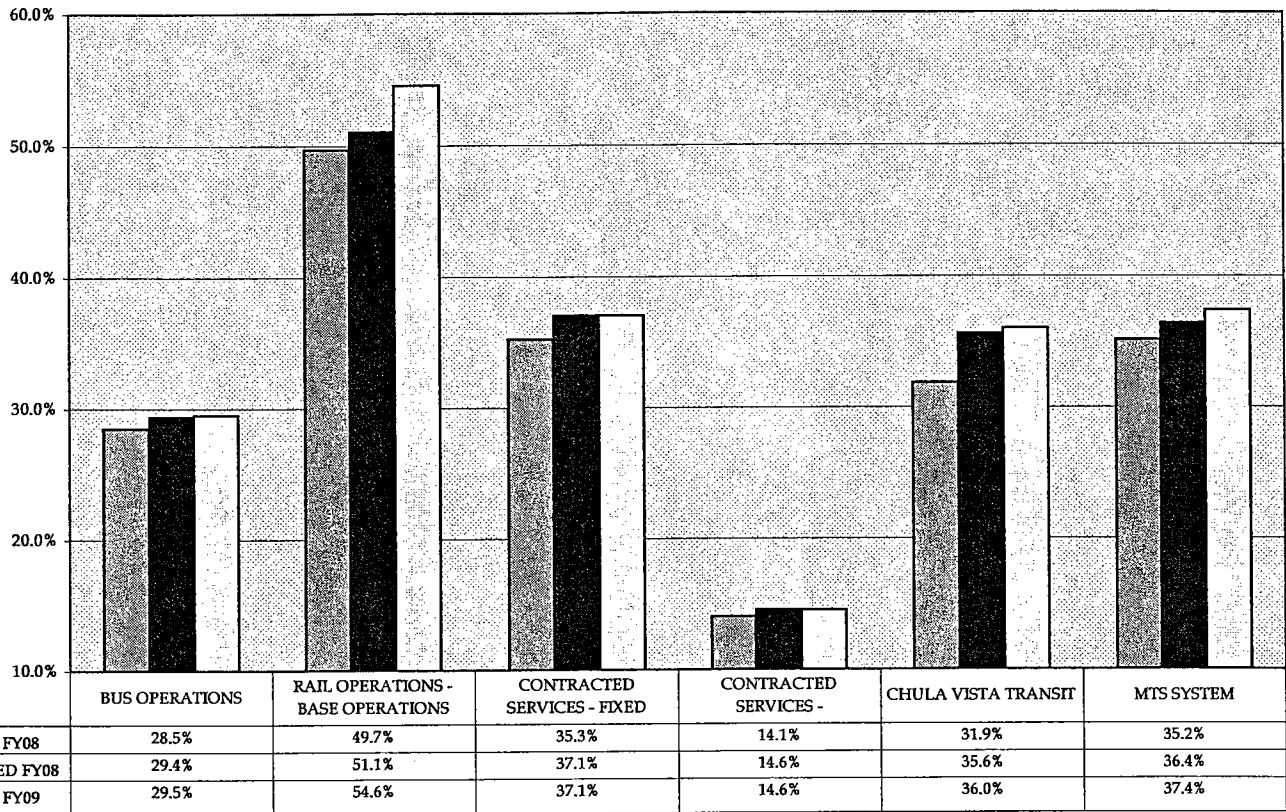
BUDGET FY08	22,645	28,616	17,663	1,801	2,637
AMENDED FY08	23,515	28,977	18,217	1,849	2,674
BUDGET FY09	24,555	31,711	18,784	1,924	2,721

Passengers Per Revenue Hour

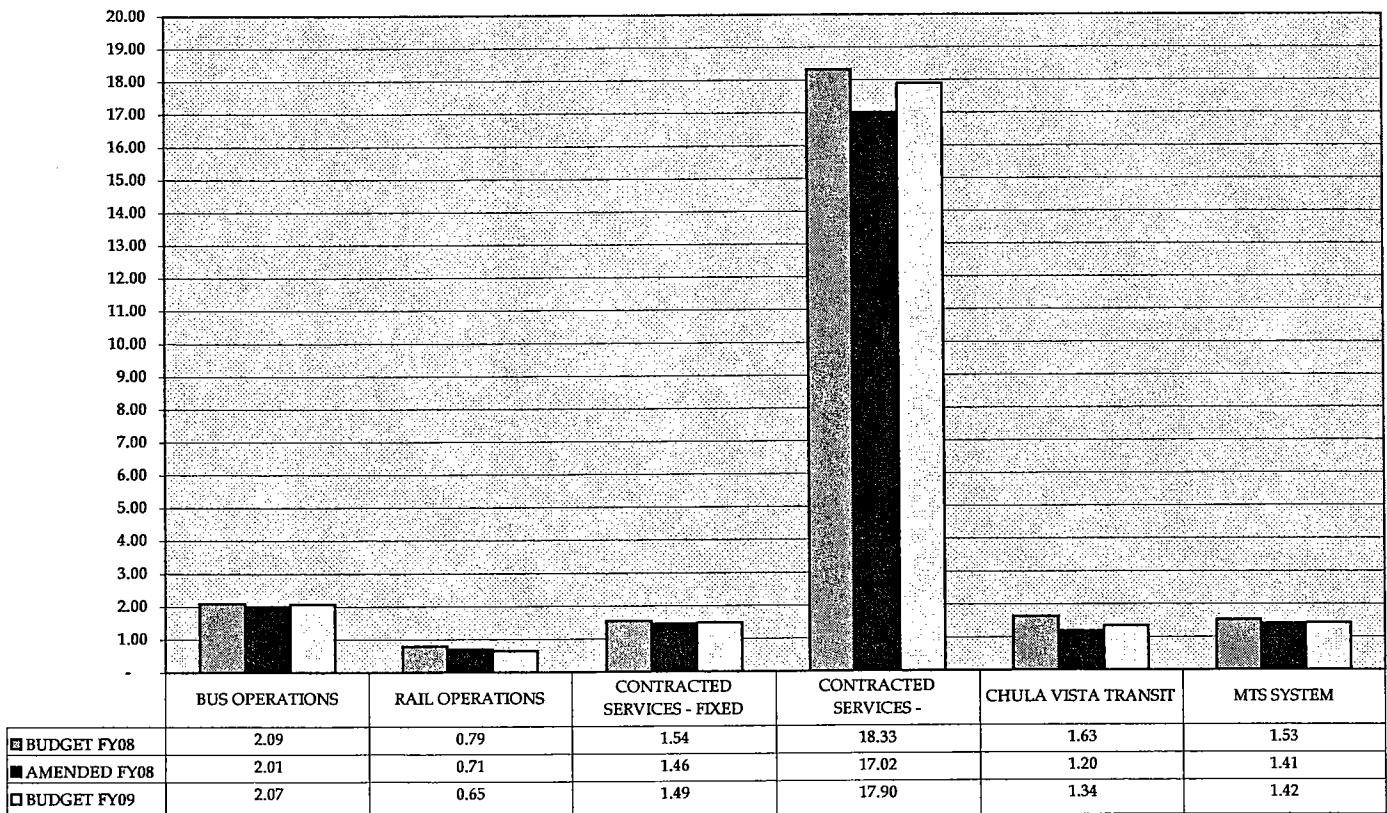


BUDGET FY08	30.34	76.89	25.78	3.03	28.61	35.32
AMENDED FY08	31.77	81.84	25.73	3.09	30.37	36.79
BUDGET FY09	33.10	84.53	27.45	3.26	30.72	38.79

Farebox Recovery Ratio



Operating Subsidy Per Passenger



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 08-8

Resolution Approving the Fiscal Year 2009 Budget

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

WHEREAS, the budgets have been prepared using the budget assumptions approved by the MTS Board of Directors; NOW, THEREFORE, BE IT RESOLVED, by the San Diego Metropolitan Transit System Board of Directors, hereinafter "Board," as follows:

1. That the Budget for fiscal year (FY) 2009, on file with the Clerk of the Board, is hereby adopted (including MTS, San Diego Transit Corporation [SDTC], San Diego Trolley, Inc. [SDTI], Chula Vista Transit, and Coronado Ferry); and
2. That the Chief Executive Officer is authorized to transfer appropriate amounts up to \$100,000 between object accounts so long as the total amount authorized to be spent for an object account by the FY 09 Budget is not exceeded by more than \$100,000, the total amount authorized to be spent by the FY 09 Budget is not exceeded, and all such transfers are reported to the Board of Directors in the monthly Budget Monitoring Report; and
3. That the Chief Executive Officer is authorized to approve expenditures up to a maximum of \$100,000; and
4. That the check-signing authority on behalf of the Board shall be governed by MTS Policy No. 41, Signature Authority; and
5. That the annual lease and debt-service payments are included in the FY 2009 Budget as set forth in Section 7.01; and
6. That the MTS Budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the MTS Board of Directors; and
7. That any budget variances will be reported to the MTS Board of Directors; and
8. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and
9. That the position schedules of MTS, SDTC, and SDTI (as contained in the FY 09 budget) are approved; and

PASSED AND ADOPTED, by the Board of Directors this _____ day of June 2008, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

JUNE12-08.25.FY 09 BUDGET.
AttB.RESO 08-8.LMARINESI.doc



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466, FAX 619.234.3407

Agenda

Item No. 30

JOINT MEETING OF THE BOARD OF DIRECTORS
for the
Metropolitan Transit Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

OPS 960.5

June 12, 2008

SUBJECT:

SDTC: RETIREMENT PLANS ACTUARIAL VALUATION AS OF JULY 1, 2007

RECOMMENDATION:

That the Board of Directors receive the actuarial valuation as of July 1, 2007, and approve the pension contribution rate of 14.285 percent for San Diego Transit Corporation's (SDTC's) pension plans in FY 09.

Budget Impact

Approval would result in an annual pension contribution of approximately \$4,718,000.

DISCUSSION:

The actuarial valuation of the retirement plans of SDTC as of July 1, 2007, has recently been completed. The purpose of the actuarial valuation is to compute the annual pension contribution rate and to provide disclosures necessary for Governmental Accounting Standards Board (GASB) Statement No. 25.

This valuation was completed on May 16, 2008, by EFI Actuaries and has produced an increase in the recommended contribution rate. The previous valuation (January 1, 2006) recommended a contribution rate of 12.469 percent of covered payroll. The July 2007 valuation recommends a 14.285 percent contribution rate. This contribution rate will become effective for FY 09.



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company. MTDB Member Agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

There are many factors that have an effect on the annual contribution rate. These factors include investment gains/losses, modifications in plan provisions, and demographic and actuarial assumption changes. The following table details how the cost of the plan has changes since the last actuarial valuation.

	<u>Cost in Dollars</u>	<u>Cost as % of Payroll</u>
January 1, 2006	\$4,358,999	11.112 %
Change in cost due to expected demographic changes and funding from 1-1-06 to 1-1-07	(78,146)	0.112 %
Changes in cost due to demographic gains/losses from 1-1-06 to 1-1-07	132,325	1.483 %
Changes in cost due to gains/losses from salary increases from 1-1-06 to 1-1-07	(936)	(0.066) %
Changes in cost due to entry of new hires into the plan from 1-1-06 to 1-1-07	266,131	0.047 %
Changes in cost due to investment gains/losses from 1-1-06 to 1-1-07	341,694	1.026 %
Changes in cost due to change in actuarial assumptions on 1-1-07	(250,652)	(0.570)%
Changes in cost due to change in valuation date from 1-1-06 to 7-1-07	(51,680)	(0.216)%
January 1, 2007	\$4,717,735	14.285%

The demographic experience of the plan from January 1, 2006, to January 1, 2007, (rates of retirement, death, disability, and termination) was unfavorable. In particular, there were many more retirements than expected. There were 60 retirements of drivers and mechanics versus 33 that would have been expected under the actuarial assumptions. For administrative and clerical, there were 10 retirements compared to about 4 that the actuarial assumptions would have projected.

During 2006, 143 newly hired employees became plan members. This resulted in an increase cost to the plan.

An actuarial experience study was conducted for the calendar years 2001 through 2005. In most cases, actuarial experience was in line with assumptions; however, retirement rates and termination rates were higher than expected. Actuarial assumptions were changed to more closely match actual experience. As a result, costs decreased by 0.570 percent of payroll.

The plan's investment return for the period was 14.5 percent, which exceeded the plan's 8 percent return assumption; however, under the plan's actuarial smoothing plan, most of the excess return is deferred for up to five years. The smoothing method spreads investment gains and losses over five years to reduce cost volatility.

In summary, the principal reason for the increase in plan costs was the unexpectedly large number of retirees. The actuarial retirement assumption has been changed and is reflected in the new contribution rate.

The plan's funding status declined during the year. As of January 1 2006, the plan's unfunded actuarial accrued liability was \$15,794,218; this increased to \$25,914,515 as of July 1, 2007, resulting in a current funding ratio of 86 percent compared to the 91 percent last year.

In addition to the 14.3 percent of payroll, MTS pays approximately 14.7 percent of payroll due to the pension obligation bonds for a combined rate of 29 percent. For comparison purposes, we pay 23.3 percent for MTS employees and 22.9 percent for SDTI noncontract employees.

The attached actual valuation report details these and other factors that were used in the calculation of the 14.285 percent contribution rate. Bob McCrory of EFI Actuaries will present the full report in detail to the Board.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Cliff Telfer, 619.557.4532, cliff.telfer@sdmts.com

JUNE12-08.30.ACTUARIAL VALUATION.CTELFER.doc

Attachment: A. Actuarial Review & Analysis of SDTC Retirement Plans as of 7/01/07

Retirement Plans of San Diego Transit Corporation

Actuarial Review and Analysis as of July 1, 2007

Bob McCrory, FSA
EFI Actuaries

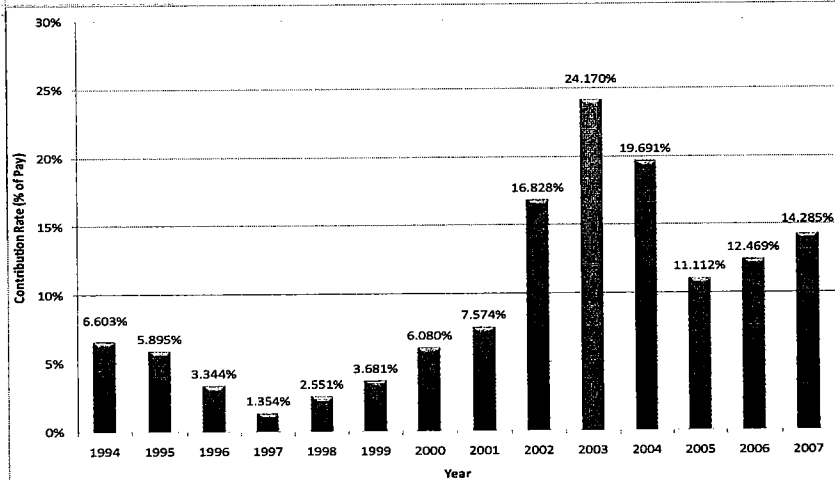


Introduction

- ◆ History of Plan cost
- ◆ Current Plan cost
- ◆ History of Plan funding ratios
- ◆ Funding ratio basics
- ◆ Comparisons with other districts
- ◆ Future Plan costs



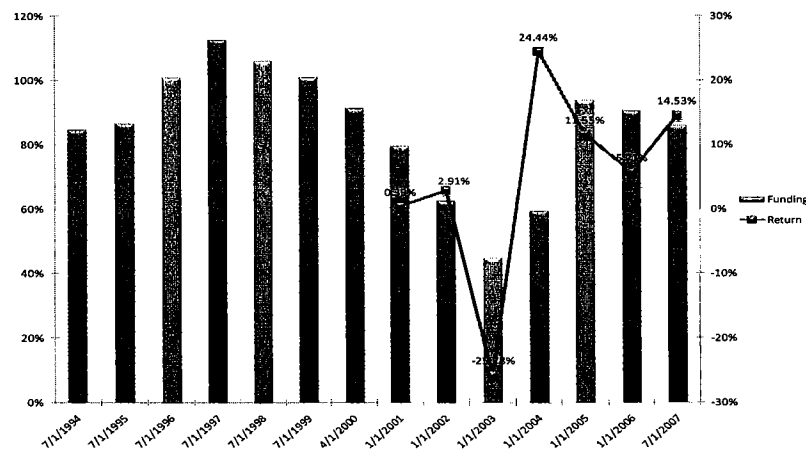
History of Costs



Current Cost

	Cost in Dollars	Cost as % of Payroll
January 1, 2006 (Section 3.1, Column 1)	\$4,358,999	12.469%
Change in cost due to expected demographic changes and funding from January 1, 2006 to January 1, 2007	(78,146)	0.112%
Change in cost due to demographic gains/losses from January 1, 2006 to January 1, 2007	132,325	1.483%
Change in cost due to gains/losses from salary increases from January 1, 2006 to January 1, 2007	(936)	(0.066)%
Change in cost due to entry of new hires into the Plan from January 1, 2006 to January 1, 2007	266,131	0.047%
Change in cost due to Investment gains/losses from January 1, 2006 to January 1, 2007	341,694	1.026%
Change in cost due to change in actuarial assumptions on January 1, 2007	(250,652)	(0.570)%
Change in cost due to change in valuation date from January 1, 2007 to July 1, 2007, including investment gains	(51,680)	(0.216)%
July 1, 2007 (Section 3.1, Column 2)	\$4,717,735	14.285%

History of Funding Ratio



What does funding ratio mean?

- ◆ Assets are 86% of target
 - "Actuarial accrued liability" is not a liability
 - AAL is a target level of assets
 - Assets are about 86% of that target
- ◆ Contributions increase to catch up with asset target
 - About one half of contribution is devoted to funding the actuarial accrued liability

Misconceptions about the funding ratio

◆ Plan sponsor not behind in funding

- All required contributions have been made
- Below target because of actuarial experience, or
- Below target because of investment returns, or
- Below target because of benefit increases, or both

◆ Plan is not insolvent or unsound

- Sound as long as contribution is affordable
- Includes cost of current accruals (normal cost)
- Includes cost to fund the asset target over time (amortization of unfunded liability)

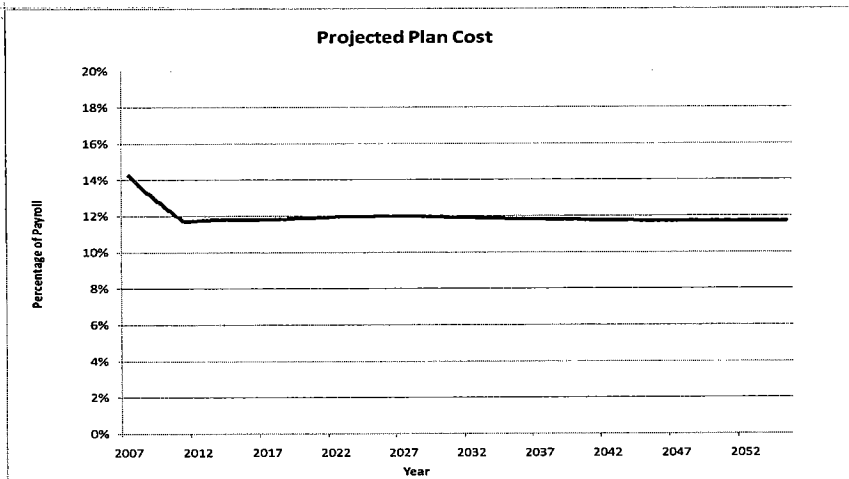


Comparison With Other Districts

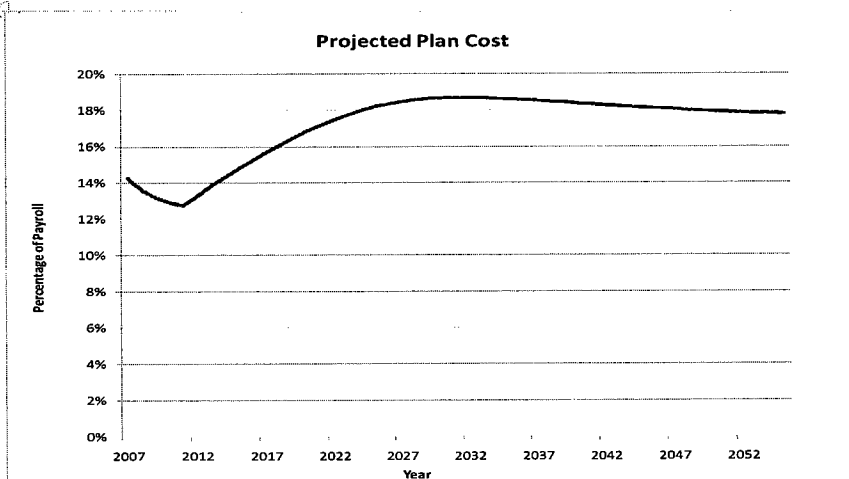
<u>District</u>	<u>Cost (% Pay)</u>	<u>Funding Ratio</u>
AC Transit	21.54%	79.1%
Sacramento RT	17.31%	80.8%
San Diego Transit	14.29%	86.1%
VTA	14.85%	81.3%



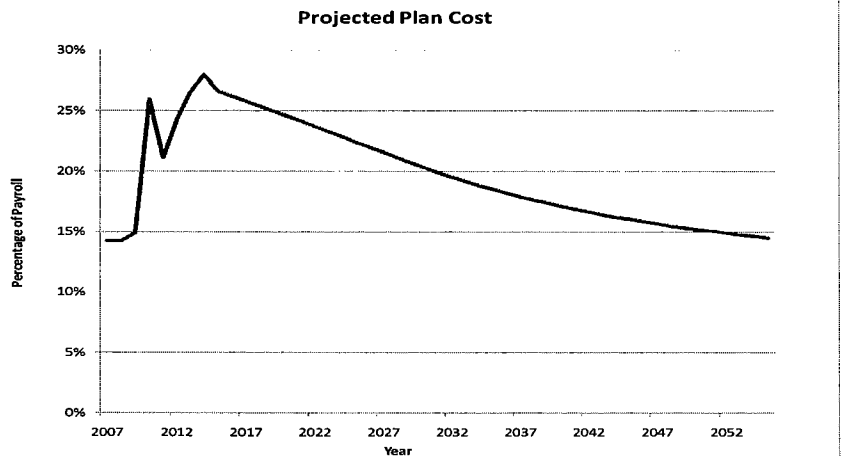
Future Costs



Future Costs – 7% Return



Future Costs – 2000-03 Return



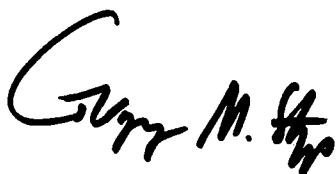
Retirement Plans of San Diego Transit Corporation

Actuarial Review and Analysis as of July 1, 2007

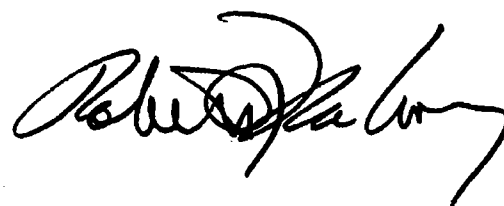
Bob McCrory, FSA
EFI Actuaries

Retirement Plans of
San Diego Transit
Corporation

Actuarial
Review and
Analysis as of
July 1, 2007



Gregory M. Stump, FSA



Robert T. McCrory, FSA

Prepared May 16, 2008

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Summary of Results

A Brief Summary

This actuarial valuation of the Retirement Plans of San Diego Transit Corporation (the Plan) as of July 1, 2007 has produced an increase in recommended contributions. The table below shows how the cost of the Plan has changed since the last actuarial valuation as of January 1, 2006:

	<u>Cost in Dollars</u>	<u>Cost as % of Payroll</u>
January 1, 2006 (Section 3.1, Column 1)	\$4,358,999	12.469%
Change in cost due to expected demographic changes and funding from January 1, 2006 to January 1, 2007	(78,146)	0.112%
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Change in cost due to entry of new hires into the Plan from January 1, 2006 to January 1, 2007	266,131	0.047%
Change in cost due to investment gains/losses from January 1, 2006 to January 1, 2007	341,694	1.026%
Change in cost due to change in actuarial assumptions on January 1, 2007	(250,652)	(0.570)%
Change in cost due to change in valuation date from January 1, 2007 to July 1, 2007, including investment gains	(51,680)	(0.216)%
July 1, 2007 (Section 3.1, Column 2)	\$4,717,735	14.285%

These computations are based on the Plan provisions and on the actuarial assumptions as of July 1, 2007. To the best of our knowledge, there have been no changes in the Plan provisions since the January 1, 2006 valuation. There were no changes to the actuarial methods in this valuation; however, the actuarial assumptions were revised as a consequence of an actuarial experience study conducted for the years 2001 through 2005.

We have computed the cost of the Plan as of July 1, 2007 using a five-year asset smoothing method. The smoothing method spreads investment gains and losses over five years. The resulting actuarial

value of assets is constrained to remain within 20% of market value.

Current Plan provisions are outlined in Section 1.1. A summary of current actuarial methods and assumptions is presented in Section 1.3.

The percentage of payroll cost shown above is based on a member payroll of \$33.0 million projected for the 2007-08 fiscal year. We expect that the contribution rate above will become effective for the 2008-09 fiscal year. Therefore, the payroll figure actually used by the Corporation to compute its dollar contributions for the 2008-09 fiscal year will differ from this number, and the contribution rate shown above should be applied to the actual covered payroll for the fiscal year.

We note that the recommended employer contribution has increased since the January 1, 2006 valuation. The principal reason for this increase is the higher than expected number of retirements; the actual number of retirements was about twice that expected, producing an actuarial loss. This issue and others are discussed in more detail below.

Purpose of the Report

This Report presents the results of an actuarial valuation of the Retirement Plans of San Diego Transit Corporation as of July 1, 2007. The purposes of this actuarial valuation are:

- To compute the annual contribution required for the 2008-09 fiscal year to fund the Plan in accordance with actuarial principles, and
- To present those items required for disclosure under Statement No. 25 of the Governmental Accounting Standards Board (GASB).

Organization of the Report

This Report is organized in five sections:

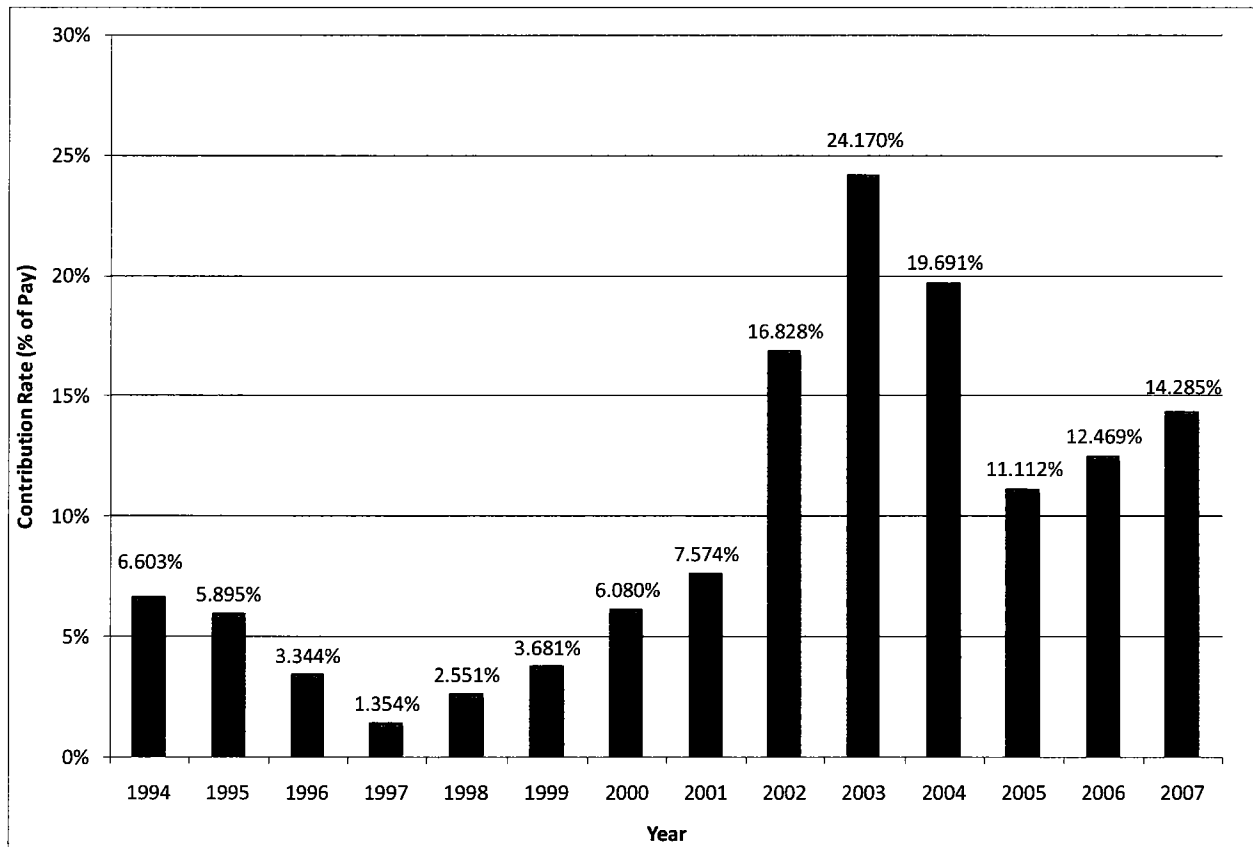
- This Summary presents the conclusions of the Report and discusses the reasons for changes since the last valuation.
- Section 1 below contains an outline of the Plan provisions on which our calculations are based, statistical data concerning Plan participants, and a summary of the actuarial assumptions employed to compute liabilities and costs.
- Section 2 presents information concerning Plan assets, including an income statement from July 1, 2006 to June 30, 2007.
- Section 3 contains the actuarial calculation of liabilities and Plan cost.
- Section 4 contains pension plan information required under Statement No. 25 of the Governmental Accounting Standards Board.

Plan Cost

Since the last actuarial valuation was performed as of January 1, 2006, the Plan cost has increased both in dollar terms and as a percentage of active members' payroll. The table below shows a brief summary.

<u>Valuation Date</u>	<u>Total Cost</u>	<u>Total Cost (% Payroll)</u>
January 1, 2006 (Section 3.1, Column 1)	\$4,358,999	12.469%
July 1, 2007 (Section 3.1, Column 2)	\$4,717,735	14.285%

The percentage of payroll cost shown above is based on a member payroll of \$33.0 million projected for the 2007-08 fiscal year. We expect that the contribution rate above will become effective for the 2008-09 fiscal year. The graph below shows the history of Plan costs since the July 1, 1994 actuarial valuation.



We note in the graph above that the Plan cost increased from the July 1, 1997 actuarial valuation to January 1, 2003. These increases in cost were due to Plan improvements combined with actuarial losses from investments. The decline in costs since January 1, 2003 has been a result of asset gains in 2003 combined with the large contribution from the Pension Obligation Bond in 2004.

Costs have been increasing since January 1, 2005 due to investment losses and last year's losses from an unexpectedly high rate of retirement.

Change in Plan Cost from January 1, 2006 to July 1, 2007

The following is an analysis of the changes in Plan cost since January 1, 2006.

- In the January 1, 2006 Report, the computed cost was \$4,358,999, or 12.469% of active member payroll. This was based on the same actuarial assumptions and Plan provisions currently in place.

This computation is shown in Section 3.1 below.

- Demographic changes

In last year's Report, we projected Plan cost into the future, and we noted that, even if all actuarial assumptions are met, costs are expected to increase. This projected cost increase was due to demographic shifts within the Plan membership. Demographic behavior of Plan members has changed this projection somewhat.

Last year, a hiring pattern was identified in which the average age at hire had increased to 39. What we learned as a result of the recent experience study is that Plan members are more likely to terminate in the first few years of employment than previously assumed. Consequently, the expected long term normal cost for Plan members is expected to remain relatively level.

Hiring members at older ages results in an increase in the cost of the Retirement Plan. Members hired at older ages are nearer retirement, so their liabilities per dollar of benefit are higher. In addition, these liabilities must be funded over a shorter length of time to retirement than for members who are younger when they are hired, so the cost of the older members' benefits is higher.

The overall effect of these changes, projected one year from January 1, 2006 was an increase in cost of 0.112% of payroll.

- Demographic experience was unfavorable.

The demographic experience of the Plan from January 1, 2006 to January 1, 2007 – rates of retirement, death, disability, and termination – produced actuarial losses. In particular, there were many more retirements than expected. Among ATU and IBEW members, there were 60 retirements versus 33 that would have been expected under the actuarial assumptions. For clerical and administrative members, 10 retired while about 4 were expected to retire.

The larger than expected number of retirements produced an actuarial loss during 2006; the impact of this loss was to increase the cost of the Plan by \$132,000 annually.

- Salary increases were lower than expected.

During 2006, salaries for Plan members increased at a rate slightly below our assumptions. Much of this resulted from overall wage inflation below our assumption of 3.5% annually. As a result, liabilities and costs increased less than assumed, and the Plan cost decreased by 0.066% of payroll.

- New members joined the Plan.

During 2006, 143 newly hired employees became Plan members. As a result, Plan costs increased, both as a percent of pay, as discussed above, and in dollar terms, as a result of the additional covered payroll. Consequently, the Plan cost increased by 0.047% of payroll, or \$266,000.

- Actuarial assumptions were revised.

An actuarial experience study was conducted for calendar years 2001 through 2005. This Study was completed in February, 2007, after the data was available and analyzed. For the most part, actuarial experience was in line with assumptions. However, retirement rates were higher than assumed, which was noted above, and termination rates were higher than expected as well.

Actuarial assumptions were changed to more closely match observed experience. As a result, costs decreased by 0.570% of payroll, or \$251,000.

- Investment returns were below expectations on an actuarial value basis.

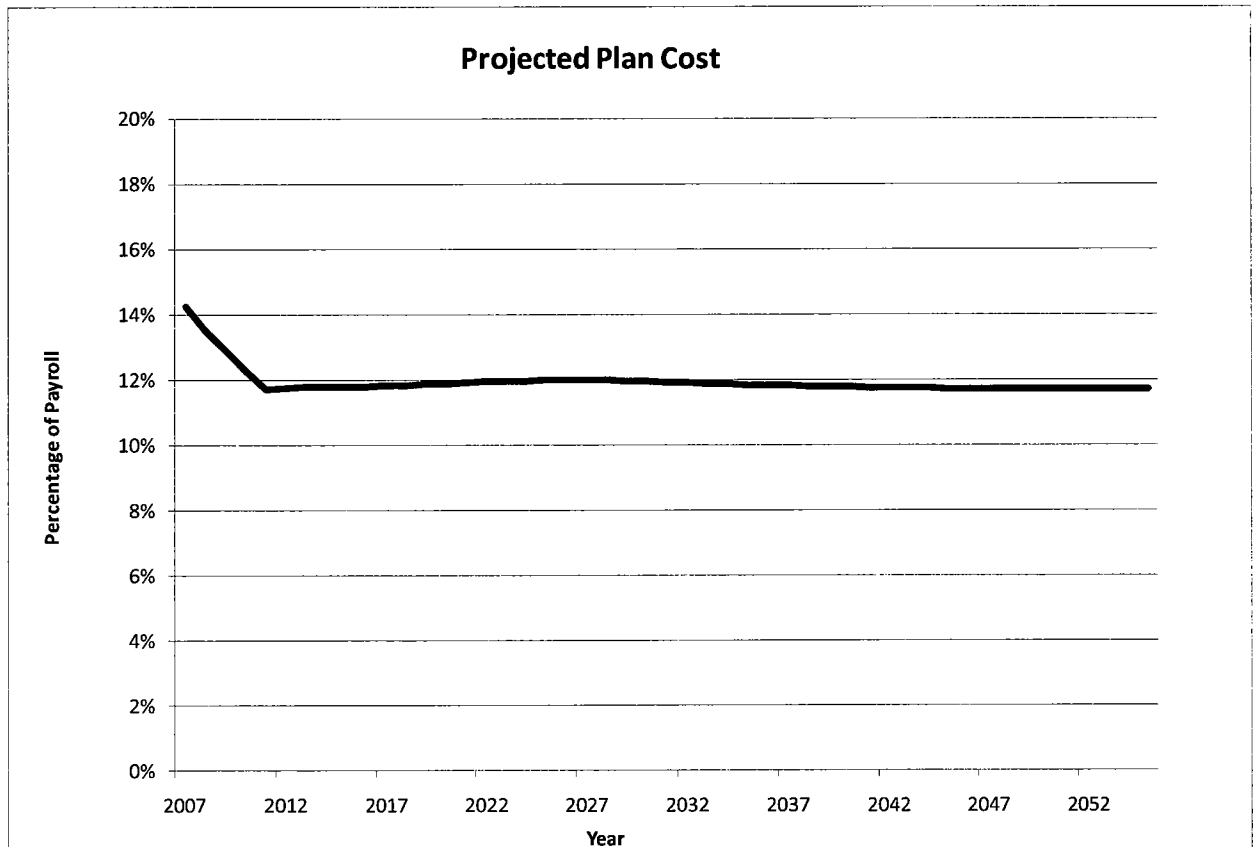
As can be seen in Section 2.1, the return on Plan assets on a market value basis was approximately 14.5% during the 2006-07 fiscal year, which exceeded the 8% assumed return. However, most of the excess return is deferred for up to five years under the actuarial smoothing method used to reduce cost volatility.

The combination of the return on market value during the 2006-07 fiscal year and the operation of the actuarial smoothing method caused a small cost decrease of 0.216% of pay, or \$52,000.

In summary, the principal reason for the increase in Plan cost since January 1, 2006 was the unexpectedly large number of retirees. The actuarial retirement assumption has been revised, and is intended to track future experience more closely.

Future Plan Costs

The graph below shows a projection of the actuarial cost of the Plan over the next 50 years. The projection assumes all actuarial assumptions are met; in particular, an 8% return on the market value of Plan assets is assumed.



Projected Plan Cost as a Percentage of Payroll – Return on Market Value of Assets is 8.0%

We note in the graph that Plan cost decreases after July 1, 2007; there are unrealized investment gains of \$9.6 million during the fiscal year ending June 30, 2007 that will be realized over the next five years. These gains will add to the return on assets, producing actuarial gains and decreasing cost, assuming an annual return of 8.0% on the market value of Plan assets. After these gains are exhausted, the Plan cost will level out at around 12% of pay, assuming all assumptions are met.

However, we know with certainty that assumptions will not be met. The current turmoil in the financial markets suggests that returns in 2008 and 2009 will not be favorable, so actuarial losses from Plan investments and contribution increases are likely in the offing. The actual cost of the Plan in future years will primarily be determined by the investment return produced on Plan assets. As the return varies from year to year, cost will vary as well.

Conclusion

This report has been prepared using generally accepted actuarial methods and assumptions. If there are any questions about this report, please feel free to contact us. We enjoy being of service to you and we look forward to doing so in the future.

Section 1:

Summary of Plan Provisions, Member Statistics, and Actuarial Assumptions

1.1: Brief Outline of Plan Provisions

Definitions

Average Monthly Final Earnings

Average Monthly Final Earnings means the average monthly compensation during the consecutive months that produces a Participant's highest average compensation, computed by dividing the Compensation Earnable for such period by the number of months in such period.

- For ATU, IBEW, and Clerical Participants, the averaging period is thirty-six (36) consecutive months.
- For Non-Contract Participants, the number of consecutive months is twelve (12).

Those months during which the Participant did not receive Compensation from the Employer equivalent to one half the regular working days will be excluded. The average is then based on that portion of the averaging period remaining after the excluded months.

Compensation

Compensation means the remuneration for services paid by the Employer. The monetary value of board, lodgings, fuel, car allowance, laundry or other advantages furnished to a Participant is not included.

Compensation Earnable

Compensation Earnable is the Compensation actually received by a Participant during a period of employment. For ATU and Non-Contract Participants, any bonus or retroactive wage increases are treated as compensation when received rather than when the services are performed. For IBEW Participants, Compensation Earnable is limited to 2,140 hours of straight time equivalent hours in any 12-month period.

In addition, the value of any vacation or sick leave accumulated but unused when benefits begin is excluded from Compensation Earnable and from Average Monthly Final Earnings.

Credited Years of Service

In general, Credited Years of Service is continuous Service with the San Diego Transit Corporation and its predecessor company from the last date of employment through the date of retirement, death, disability, or other termination of service.

As of November 10, 1997, part-time ATU employees receive one Credited Year of Service for every 2,080 Hours of Service worked as a part-time employee after December 1, 1990.

For Non-Contract Participants, Credited Years of Service includes any year commencing on or after July 1, 1982 in which the Participant completes at least 1,000 Hours of Service. In addition, Credited Years of Service for Non-Contract Participants will exclude any period of Service after the Participant's Normal Retirement Date.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will not receive Credited Years of Service for the period of disability.

Additional Credited Years of Service

The following additional Credited Years of Service have been provided for in amendments to the Plan document.

Non-Contract Participants

<u>Name</u>	<u>Additional Credited Service</u>
Marv Dougall	3 Years
John Garland	2 Years, 9 Months, 28 Days
Sandra Showalter	5 Years, 6 Months
Dianne Daley	2 Years, 3 Months
Tim Price	8 Months, 14 Days

ATU Participants

<u>Name</u>	<u>Additional Credited Service</u>
Lawrence D. Maxwell	1 Years, 15 Days
Roderick A. Lagrimas	3 Years, 10 Months, 12 Days
Olavo Michel	5 Years, 7 Months, 13 Days
William M. O'Donovan	6 Years, 9 Months, 13 Days
Guadalupe Guerrero, Jr.	1 Years, 11 Months, 12 Days
A.E. Napier	6 Years, 4 Months, 3 Days
R.F. Enhelder	4 Years, 7 Months, 25 Days
R.E. Dey	4 Years, 7 Months, 25 Days
L. Dietmeyer	10 Months, 11 Days
Karol Ferris	9 Months

Participation

All full-time and certain part-time ATU and IBEW employees become Participants on their date of hire.
All Non-Contract employees become Participants after earning one Credited Year of Service.

Retirement Benefit

Eligibility

Clerical and Non-Contract members are eligible for normal service retirement upon attaining age 63 and completing five or more years of service and eligible for early service retirement upon attaining age 53 and completing five or more years of service.

ATU and IBEW members are eligible for normal service retirement upon attaining age 63 (65 for IBEW) and completing five or more years of service and eligible for early service retirement upon attaining age 55 and completing five or more years of service.

Benefit Amount

The monthly service retirement benefit is the Participant's Average Monthly Final Earnings multiplied by the percentage figures shown in the tables below.

- For ATU and Clerical Participants terminating prior to October 1, 2005, ATU/Clerical Table A-1 is used; for ATU and Clerical Participants terminating on and after October 1, 2005, ATU/Clerical Table A-2 is used. Prior to January 1, 2006, the benefit from the table is limited to 60%.
- For IBEW Participants terminating prior to January 1, 2007, IBEW Table A-1 is used; for IBEW Participants terminating on and after January 1, 2007, IBEW Table A-2 is used.
- For Non-Contract participants terminating prior to July 1, 2000, Non-Contract Table A-1 is used; for Non-Contract participants terminating on and after July 1, 2000, Non-Contract Table A-2 is used.

For Participants with fractions of a year of age or service, the Participant's age or service will be rounded to the completed quarter year, and the percentage multiplier will be computed from the table using interpolation.

ATU participants who are active as from November 10, 1997 to December 31, 1998 and from November 10, 1997 to December 31, 1999 receive an additional 2.5% and 2.5%, respectively. However, the multiplier from Table A-1 or A-2, as augmented by the additional 2.5% increments, is still limited to 60% prior to January 1, 2006 and 70% thereafter.

Non-Contract Participants who are active as of July 1, 1994 and July 1, 1995 receive an additional 6% and 2%, respectively. However, the benefit multiplier, as augmented by the additional 6% and 2% increments, is still limited to 60% under Table A-1 and 70% under Table A-2.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will have this benefit amount reduced by the actuarial equivalent of the benefits paid during the period of disability.

Form of Benefit

The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

ATU/Clerical Table A-1

Credited Years Of Service	Age at Retirement								
	55	56	57	58	59	60	61	62	63+
5	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

ATU/Clerical Table A-2

Credited Years Of Service	Age at Retirement										
	Clerical		55	56	57	58	59	60	61	62	63+
	53	54									
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

IBEW Table A-1

Credited Years Of Service	Age at Retirement										
	55	56	57	58	59	60	61	62	63	64	65+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

IBEW Table A-2

Credited Years Of Service	Age at Retirement								
	55	56	57	58	59	60	61	62	63+
5	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

Non-Contract Table A-1

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

Non-Contract Table A-2

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

ATU and IBEW Participants may elect an Alternative Retirement Formula if they terminate employment before early retirement but after 10 years of credited service or were hired between April 1, 1968 and March 31, 1971 and desire to retire at their Normal Retirement Date. These Participants are eligible for a deferred benefit commencing at age 65 based on Table B.

Table B

Credited Years Of Service	Percentage
10	20.1%
11	22.2%
12	24.2%
13	26.2%
14	28.2%
15	30.2%
16	32.2%
17	34.3%
18	36.3%
19	38.3%
20	40.3%
21	42.3%
22	44.3%
23	46.3%
24	48.4%
25	50.4%
26	52.4%
27	54.4%
28	56.4%
29	58.4%
30	60.4%
31	62.5%
32	64.5%
33	66.5%
34	68.5%
35 or more	70.5%

Disability Retirement Benefit

Eligibility

A Participant is eligible for a Disability Retirement Benefit if:

- The Participant has earned five Credited Years of Service (ATU, IBEW, Clerical and Non-Contract), and
- The Participant is unable to perform the duties of his or her job with the Corporation, cannot be transferred to another job with the Corporation, and has submitted satisfactory medical evidence of permanent disqualification from his or her job.

Benefit Amount

The Disability Retirement Benefit is a monthly benefit equal to the lesser of:

1. $1\frac{1}{2}\%$ times Credited Years of Service at Disability Retirement Date times the Participant's Average Monthly Final Earnings; and
2. The Normal Retirement Benefit calculated using the Average Monthly Final Earnings at Disability Retirement Date and the projected Credited Years of Service to Normal Retirement Date.

The benefit is reduced by 50% of the amount of any earned income from other sources in excess of 50% of the Participant's Average Monthly Earnings during the 12 months prior to disability; this reduction applies to all IBEW and Non-Contract Participants, but only to ATU Participants hired after June 30, 1983.

Form of Benefit

The normal form of benefit is an annuity commencing at disability and payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The Disability Retirement Benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

Pre-Retirement Death Benefit

Eligibility

A vested Participant is entitled to elect coverage of a pre-retirement spouse's benefit.

For years a Participant is age 55 or under, the cost of the coverage is paid by the Company. For the years a Participant is over age 55 and has elected this coverage the cost of this coverage is paid by

the Participant in the form of a reduced benefit upon retirement. The reduction is 3.5¢ per \$10 of monthly benefit for each year of coverage.

There is no cost for this benefit for any ATU, Clerical, or Non-Contract Participant whose monthly benefit commences after November 27, 1990. There is no cost for this benefit for any IBEW Participant whose monthly benefit commences after December 3, 1996.

In order for the spouse to be eligible for this benefit, the participant must be married to the spouse for one year prior to death, unless death occurs from accidental causes.

Benefit Amount

For a Participant who is eligible to retire at death, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant retired immediately prior to his or her death and elected to receive a 50% Joint and Survivor annuity.

For a Participant who dies before being eligible to retire, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant survived to his or her earliest retirement date, retired, elected to receive a 50% Joint and Survivor annuity, and died immediately.

Form of Benefit

For a Participant who is eligible to retire at death, the death benefit begins when the Participant dies and continues for the life of the surviving spouse.

For a Participant who dies before being eligible to retire, the death benefit begins when the Participant would have reached his or her earliest retirement data and continues for the life of the surviving spouse.

Termination Benefit

Eligibility

A Participant is eligible for a termination benefit after earning five years of service.

Benefit Amount

The termination benefit is computed in the same manner as the Normal Retirement Benefit, but it is based on Credited Years of Service and Average Monthly Final Earnings on the date of termination.

Effective July 1, 2000, Non-Contract participants who terminate prior to eligibility for early service retirement will have their benefits actuarially reduced if they begin receiving benefits before normal retirement age.

Form of Benefit

The Participant will be eligible to commence benefits at the later of termination and earliest retirement eligibility age.

The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

Cost of Living Adjustments

Eligibility

An annual Cost of Living Adjustment (COLA) has been added for Non-Contract Participants who were actively employed on or after June 30, 1999. One time only (ad hoc) COLAs were granted to ATU and IBEW Participants in 1991 and 1992.

Benefit Amount

For Non-Contract Participants, the cumulative COLA is the increase in the Consumer Price Index (CPI) since the Participant began receiving benefits.

The COLA is subject to the following limits for Non-Contract Participants:

- The cumulative COLA cannot exceed 2% compounded annually for all years since the Participant's benefits began;
- The annual COLA is zero if the CPI increase in that year is less than 1%;
- The annual COLA is limited 6% of the initial benefit amount in any year; and
- A Participant's benefit cannot be reduced below the benefit level when payments commenced.

Voluntary Early Retirement Program

The Plan provided enhanced benefits to ATU participants who voluntarily elected early retirement during the window period from January 1, 1998 through February 20, 1998.

The Plan provided enhanced benefits to certain IBEW participants who voluntarily elected early retirement during the window period from July 1, 2004 through December 31, 2004.

DROP Program

The Plan provided DROP benefits to a number of ATU participants who elected retirement from July 1, 2002 through December 31, 2002.

Funding

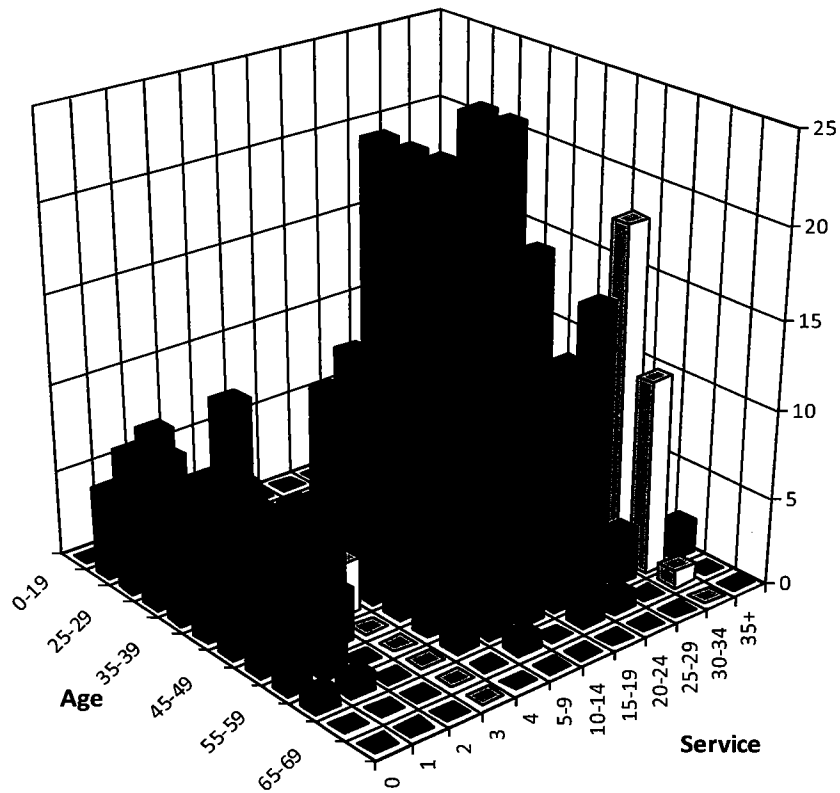
The Corporation pays the entire cost of the Plan.

1.2: Participant Data as of January 1, 2007

Active Participants	Drivers	Mechanics	Clerical	Admin	Chula Vista	Total
Number	524	192	29	80	0	825
Average Age	48.35	46.57	48.57	49.13	0.00	48.02
Average Service	11.35	14.41	10.65	15.96	0.00	12.48
Average Pay	\$39,274	\$41,813	\$34,228	\$65,037	\$0	\$42,186

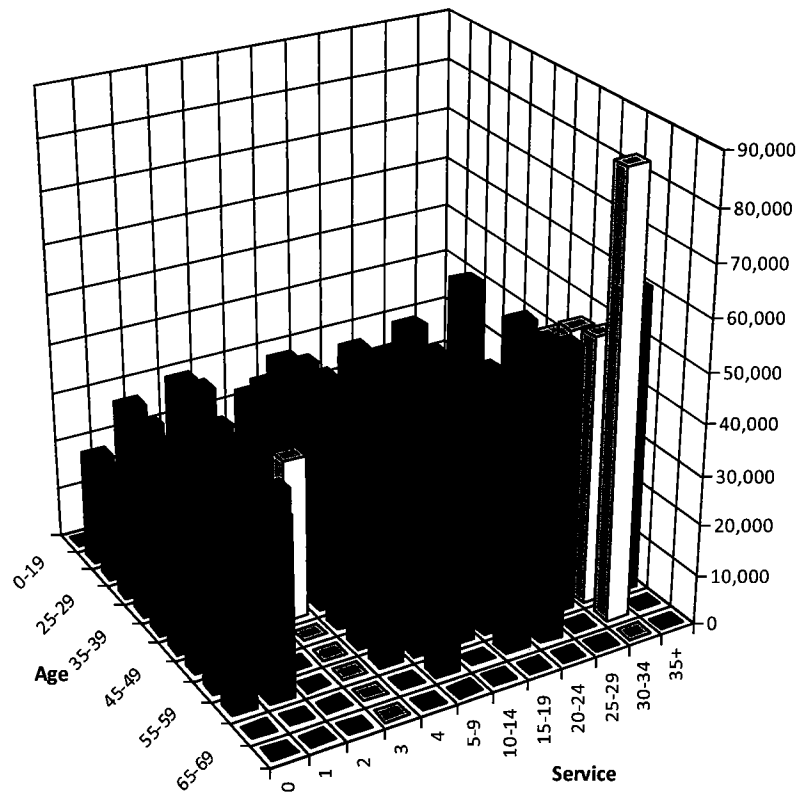
Inactive Participants	Drivers	Mechanics	Clerical	Admin	Chula Vista	Total
Service Retired						
Number	288	41	26	78	2	435
Average Age	67.24	71.54	75.41	63.50	69.38	67.47
Average Benefit	\$17,965	\$12,120	\$9,352	\$30,123	\$4,401	\$19,017
Beneficiaries						
Number	70	15	3	18	0	106
Average Age	73.24	77.20	68.33	69.22	0.00	72.98
Average Benefit	\$5,184	\$3,777	\$4,512	\$11,820	\$0	\$6,093
Disabled						
Number	98	15	3	2	0	118
Average Age	61.21	57.68	68.35	57.22	0.00	60.87
Average Benefit	\$8,559	\$12,108	\$6,101	\$7,437	\$0	\$8,828
Terminated Vested						
Number	136	49	20	33	13	251
Average Age	50.13	50.51	47.18	50.47	48.73	49.94
Average Benefit	\$5,874	\$5,147	\$4,944	\$15,968	\$3,106	\$6,842

**Active Drivers
 by Age and Service
 as of January 1, 2007**



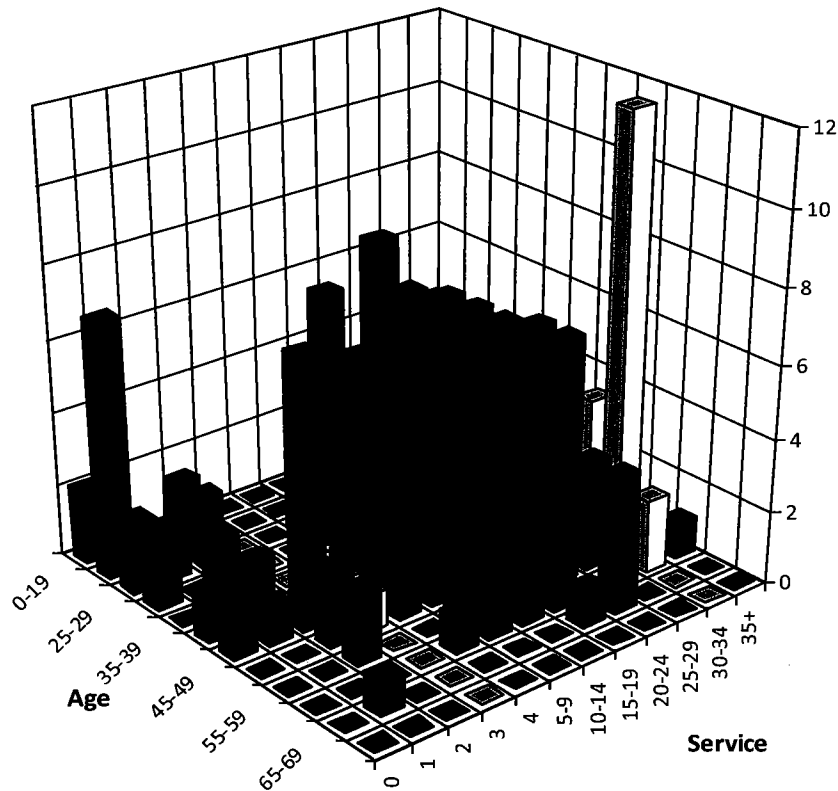
Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	5	5	0	0	0	0	0	0	0	0	0	0	10
25-29	8	7	1	0	1	1	0	0	0	0	0	0	18
30-34	10	3	5	0	3	9	0	0	0	0	0	0	30
35-39	6	4	3	0	4	12	5	2	0	0	0	0	36
40-44	9	8	4	0	8	24	5	19	0	0	0	0	77
45-49	14	2	3	3	8	24	17	25	4	1	0	0	101
50-54	9	7	3	0	6	24	11	25	2	11	6	0	104
55-59	7	7	0	0	3	17	10	19	4	15	19	0	101
60-64	1	1	0	0	2	8	3	8	2	3	11	2	41
65-69	0	0	0	0	0	1	0	3	1	0	1	0	6
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	69	44	19	3	35	120	51	101	13	30	37	2	524

**Active Drivers
Payroll by Age and Service
as of January 1, 2007**



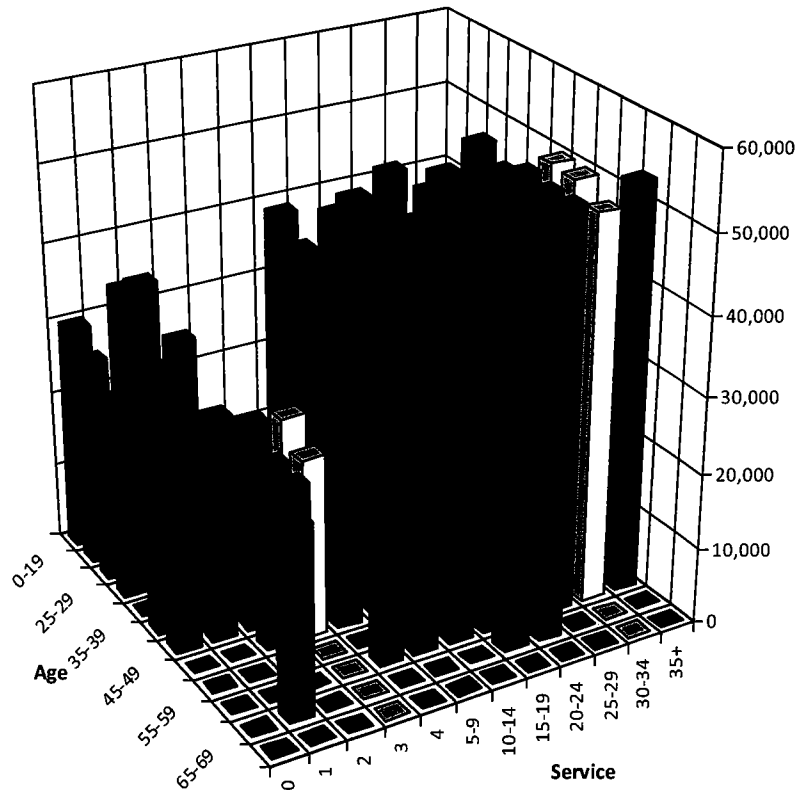
Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	21,441	30,063	0	0	0	0	0	0	0	0	0	0	25,752
25-29	20,686	29,187	36,602	0	30,091	35,526	0	0	0	0	0	0	26,223
30-34	21,053	28,577	37,861	0	35,566	37,627	0	0	0	0	0	0	31,030
35-39	20,576	30,063	33,785	0	32,248	38,082	41,858	39,390	0	0	0	0	33,864
40-44	20,208	31,236	32,900	0	36,916	39,116	42,414	47,858	0	0	0	0	37,907
45-49	20,631	29,121	33,946	32,339	36,399	38,122	46,865	45,292	57,619	35,064	0	0	39,075
50-54	21,795	31,858	31,320	0	39,758	39,394	44,777	46,378	43,521	51,214	47,206	0	41,180
55-59	20,640	31,239	0	0	36,205	38,648	49,812	46,738	42,229	50,340	51,379	0	43,714
60-64	11,908	35,451	0	0	36,099	38,506	44,677	41,025	45,501	52,407	53,023	59,827	44,902
65-69	0	0	0	0	0	37,572	0	39,224	53,821	0	86,847	0	49,319
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20,724	30,588	34,456	32,339	36,333	38,608	45,937	45,680	48,558	50,358	52,150	59,827	39,274

**Active Mechanics
 by Age and Service
 as of January 1, 2007**

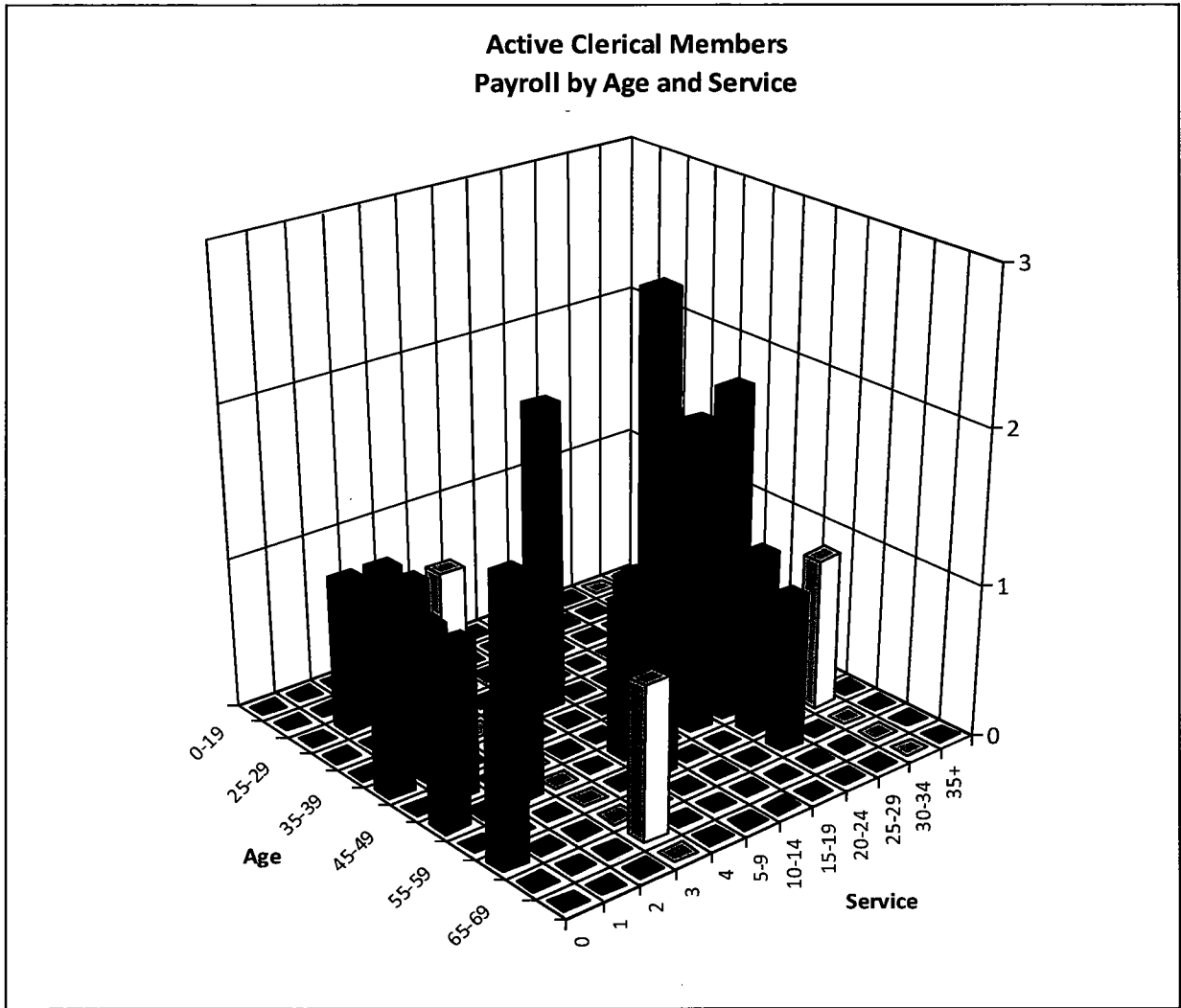


Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	2	0	0	0	0	0	0	0	0	0	0	0	2
20-24	7	1	2	0	0	0	0	0	0	0	0	0	10
25-29	2	1	2	0	0	5	0	0	0	0	0	0	10
30-34	1	0	0	0	0	7	5	0	0	0	0	0	13
35-39	0	2	1	0	0	1	1	5	0	0	0	0	10
40-44	1	0	0	0	1	9	3	7	4	1	0	0	26
45-49	2	1	6	1	1	8	3	7	5	6	0	0	40
50-54	0	0	2	1	1	3	2	7	4	6	4	0	30
55-59	0	0	2	0	0	5	3	6	3	3	12	0	34
60-64	0	0	0	0	1	1	1	4	0	3	2	1	13
65-69	0	1	0	0	0	0	0	1	2	0	0	0	4
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	6	15	2	4	39	18	37	18	19	18	1	192

**Active Mechanics
Payroll by Age and Service
as of January 1, 2007**

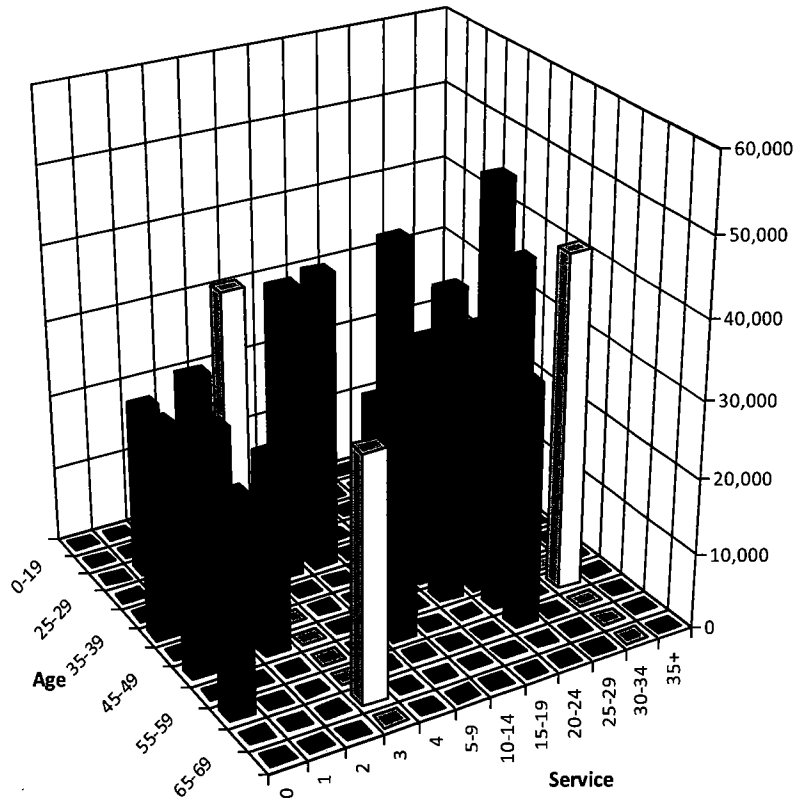


Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	29,638	0	0	0	0	0	0	0	0	0	0	0	29,638
20-24	27,237	35,583	23,693	0	0	0	0	0	0	0	0	0	27,363
25-29	23,951	38,227	29,638	0	0	43,116	0	0	0	0	0	0	36,099
30-34	23,693	0	0	0	0	40,104	43,856	0	0	0	0	0	40,285
35-39	0	23,951	23,693	0	0	23,693	47,494	49,738	0	0	0	0	39,147
40-44	24,424	0	0	0	42,484	41,452	47,494	44,935	50,299	53,105	0	0	44,281
45-49	24,059	23,693	27,255	26,789	24,876	40,654	43,667	50,700	49,738	51,235	0	0	41,356
50-54	0	0	23,951	23,693	24,876	35,618	47,494	42,493	47,494	52,525	53,105	0	43,777
55-59	0	0	23,693	0	0	32,009	41,796	50,299	49,364	51,944	52,815	0	46,245
60-64	0	0	0	0	24,876	23,693	47,494	41,613	0	51,944	50,461	53,105	44,029
65-69	0	24,811	0	0	0	0	0	35,733	47,494	0	0	0	38,883
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26,271	28,369	25,945	25,241	29,278	38,690	44,896	46,475	49,052	51,965	52,618	53,105	41,813



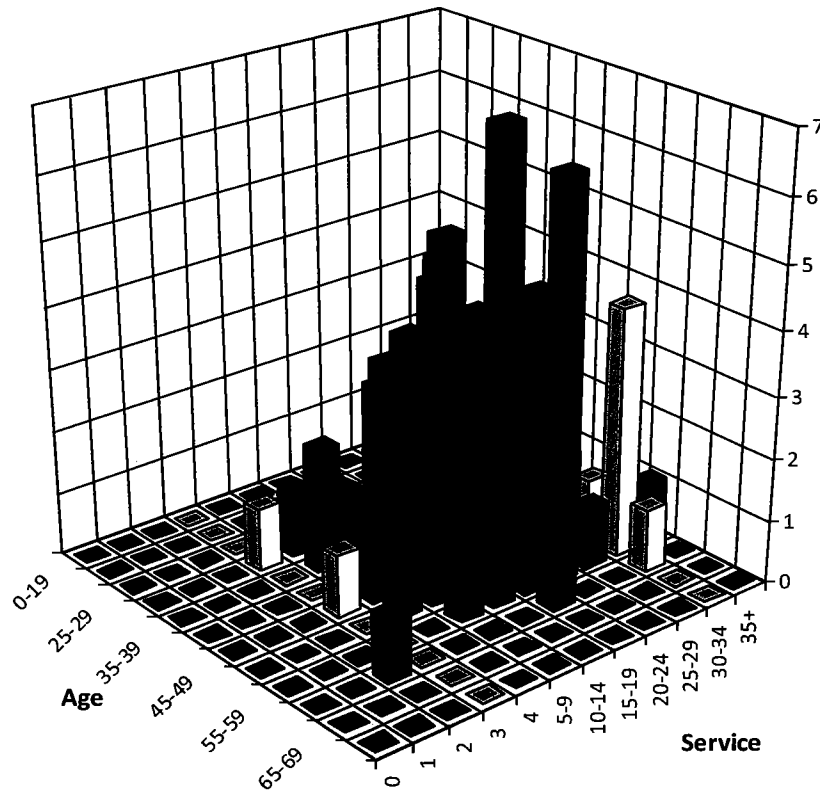
Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	0	0	0	0	0	0	0	0	0	0	0	0	0
25-29	0	1	1	0	0	0	0	0	0	0	0	0	2
30-34	0	0	1	1	0	0	0	0	0	0	0	0	2
35-39	0	0	0	0	1	2	0	0	0	0	0	0	3
40-44	1	1	0	0	0	0	0	0	0	0	0	0	2
45-49	0	1	0	0	0	0	1	1	0	2	0	0	5
50-54	1	0	1	0	0	1	0	2	1	1	0	0	7
55-59	0	0	0	0	0	3	0	0	1	0	1	0	5
60-64	1	0	0	0	0	0	0	0	1	0	0	0	2
65-69	0	0	0	1	0	0	0	0	0	0	0	0	1
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	2	1	6	1	3	3	3	1	0	29

**Active Clerical Members
 Payroll by Age and Service
 as of January 1, 2007**



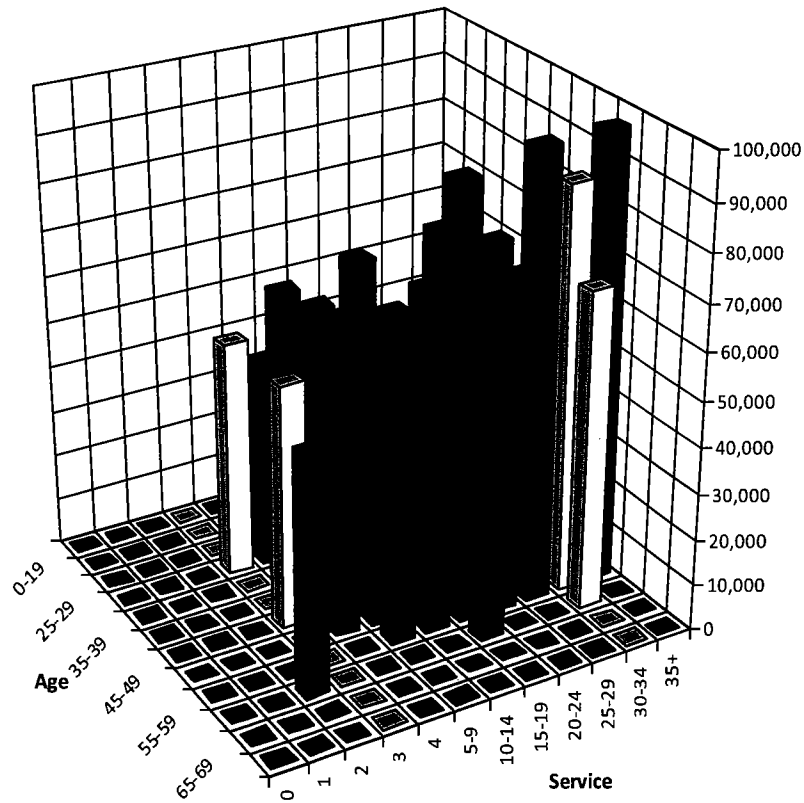
Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	0	0	0	0	0	0	0	0	0	0	0	0	0
25-29	0	22,531	14,067	0	0	0	0	0	0	0	0	0	18,299
30-34	0	0	27,426	37,317	0	0	0	0	0	0	0	0	32,372
35-39	0	0	0	0	38,422	39,131	0	0	0	0	0	0	38,895
40-44	27,846	32,592	0	0	0	0	0	0	0	0	0	0	30,219
45-49	0	28,254	0	0	0	0	45,900	32,371	0	50,572	0	0	41,534
50-54	30,933	0	25,854	0	0	29,136	0	40,465	34,925	41,967	0	0	34,821
55-59	0	0	0	0	0	31,191	0	0	34,161	0	43,948	0	34,336
60-64	27,846	0	0	0	0	0	0	0	31,420	0	0	0	29,633
65-69	0	0	0	31,794	0	0	0	0	0	0	0	0	31,794
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28,875	27,792	22,449	34,556	38,422	33,495	45,900	37,767	33,502	47,704	43,948	0	34,228

**Active Administrative Members
 by Age and Service
 as of January 1, 2007**



Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	0	0	0	0	0	0	0	0	0	0	0	0	0
25-29	0	0	0	0	0	0	0	0	0	0	0	0	0
30-34	0	0	0	1	1	1	0	0	0	0	0	0	3
35-39	0	0	0	0	2	1	3	0	0	0	0	0	6
40-44	0	0	0	0	1	3	0	5	1	0	0	0	10
45-49	0	0	0	1	1	4	5	4	2	4	0	0	21
50-54	0	0	0	0	2	5	1	7	2	6	1	0	24
55-59	0	0	0	0	0	2	1	2	2	1	4	1	13
60-64	0	0	1	0	0	0	0	1	0	0	1	0	3
65-69	0	0	0	0	0	0	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	2	7	16	10	19	7	11	6	1	80

**Active Administrative Members
 Payroll by Age and Service
 as of January 1, 2007**



Service / Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	0	0	0	0	0	0	0	0	0	0	0	0	0
25-29	0	0	0	0	0	0	0	0	0	0	0	0	0
30-34	0	0	0	51,236	45,314	52,405	0	0	0	0	0	0	49,652
35-39	0	0	0	0	63,449	58,349	54,802	0	0	0	0	0	58,276
40-44	0	0	0	0	54,200	57,608	0	52,346	72,544	0	0	0	56,130
45-49	0	0	0	52,661	43,674	74,435	61,970	65,092	86,023	71,424	0	0	67,716
50-54	0	0	0	0	67,040	63,289	58,822	67,943	65,375	67,071	73,021	0	66,298
55-59	0	0	0	0	0	52,257	55,310	58,412	66,296	96,334	87,552	96,624	73,262
60-64	0	0	51,357	0	0	0	0	57,394	0	0	68,741	0	59,164
65-69	0	0	0	0	0	0	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	51,357	51,949	57,738	62,642	58,839	61,680	72,562	71,314	81,995	96,624	65,037

Changes in Plan Membership Drivers

	Actives	Vested Terminations	Disabled	Retired	DROP	Beneficiaries	Total Participants
January 1, 2006	578	124	101	232	0	63	1,098
New Entrants	117	-	-	-	-	-	117
Rehires	1	-	-	-	-	-	1
Disabilities	(1)	-	1	-	-	-	0
Retirements/DRO	(60)	(6)	-	66	-	2	2
Vested Terminations	(21)	21	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	(1)	(1)	(1)	(3)	-	6	0
Transfers	-	-	-	-	-	-	0
Died, Without Beneficiary, and Other Terminations	(89)	(2)	(4)	(7)	-	-	(102)
Beneficiary Deaths	-	-	-	-	-	(2)	(2)
Data Corrections	-	-	1	-	-	1	2
January 1, 2007	524	136	98	288	0	70	1,116

Changes in Plan Membership Mechanics

	Actives	Vested Terminations	Disabled	Retired	DROP	Beneficiaries	Total Participants
January 1, 2006	187	49	15	40	0	14	305
New Entrants	23	-	-	-	-	-	23
Rehires	-	-	-	-	-	-	0
Disabilities	-	-	-	-	-	-	0
Retirements/DRO	-	(2)	-	2	-	1	1
Vested Terminations	(3)	3	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	-	-	-	-	-	0
Transfers	-	-	-	-	-	-	0
Died, Without Beneficiary, and Other Terminations	(15)	(1)	-	(1)	-	-	(17)
Beneficiary Deaths	-	-	-	-	-	-	0
Data Corrections	-	-	-	-	-	-	0
January 1, 2007	192	49	15	41	0	15	312

Changes in Plan Membership Clerical

	Actives	Vested Terminations	Disabled	Retired	DROP	Beneficiaries	Total Participants
January 1, 2006	30	19	3	25	0	2	79
New Entrants	3	-	-	-	-	-	3
Rehires	-	-	-	-	-	-	0
Disabilities	-	-	-	-	-	-	0
Retirements/DRO	(2)	-	-	2	-	-	0
Vested Terminations	(1)	1	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	-	-	(1)	-	1	0
Transfers	(1)	-	-	-	-	-	(1)
Died, Without Beneficiary, and Other Terminations	-	-	-	-	-	-	0
Beneficiary Deaths	-	-	-	-	-	-	0
Data Corrections	-	-	-	-	-	-	0
January 1, 2007	29	20	3	26	0	3	81

Changes in Plan Membership
Non-Contract

	Actives	Vested Terminations	Disabled	Retired	DROP	Beneficiaries	Total Participants
January 1, 2006	93	30	2	70	0	17	212
New Entrants	-	-	-	-	-	-	0
Rehires	-	-	-	-	-	-	0
Disabilities	-	-	-	-	-	-	0
Retirements/DRO	(8)	(1)	-	9	-	-	0
Vested Terminations	(5)	5	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	(1)	-	-	-	1	0
Transfers	1	-	-	-	-	-	1
Died, Without Beneficiary, and Other Terminations	(1)	-	-	(1)	-	-	(2)
Beneficiary Deaths	-	-	-	-	-	-	0
Data Corrections	-	-	-	-	-	-	0
January 1, 2007	80	33	2	78	0	18	211

Changes in Plan Membership
Chula Vista

	Actives	Vested Terminations	Disabled	Retired	DROP	Beneficiaries	Total Participants
January 1, 2006	0	13	0	2	0	0	15
New Entrants	-	-	-	-	-	-	0
Rehires	-	-	-	-	-	-	0
Disabilities	-	-	-	-	-	-	0
Retirements/DRO	-	-	-	-	-	-	0
Vested Terminations	-	-	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	-	-	-	-	-	0
Transfers	-	-	-	-	-	-	0
Died, Without Beneficiary, and Other Terminations	-	-	-	-	-	-	0
Beneficiary Deaths	-	-	-	-	-	-	0
Data Corrections	-	-	-	-	-	-	0
January 1, 2007	0	13	0	2	0	0	15

Changes in Plan Membership
Total of All Groups

	Actives	Vested Terminations	Disabled	Retired	DROP	Beneficiaries	Total Participants
January 1, 2006	888	235	121	369	0	96	1,709
New Entrants	143	-	-	-	-	-	143
Rehires	1	-	-	-	-	-	1
Disabilities	(1)	-	1	-	-	-	0
Retirements/DRO	(70)	(9)	-	79	-	3	3
Vested Terminations	(30)	30	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	(1)	(2)	(1)	(4)	-	8	0
Transfers	-	-	-	-	-	-	0
Died, Without Beneficiary, and Other Terminations	(105)	(3)	(4)	(9)	-	-	(121)
Beneficiary Deaths	-	-	-	-	-	(2)	(2)
Data Corrections	-	-	1	-	-	1	2
January 1, 2007	825	251	118	435	0	106	1,735

1.3: Actuarial Methods and Assumptions

Actuarial Method

Annual contributions to the Retirement Plans of San Diego Transit Corporation (the Plan) are computed under the Aggregate Entry Age Actuarial Cost Method.

Under this Cost Method, Plan benefits are assumed to accrue ratably over the years from each Participant's Plan entry date to date of retirement, termination, disability, or death. At each valuation date, the actuarial present value of the benefits accrued to date is computed. This comprises the Actuarial Accrued Liability. The excess of the Actuarial Accrued Liability over Plan assets is the Unfunded Actuarial Accrued Liability, and this liability is amortized over a fixed number of years.

Amounts may be added to or subtracted from the Unfunded Actuarial Accrued Liability due to Plan amendments, changes in actuarial assumptions, and actuarial gains and losses.

The Normal Cost is obtained in three steps as follows:

1. The single sum present value of all future benefit payments to be made by the Plan to its present members and beneficiaries is determined. From this present value is subtracted the sum of:
 - a. The actuarial value of the assets in the Plan Trust Fund,
 - b. The Unfunded Actuarial Accrued Liability, and
 - c. The present value of any future contributions to be made by active members.
2. The remainder is divided by the present value of all future pay that the present members are expected to receive during their future working lifetime. The resulting quotient is a normal cost accrual rate per dollar of active member payroll.
3. The Normal Cost is obtained by multiplying the normal cost accrual rate per dollar of earnings by the total covered payroll projected for the upcoming year and adding any allowance for administrative expense.

The total Plan cost is the sum of the Normal Cost and the amortization of the Unfunded Actuarial Accrued Liability.

In the valuation as of July 1, 1999, the entire Actuarial Accrued Liability had been funded. A new Unfunded Actuarial Accrued Liability was created as of April 1, 2000, primarily as a result of improvements in Plan benefits. Therefore, beginning with the April 1, 2000 actuarial valuation, all sources of the Unfunded Actuarial Accrued Liability are combined and amortized as a level dollar payment over a rolling 30-year period.

Valuation Date	All assets and liabilities are computed as of July 1, 2007.
Rate of Return	The annual rate of return on all Plan assets is assumed to be 8.00% net of expenses.
Cost of Living	The cost of living as measured by the Consumer Price Index (CPI) is assumed to increase at the rate of 3.5% per year.

Pay for Benefits

For the most part, pay for benefits is based on each member's pay during the year preceding the valuation date. Special procedures are used in some cases, as noted below for full-time Participants.

<u>Unit</u>	<u>Pay for Continuing Participants</u>	<u>Pay for New Participants</u>
Drivers	The larger of gross pay or 1,800 hours times the member's hourly rate	
Mechanics	2,150 hours times the member's hourly rate	
Clerical	Gross pay	The larger of gross pay or 2,100 hours times the member's hourly rate
Non-Contract	Gross pay	The larger of gross pay or 2,080 hours times the member's hourly rate

Part-time Participants are assumed to work 1,040 hours in the calculations shown above.

Increases in Pay

Assumed pay increases for active Participants consist of increases due to inflation (cost of living adjustments) and those due to longevity and promotion.

Based on an analysis of pay levels and service for the Drivers and Mechanics, we assume that pay increases due to longevity and promotion will be 7.5% per year for the first ten years of service and 0.5% per year thereafter.

Based on an analysis of pay levels and service for the Clerical and Non-Contract Participants, we assume that pay increases due to longevity and promotion will be 1.5% per year.

In addition, annual adjustments in pay due to inflation will equal the CPI, for an additional annual increase of 3.5%.

Active Participant Mortality

Mortality rates were reviewed in the Actuarial Experience Study for 1997-2000.

Rates of mortality for active Drivers and Mechanics are given by the UP-1984 Mortality Table published by the Society of Actuaries.

Rates of mortality for active Clerical and Non-Contract Participants are given by the 1994 Group Annuity Mortality (GAM) Table, weighting male rates by 50% and female rates by 50%.

Retired Participant Mortality

Mortality rates were reviewed in the Actuarial Experience Study for 1997-2000.

Rates of mortality for retired Drivers and Mechanics and their spouses, beneficiaries, and survivors are given by the UP-1984 Mortality Table published by the Society of Actuaries.

Rates of mortality for retired Clerical and Non-Contract Participants and their spouses, beneficiaries, and survivors are given by the 1994 Group Annuity Mortality (GAM) Table, weighting male rates by 50% and female rates by 50%.

Disabled Participant Mortality

Mortality rates were reviewed in the Actuarial Experience Study for 1997-2000.

Rates of mortality for disabled Drivers and Mechanics are given by the PBGC Mortality Table for Members Not Receiving Social Security Benefits, weighting male rates by 75% and female rates by 25%.

Rates of mortality for disabled Clerical and Non-Contract Participants are given by the PBGC Mortality Table for Female Members Receiving Social Security Benefits.

Disability

Disability rates were reviewed in the Actuarial Experience Study for 1997-2000.

Among Drivers and Mechanics, 0.85% of Participants eligible for a disability benefit are assumed to become disabled each year. For Clerical and Non-Contract Participants, the figure is 0.20%.

Disabled Participants are assumed not to return to active service.

Service Retirement

Retirement rates were reviewed in the Actuarial Experience Study for 2001-2005.

Retirement among Participants eligible to retire is assumed to occur at the ages shown in the following table:

<u>Age</u>	<u>Prior Rate</u>	<u>ATU/IBEW</u>	<u>Clerical/Non</u>
53	20%	0%	15%
54	7.5%	0%	15%
55	7.5%	5%	30%
56	7.5%	5%	30%
57	7.5%	5%	30%
58	7.5%	5%	30%
59	7.5%	10%	30%
60	7.5%	10%	30%
61	7.5%	10%	30%
62	25%	30%	60%
63	25%	30%	60%
64	25%	30%	60%
65	25%	55%	60%
66	25%	30%	60%
67	25%	30%	60%
68	25%	30%	60%
69	25%	30%	60%
70+	100%	100%	100%

Plan Expenses

No allowance for Plan administrative expenses has been included in the annual cost calculated.

Family Composition

All Participants are assumed to be married. Male spouses are assumed to be four years older than their wives.

Employment Status

No future transfers among member groups are assumed.

Termination

Termination rates were reviewed in the Actuarial Experience Study for 2001-2005.

Rates of termination for all Participants from causes other than death, disability, and service retirement are shown in the tables below. In each age group, the rate is shown at the central age. The rates are not applied to Participants eligible to retire.

The table below shows the assumed termination rates for ATU and IBEW members.

Age	<u>Prior Rates</u>		<u>Current Rates</u>			
	Under 3 Years	3+ Years	0-1 Years	2-3 Years	4-9 Years	10+ Years
20-24	25.0%	15.0%	25.0%	14.0%	8.0%	1.3%
25-29	22.6%	9.7%	25.0%	14.0%	8.0%	1.3%
30-34	20.2%	6.2%	25.0%	14.0%	8.0%	1.3%
35-39	17.8%	4.0%	25.0%	14.0%	8.0%	1.3%
40-44	15.3%	2.6%	25.0%	14.0%	8.0%	1.3%
45-49	12.9%	1.7%	25.0%	14.0%	8.0%	1.3%
50-54	10.5%	1.1%	25.0%	14.0%	8.0%	1.3%
55+	0.0%	0.0%	25.0%	14.0%	8.0%	0.0%

The table below shows the assumed termination rates for Non-Contract members.

Age	Prior Rates	<u>Current Rates</u>		
		0-3 Years Service	4-9 Years Service	10+ Years Service
20-24	8.0%	20.0%	7.0%	5.0%
25-29	7.1%	20.0%	7.0%	5.0%
30-34	6.3%	20.0%	7.0%	5.0%
35-39	5.5%	20.0%	7.0%	5.0%
40-44	4.9%	20.0%	7.0%	5.0%
45-49	4.3%	20.0%	7.0%	5.0%
50-54	0.0%	20.0%	7.0%	5.0%
55-59	0.0%	20.0%	7.0%	0.0%
60+	0.0%	0.0%	0.0%	0.0%

Termination (Continued)

The table below shows the assumed termination rates for clerical members. These are unchanged from the prior valuation.

<u>Age</u>	<u>Clerical</u>
20-24	40.00%
25-29	28.43%
30-34	20.21%
35-39	14.37%
40-44	10.21%
45-49	7.26%
50-52	5.16%
53+	0.00%

Actuarial Value of Plan Assets

Actuarial gains and losses from Plan investments over the four years prior to the valuation date are recognized at the rate of 20% per year in computing the actuarial value of Plan assets. The actuarial value of assets is constrained to within 20% of market value.

Participant Data

Data on active and inactive Participants and their beneficiaries as of January 1, 2007 was supplied by the Plan Administrator on magnetic media and paper listings. As is usual in studies of this type, Participant data was neither verified nor audited.

In order to derive liabilities as of July 1, 2007, the liabilities as of January 1, 2007 were projected forward one year, to January 1, 2008, using an open group projection with assumed new hires. The average of the January 1, 2007 and January 1, 2008 liabilities was used for the July 1, 2007 valuation.

Section 2:

Asset Information

2.1: Income Statement: July 1, 2006 through June 30, 2007

	<u>Market</u>	<u>Expected</u>
Balance July 1, 2006	\$152,956,358	\$152,956,358
Employer Contributions	4,575,781	4,575,781
Investment Income	21,767,825	12,165,718
Net Benefit Payments	(10,046,217)	(10,046,217)
Other Expenses	(875,115)	(875,115)
Balance June 30, 2007	\$168,378,632	\$158,776,525
Estimated Return	14.53%	8.00%

2.2: Computation of Actuarial Value of Assets

<u>Plan Year</u> ¹	<u>Assumed Earnings</u>	<u>Actual Earnings</u>	<u>Unexpected Earnings</u>	<u>Phase-In Factor</u>	<u>Phase-In Adjustment</u> ²
2006-07	12,165,718	21,767,825	9,602,107	0.8	7,681,686
Total Adjustment					7,681,686
Market Value June 30, 2007					168,378,632
Actuarial Value June 30, 2007 (Market Value less Total Adjustment, within 80%/120% Corridor of Market Value)					160,696,946
Ratio to Market Value					95.44%

¹ Five year asset smoothing was reset as of July 1, 2006 due to the change in valuation date from January 1 to July 1. 2006-07 and future investment gains and losses will be recognized over a period of five years.

² Phase-in factor times unexpected earnings

Section 3:

Actuarial Computations

3.1: Computation of Annual Contribution as of July 1, 2007

	As Shown in <u>January 1, 2006 Report</u>	<u>July 1, 2007</u>
(1) <u>Active Accrued Liability</u>		
ATU	49,878,758	42,620,746
IBEW	16,679,855	17,965,367
Clerical	2,195,547	2,292,446
Non-Contract	<u>21,423,079</u>	<u>21,220,579</u>
Total	90,177,239	84,099,138
(2) <u>Active Projected Liability</u>		
ATU	63,504,929	54,102,357
IBEW	20,568,478	21,709,075
Clerical	2,548,469	2,622,850
Non-Contract	<u>25,676,152</u>	<u>23,024,899</u>
Total	112,298,028	101,459,181
(3) <u>Inactive Liability</u>		
ATU	41,386,044	57,879,352
IBEW	6,586,536	7,139,560
Clerical	2,157,206	2,740,893
Non-Contract	<u>28,570,279</u>	<u>34,752,518</u>
Total	78,700,065	102,512,323
(4) Total Actuarial Accrued Liability (1) + (3)	168,877,304	186,611,461
(5) Assets	153,083,086	160,696,946
(6) Unfunded Accrued Liability	15,794,218	25,914,515
(4) – (5)		
(7) 30-Year Amortization of Unfunded Accrued Liability	1,299,037	2,131,407
(8) Total Projected Liability	190,998,093	203,971,504
(2) + (3)		
(9) Present Value of Future Normal Costs (8) – (4)	22,120,789	17,360,043
(10) Present Value of Future Member Payroll	282,535,367	256,315,297
(11) Normal Cost (% of Member Payroll)	7.829%	6.773%
(9) / (10)		
(12) Projected Member Payroll	34,958,968	33,026,594
(13) Normal Cost (\$)	2,737,073	2,236,866
(11) X (12)		
(14) Total Cost	4,036,110	4,368,273
(7) + (13)		
(15) Total Cost (Interest Adjusted)	4,358,999	4,717,735
(14) X 1.08		
(16) Cost (% Member Payroll)	12.469%	14.285%
(15) / (12)		

Section 4:

Disclosure Information

4.1: Schedules of Funding Status and Employer Contributions Required Under GASB Statement No. 25

The Governmental Accounting Standards Board (GASB) Statements No. 25 and 27 relate to the disclosure of pension liabilities on a public employer's financial statements. For accounting periods beginning after June 15, 1996, information required under these statements must be prepared for a public employer who seeks compliance with generally accepted accounting principles (GAAP) on behalf of its public employee retirement system.

GASB Statement No. 25 requires preparation of schedules of funding status and employer contributions, as well as the disclosure of plan provisions, actuarial assumptions, and other information.

The required schedules are shown below. In each case, we have relied upon information from our files and contained in the reports of prior actuaries employed by the employer in completing the schedules. While we have no reason to believe the information in our files or in prior actuaries' reports is inaccurate, we strongly recommend that employer personnel verify the schedules below before they are included in Plan or employer financial statements.

Schedule of Funding Status						
Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability	Unfunded Actuarial Accrued Liability	Funded Ratio	Covered Payroll	Unfunded Liability as a Percent of Payroll
7/1/94	41,150,550	48,598,130	7,447,580	85%	30,446,521	24%
7/1/95	43,088,223	49,675,115	6,586,892	87%	30,097,199	22%
7/1/96	52,287,086	51,786,729	(500,357)	101%	29,501,808	-2%
7/1/97	61,387,821	54,474,874	(6,912,947)	113%	32,932,552	-21%
7/1/98	65,958,070	62,203,756	(3,754,314)	106%	34,371,069	-11%
7/1/99	70,915,059	70,205,508	(709,551)	101%	36,705,306	-2%
4/1/00	76,603,624	83,858,909	7,255,285	91%	39,890,376	18%
1/1/01	75,196,033	94,343,205	19,147,172	80%	40,510,107	47%
1/1/02	74,859,876	119,777,766	44,917,890	62%	38,245,667	117%
1/1/03	56,330,528	125,584,398	69,253,870	45%	34,944,956	198%
1/1/04	78,667,471	132,307,053	53,639,582	59%	36,236,639	148%
1/1/05	152,877,022	162,878,929	10,001,907	94%	34,858,941	29%
1/1/06	153,083,086	168,877,304	15,794,218	91%	34,958,968	45%
7/1/07	160,696,946	186,611,461	25,914,515	86%	33,026,594	78%

We note in the schedule above that the in the valuation as of January 1, 2002, the Plan's assumptions were modified to incorporate the results of an actuarial experience study for the years 1997-2000. As a result of these assumption changes and a minor benefit improvement, Plan liabilities and costs increased significantly.

In the valuation as of January 1, 2004, the Actuarial Value of Assets was changed from the market value to a five-year smoothing method.

In 2004, a Pension Obligation Bond was issued, and subsequently \$76 million was contributed to the Plan, which is reflected in the January 1, 2005 asset value.

Schedule of Employer Contributions

Year Ending	Annual Required Contribution	Actual Contribution	Percentage Contributed
6/30/96	1,774,262	1,774,262	100%
6/30/97	986,683	986,683	100%
6/30/98	446,001	446,001	100%
6/30/99	876,786	876,786	100%
6/30/00	1,351,090	1,351,090	100%
12/31/01	3,068,323	3,068,323 (Est)	100%
12/31/02	6,436,083	6,436,083 (Est)	100%
12/31/03	5,880,631	4,691,246	80%
12/31/04 ¹	7,135,333	76,282,335	1,069%
12/31/05 ²	3,884,661	1,800,066	46%
6/30/07 ³	4,153,383	4,575,781	110%

The table below summarizes certain information about this actuarial report.

Valuation date	July 1, 2007
Actuarial cost method	Aggregate entry age normal
Amortization method	Level dollar open
Remaining amortization period	30 Years (Level dollar open)
Asset valuation method	Market value less unrecognized investment gains or losses during the prior four years, phased in at 20% per year, but required to be within 20% of market value
Actuarial assumptions:	
Investment rate of return*	8.00%
Projected salary increases*	4.00 – 11.00% for drivers and mechanics 5.00% for administrative and clerical members
*Includes inflation at	3.50%
Cost of living adjustments	Up to 2% annually for certain Non-Contract members only

¹ Based on 1/1/04 contribution percentage multiplied by 2005 projected payroll

² Based on 1/1/05 contribution percentage multiplied by 2006 projected payroll

³ Based on 1/1/06 contribution percentage multiplied by 2007 projected payroll



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Agenda

Item No. 45

JOINT MEETING OF THE BOARD OF DIRECTORS
for the
Metropolitan Transit System,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

SRTP 830

June 12, 2008

SUBJECT:

MTS: REPORT ON ROUTE 923 WEEKEND SERVICE CHANGES

RECOMMENDATION:

That the Board of Directors receive a report on the proposed Route 923 adjustments.

Budget Impact

The discontinuation of Route 923 weekend and holiday service in September 2008 was projected to have a positive FY 2009 budget impact of \$95,000. The subsidy savings would be achieved instead through additional minor service adjustments to other routes in the MTS system.

DISCUSSION:

A public hearing on FY 2009 budget-related service reductions considered adjustments and discontinuations of weekend service on several MTS routes. All proposals recommended at the public hearing were authorized except for Route 923, which had been considered for the discontinuation of all weekend and holiday service. MTS Board direction was that staff review the Route 923 proposal and its impact on the community and bring a recommendation back to the June 12 Board meeting.



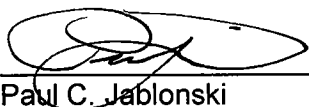
Weekend service on Route 923 currently operates hourly between Ocean Beach and Downtown San Diego, via Voltaire Street, Nimitz Boulevard, and North Harbor Drive. The route's FY 2007 performance was average among peer routes for farebox recovery and subsidy per passenger, but on weekends it carries a below average 16.2 passengers per service hour (peer average = 22.6).

Staff considered several different alternatives to improve the performance of the route in addition to discontinuation of weekend service. These included operating the service with minibuses instead of full-size buses, operating a reduced frequency, and shortening the route to maintain the current frequency with fewer buses.

After the May 22 public hearing, MTS staff contacted two of the organizations that testified at the hearing and represent groups of Route 923 weekend users (Hostelling International and the Ocean Beach People's Organic Food Co-op). The previously considered alternatives for the route were reviewed and presented for feedback.

Food Co-op staff surveyed a half dozen employees who use Route 923 to get to work. These riders unanimously preferred a route that operates less frequently instead of a trip requiring an additional transfer, which would lengthen their trip time. Representatives from Hostelling International, which operates the Point Loma Hostel, said that their guests are frequently international and are accustomed to complex transit itineraries. As a matter of convenience, they would prefer the more frequent service, even if it includes an additional transfer. It would therefore be challenging to meet all of the needs of Route 923's various constituencies with a single alternative.

Based on feedback received at the public hearing, staff's additional analysis, and because Route 923 will already have minor adjustments in June 2008 that are intended to improve its performance, staff recommends that the June 2008 weekend and holiday schedule be maintained. Further adjustments or weekend service discontinuation may later be considered for January 2009 implementation depending upon route performance and midyear budget projections.



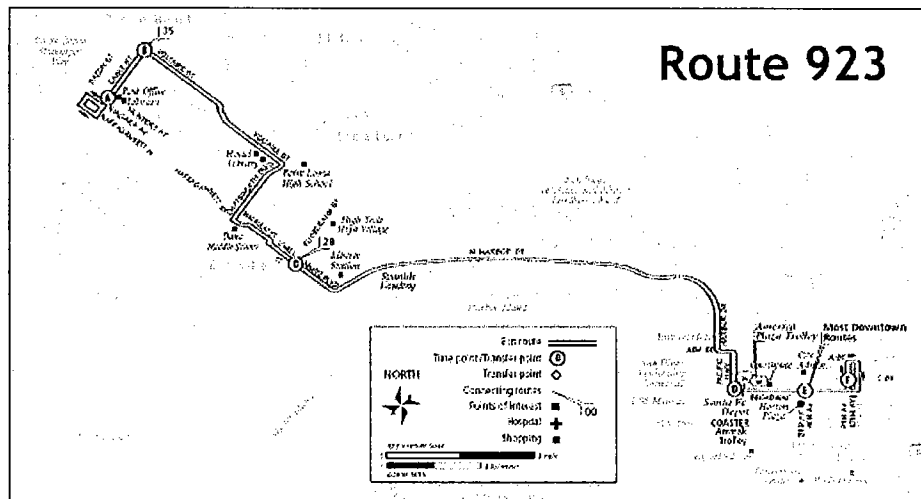
Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, sharon.cooney@sdmts.com

JUN12-08.45.ROUTE923.SCOONEY.doc

Route 923 Weekend Service Proposal Update

Board of Directors
June 12, 2008



Background

- Route 923 among proposals for budget-related service reductions.
- Proposal to discontinue weekend and holiday service
- May 22 Public Hearing: Board approved proposed adjustments except Route 923
- Staff directed to return on June 12 with an update/revised proposal



Subsequently...

- Staff evaluated options for weekend Route 923 service
- MTS consulted with local stakeholders
- Route 923 will have reduced hours starting next week
- Other savings from minor adjustments to Route 923 and other routes have been identified



Conclusion

- Maintain Route 923 weekend service
- Relocate downtown terminal
- Make other minor route adjustments for budget savings
- Re-evaluate Route 923 later in year if necessary for mid-year budget adjustments



Route 923 Weekend Service Proposal Update

Board of Directors
June 12, 2008





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Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

June 12, 2008

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period May 13, 2008, through June 2, 2008.

[gail.williams/agenda item 62](#)



CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1171.0-08	RYAN'S EXPRESS TRANSP SVCS	ROE PERMIT OPERATING BUS SVC BARONA	\$0.00	5/19/2008
L0820.0-08	CITY OF SAN DIEGO	CONSTRUCTION & MAINT AGREE PARK BLVD PED	\$0.00	5/19/2008
L0820.1-08	CITY OF SAN DIEGO	EASEMENT FOR PARK BLVD PEDESTRIAN	\$20,496.00	5/19/2008
L0820.2-08	CITY OF SAN DIEGO	EASEMENT FOR PARK BLVD PEDESTRIAN	\$8,504.00	5/19/2008
L5684.0-08	VETERANS VILLAGE	ROE PERMIT DEMO CONST	\$4,550.00	5/19/2008
S200-08-352	RAND ENGINEERING	ROE PERMIT GROSSMENT MED BLDG SEWER	\$2,250.00	5/19/2008
S200-08-363	NAVY REGION SOUTHWEST	ROE PERMIT FOR NAVY'S 22ND ORIGINAL BAY	\$500.00	5/19/2008
G1111.1-07	WHEATLEY BINGHAM & BAKER	LEGAL SERVICES GENERAL LIABILITY	\$75,000.00	5/22/2008
S200-062911	CITY OF NATIONAL CITY	AMEND MOU TO REMOVE PRICE FOR LAND	\$0.00	5/22/2008
S200-062913	CITY OF NATIONAL CITY	QUIT CLAIM FOR PROPERTY 25TH & CLEVELAND	\$0.00	5/22/2008
S200-08-362	SC VALLEY ENGINEERING	ROE PERMIT SEWER ABANDONED ALLISON/SPRIN	\$1,250.00	5/22/2008
B0502.0-08	ELITE RACING INC	TRANSPORTATION SERVICES FOR RNR MARATHON	\$49,000.00	5/29/2008
G1078.1-07	RYAN MERCALDO & WORTHINGTON LL	LEGAL SERVICES LIABILITY	\$25,000.00	5/29/2008
G1080.1-07	LAW OFFICES OF MICHAEL E. RIPL	LEGAL SERVICES LIABILITY	\$25,000.00	5/29/2008
G11066.3-07	HANSON BRIDGETT MARCUS VLACHOS	LEGAL SERVICES VARIOUS	\$35,000.00	5/29/2008
G1139.1-08	TROVILLION INVEISS PONTICELLO	LEGAL SERVICES WORKERS COMPENSATION	\$20,000.00	5/29/2008
G1173.1-08	LAW OFFICE OF JULIE MORRIS SOD	LEGAL SERVICES GENERAL LIABILITY	\$25,000.00	5/29/2008
G1184.0-08	PRIMARY DESIGN INC	12TH & IMPERIAL BANNER ADS	\$3,250.00	5/29/2008
G1187.0-08	BALBOA PARK MARKETING	2008 WRAP GO GREEN	\$25,000.00	5/29/2008
L0838.0-08	RADIO SUPPLY CORP	PORTABLE RADIOS BATTERIES AND MULTI-CHAR	\$37,605.29	5/29/2008
L0841.0-08	ELITE RACING	08 ROCK N ROLL MARATHON	\$0.00	5/29/2008
L5231.0-08	KAUFMAN'S PAINTING	LEASE 306 FRONT ST EL CAJON, CA 92020	\$1,150.00	5/29/2008
L5689.0-08	WEST COAST COMMUNICATIONS	JOINT ROE FIBER OPTIC CABLE	\$1,400.00	5/29/2008
L5690.0-08	GEM INDUSTRIAL ELEC	ROE PERMIT NCTD MIN-HIGH PROJECT OT STA	\$1,250.00	5/29/2008
S200-08-357	ZIGMAN SHIELDS	ROE HONDA LG PROJECT "FINISH GRADING"	\$2,950.00	5/29/2008
T0048.4-91	CITY OF IMPERIAL BEACH	EXTEND AGREEMENT TO REGULATE VEHICLES	\$0.00	5/29/2008
G1145.1-08	DAVIS & ADAMS CONSTRUCTION	FIRE ALARM UPGRADES, CABINET REMOVAL AND	\$42,197.64	6/2/2008
G1185.0-08	CITY CHASE USA	PARTNERSHIP AGREEMENT MTS AND CITY CHASE	\$2,250.00	6/2/2008
M6655.4-07	HECHT, SOLBERG, ROBINSON, ETAL	LEGAL SERVICES - MVE CONSTRUCTION CONTRA	\$90,000.00	6/2/2008
S200-08-365	CITY OF LA MESA	ROE PERMIT FLAG DAY PARADE	\$0.00	6/2/2008
YC0018.1-05	NELECO, INC	PROCUREMENT AGREE SUPPLY RAIL LUBE 1 YR	\$90,000.00	6/2/2008

PO's

DATE	Organization	Subject	AMOUNT
5/19/2008	AA EQUIPMENT	GATOR TE ELECTRIC VEHICLE FOR SDTI	\$9,234.07
5/19/2008	PUMPTOP TV - ADTEK MEDIA	GAS PUMP TV ADS 30-SECOND SPOT	\$5,097.28
5/19/2008	THE PINNACLE GROUP	HP PROLIANT DL360 G5 3.00 GHZ	\$5,847.06
5/19/2008	ASSOCIATED POSTERS INC	MTS CITY CHASE BUS SHELTERS	\$509.88
5/19/2008	THE WELCH COMPANY INC	PERIMETER OFFICE FURNITURE	\$29,023.72
5/19/2008	SOFTCHOICE CORPORATION	LIEBERT UPS GX2 6000RT208	\$9,107.03
5/19/2008	ASSOCIATED POSTERS INC	MTS CITY CHASE BUS KINGS	\$465.78
5/19/2008	INC. AANCO FENCE	REPLACE 5 LINE POSTS, 6 END POSTS	\$2,900.00
5/22/2008	CLEAR CHANNEL BROADCASTING INC	ONE WEEK RADIO SCHEDULE	\$3,000.00
5/22/2008	FINEST CITY BROADCASTING	ONE WEEK RADIO SCHEDULE	\$3,000.00
5/22/2008	KLVN UNIVISION RADIO	ONE WEEK RADIO SCHEDULE	\$3,000.00
5/22/2008	CLEAR CHANNEL COMMUNICATIONS	ONE WEEK RADIO SCHEDULE	\$3,000.00
5/22/2008	ASSOCIATED POSTERS INC	MTS PADRES TRANSIT TUESDAYS	\$1,029.01
6/2/2008	S&A SYSTEMS	INSTALL JX-55 RECEIVERS IN IAD SVC	\$49,963.68
6/2/2008	ACTCOM INC	FAR 86032 FARGO YMCKOK	\$1,050.51
6/2/2008	A GOLD ARC INC COMPANY PASCO D	INSTALL NEW ADA DOUBLE SLIDER DOOR	\$7,567.95
6/2/2008	SHRED FORCE/CINTAS DOCUMENTS M	DESTRUCTION OF OLD FINANCE FILES	\$820.05
6/2/2008	THE PINNACLE GROUP	HARD DRIVE SPARES FOR SDMTS	\$8,012.30
6/2/2008	DIGITAL ONE COLOR	AIRPORT KIOSK TOP INSERTS	\$694.51
6/2/2008	MULTICARD SYSTEMS	COLOR RIBBON KIT	\$2,404.98
6/2/2008	AEROTEK	TEMPORARY HELP	\$14,000.00
6/2/2008	ORANGE BOOK DIRECTORIES	FULL PAGE TAB AD	\$1,000.00
6/2/2008	DIGITAL ONE COLOR	EXPLORE CENTRE CITY MAP FOR TROLLEY	\$2,344.10
6/2/2008	CUSTOM LOGOS	T-SHIRTS FOR EARTH	\$4,116.39
6/2/2008	SAN DIEGO CITYBEAT	BACK COVER, FALL COLOR, GLOSSY AD	\$900.00

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G1135.0-08.01.1	IBI GROUP	AMENDMENT 1 TO GRANTVILLE STUDY	\$0.00	5/22/2008