



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

Agenda

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

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 (ALDs) 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 17, 2012 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.

**Please SILENCE electronics
during the meeting**

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



CONSENT ITEMS

- | | | |
|-----|---|---------|
| 6. | <u>Investment Report - April 2012</u>
Action would receive a report for information. | Receive |
| 7. | <u>Batteries for Buses and Automobiles - Contract Awards</u>
Action would authorize the Chief Executive Officer (CEO) to: (1) execute MTS Doc. No. B0571.0-12 with Battery Systems, Inc. for a three-year base contract with two 1-year options for the procurement of bus and automotive batteries for Groups A and B; (2) execute MTS Doc. No. B0587.0-12 with New Flyer Industries for a three-year base contract with two 1-year options for the procurement of bus and automotive batteries for Group C; and (3) exercise each option year at the CEO's discretion. | Approve |
| 8. | <u>Towing Services for Buses and Nonrevenue Vehicles - Contract Award</u>
Action would authorize the CEO to: (1) execute MTS Doc. No. B0573.0-12 with Star Towing for a three-year base contract with 2 one-year options for the procurement of towing services for buses and nonrevenue vehicles; and (2) exercise each option year at his discretion. | Approve |
| 9. | <u>Internal Audit Report - Payroll Operations</u>
Action would receive an internal audit report on payroll operations. | Receive |
| 10. | <u>Internal Audit Report - Procurement Regulatory Compliance</u>
Action would receive an internal audit report on Procurement Department regulatory compliance. | Receive |
| 11. | <u>Increased Authorization for Legal Services - Law Offices of David C. Skyer</u>
Action would authorize the CEO to execute MTS Doc. No. G1423.1-12 with the Law Offices of David C. Skyer for current and future legal expenses throughout FY 2013. | Approve |
| 12. | <u>Softchoice Microsoft Enterprise Agreement - Contract Renewal</u>
Action would authorize the CEO to execute MTS Doc. No. G1477.0-12 with Softchoice for Microsoft Enterprise Agreement licensing for a five-year period. | Approve |
| 13. | <u>UTC Superloop Bus Stop Maintenance Program - Contract Award</u>
Action would authorize the CEO to: (1) execute MTS Doc. No. B0572.0-12 for a one-year base contract with 2 six-month options with ISS Facility Services, Inc. for maintenance services at the new UTC SuperLoop bus stops; and (2) exercise each option period at his discretion. | Approve |
| 14. | <u>GIRO, Inc. Regional Scheduling System (RSS) - Contract Amendment</u>
Action would authorize the CEO to execute MTS Doc. No. G0856.18-03 with GIRO, Inc. to fund the HASTUS Maintenance and Service Support Agreement for the Regional Scheduling System (RSS) from July 1, 2012, through June 30, 2013. | Approve |

CLOSED SESSION

- | | | |
|-----|---|--------------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a):
<u>L.C. Douglas (WCAB Case Number ADJ3098621)</u> | Possible
Action |
| | b. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a):
<u>Twyla Kaneakua (WCAB Case Number ADJ7249281)</u> | Possible
Action |

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

- | | | |
|-----|--|-----------------|
| 25. | <u>FY 2013 Budget - Public Hearing and Adoption (Mike Thompson)</u>
Action would: (1) hold a public hearing, receive testimony, and review and comment on the fiscal year 2013 budget information presented in the report; and (2) enact Resolution No. 12-10 adopting 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. | Enact/
Adopt |
|-----|--|-----------------|

DISCUSSION ITEMS

30. None.

REPORT ITEMS

- | | | |
|-----|---|-------------|
| 45. | <u>Compass Card Update (Rob Schupp)</u>
Action would receive a report on Compass Card implementation. | Receive |
| 46. | <u>Service Performance Monitoring Report for July 2011 through March 2012 (Devin Braun)</u>
Action would receive a report for information. | Receive |
| 47. | <u>Operations Budget Status Report for April 2012 (Mike Thompson)</u>
Action would receive an MTS operations budget status report for April 2012. | Receive |
| 60. | <u>Chairman's Report</u> | Information |
| 61. | <u>Audit Oversight Committee Chairman's Report</u> | Information |
| 62. | <u>Chief Executive Officer's Report</u> | Information |
| 63. | <u>Board Member Communications</u> | |
| 64. | <u>Additional Public Comments Not on the Agenda</u>
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. | <u>Next Meeting Date:</u> July 19, 2012 | |
| 66. | <u>Adjournment</u> | |

MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS)
AND
FINANCE WORKSHOP

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

May 17, 2012

DRAFT MINUTES

FINANCE WORKSHOP

1. Roll Call

Chairman Mathis called the Finance Workshop to order at 9:04 a.m. A roll call sheet listing Board member attendance is attached.

2. a. Proposed Fiscal Year 2013 Operating Budget

Mike Thompson reported on the sales tax revenue through the third quarter of fiscal year 2012 which is up 7.4% from fiscal year 2011. He stated that regional sales tax receipts are projected to grow by 5.5% year over year for fiscal year 2012 and by an additional 4.5% in fiscal year 2013. In total, MTS's share of TransNet and TDA revenues are projected to increase by approximately \$5.2 million in fiscal year 2013.

He reported on subsidies to include Federal Revenues which are projected flat for FY13. He explained a shift of \$3 million of Federal and TDA between operations and the Capital Improvement Program (CIP) for a net impact of zero. He explained STA Revenue FY13 receipts are projected at \$19.7 million.

The budget includes \$5.8 million shifted from the CIP. \$5 million is in TDA and \$0.8 million is the final quarterly payment from FY 2011 for CNG credits.

Mr. Thompson stated that passenger revenues have the highest correlation with employment and changes in ridership. The latest economic indicators reflect employment growth expected to be 1.6% to 2.0% next year. Currently the budget assumption is 2.6% growth in passengers for fiscal year 2013 due to economic growth and service increases.

Mr. Thompson reported on the fiscal year 2013 revenue projection. He stated that operating revenue has increased to \$99 million-an increase of 1.9%. Total revenues are growing by \$3.4 million or 1.4% to \$241.5 million. He reported on expense assumptions for personnel which are increasing by \$6.9 million or 6.2%, Health and Welfare costs are increasing by \$1.1 million or 9.2%, and Pension plan costs are increasing by \$1.4 million or 9.9%. He reported that there are increases in diesel and gasoline, while CNG and Electricity are trending downwards. Almost 75% of the revenue miles are using CNG or electricity.

He reported that outside services are increasing by \$1.6 million or 2.2%. He stated that projections are that total expenses are \$241.5 million, an increase of \$8.6 million or 3.7%. The cost per passenger is increasing by 1.0%. In the consolidated income statement for fiscal year 2013, the recurring revenues are projected at just under \$235 million, an increase of \$6.5 million or 2.8% and total expenses are at \$241.5 million, an increase of \$8.6 million or 3.7%. This leads to a net-operating deficit of \$6.6 million, which is being covered by non-recurring revenue in the form of TDA Capital of \$5 million, \$800,000 in CNG credits and \$800,000 in STA to balance the budget.

He explained non-recurring revenue has been used for the last four years to balance the operating budget. Each year the amount has been reduced, starting with \$15.4 million in fiscal year 2010 to \$6.6 million in fiscal year 2013. He described opportunities and concerns for MTS to reach sustainability. He explained that the current target for reserves is 10-15% and that the reserve balance is on target.

Ms. Emerald commented that during a transit summit in City Heights there was a common theme of discounted youth passes at \$36 per month being unaffordable for many patrons. She requested staff to look at the merit pool and use it towards subsidy for ridership.

Mr. Roberts explained that the merit pool is not a net number and that the Budget Development Committee (BDC) will be looking at the pension fund and may require employees to begin contributing. He stated that the agency needs to be cognizant of salaries and stay competitive.

3. Public Comments (Taken Out of Order)

April Allen – Ms. Allen lives in Chula Vista and she explained that at the H Street Trolley Station there are not proper public restroom facilities. She stated that transient people urinate and defecate near the fence. She has brought with her a petition of over 400 signatures to get proper restrooms at that trolley station.

Action Taken

Mr. Ewin moved to: (1) receive a report on the proposed combined MTS fiscal year 2013 operating budget; and (2) recommended that staff hold a public hearing on June 21, 2012, with the purpose of reviewing the proposed combined MTS fiscal year 2013 operating budget. Mr. Ovrom seconded the motion, and the vote was 14 to 0 in favor with Mr. McClellan absent.

b. Service Enhancement Implementation

Sharon Cooney, Chief of Staff, stated that services cut over the last four years have not been restored in entirety, but that the plan is to implement up to \$6 million in service enhancements in FY 2013. She explained that staff analyzed service levels based on a number of factors keeping in mind Board Policy 42 to create a customer focused, efficient, connected transit network. She stated that service enhancements respond first to crowding and demand issues. She stated that most of the changes are on the busiest

routes, during peak times, and the improvements have been targeted to provide the best return on the investment.

Ms. Cooney explained that the agency is very efficient in terms of passenger farebox recovery. She reviewed the recommended phasing of service increases with the first phase will taking place in June 2012. She added that the bulk of changes will take place in September 2012, representing roughly \$2.0 - \$2.5 million in subsidy increases on routes with heavy loads. The third phase will take place in January 2013, after having another look at the budget with implementation being the CEO's discretion.

Dennis Desmond, Senior Transportation Planner, explained that service was added to routes where overcrowding existed and where frequency needed to be restored. Routes that previously were not doing well were not considered.

Mr. Desmond reviewed Saturday and Sunday frequency improvements and other Sunday improvements that will take place in September 2012. He reviewed January 2013 improvements that included weekday, Saturday and Sunday frequency improvements, including some Sunday service restorations that represent a hole in the system.

Ms. Cooney explained that some of the decisions were based on network connectivity, demand, and to make sure we have service to certain areas on Sundays that previously had to be cut because of budget cuts.

Mr. Castaneda commented that he is working with the Southwestern Community College Board of Directors to get information from students relative to transit around the campus and would like to bring the findings back to staff to be included in the next phase of service enhancements.

Various board members had comments and questions for staff regarding specific routes and route frequencies.

Action Taken

Mr. Castaneda moved to approve the recommended service enhancement implementation plan. Ms. Emerald seconded the motion, and the vote was 13 to 0 in favor with Mr. Cunningham and Mr. McClellan absent.

4. Adjournment

Chairman Mathis adjourned the Finance Workshop at 10:23 a.m.

BOARD MEETING

5. a. Roll Call

Chairman Mathis called the Board meeting to order at 10:23 a.m. A roll call sheet listing Board member attendance is attached.

b. Approval of Minutes

Mr. Gloria moved to approve the minutes of the April 19, 2012, MTS Board of Directors meeting. Mr. Minto seconded the motion, and the vote was 14 to 0 in favor with Mr. McClellan absent.

c. Public Comments

Joe Gotcher – Mr. Gotcher commented that a female bus driver was using the restroom at 9th C Street and the lock failed exposing her to a male passerby. He stated that the restroom facilities need to be addressed at many locations and they are particularly gruesome for the female drivers.

Steve Williams – Mr. Williams commented that he has witnessed bus drivers telling individuals that they have the option to give up their spot for wheelchairs boarding. He requested that the drivers not tell the rider that they have the option, and just tell them that they need to move.

Stead Burton – Mr. Burton stated that driving a bus for MTS is the most unappreciative job he has ever had. He stated that drivers do not get holidays – just days off. He commented that not many people would be able to survive off of \$500 a week. He explained that he has worked 4 hour splits every weekday but spends all day at work because he cannot afford the gas to drive back home to relax in between his shifts. He stated that the contract presented was unfair and that pensions should not be on the chopping block.

John Wood – Mr. Wood commented that construction on the Orange Line had caused the shelter at Massachusetts Avenue to be taken down before the rainy season. He stated that he does not see work being done so the contractor must not care about getting the job done. He stated that the construction causes the gates to be down even longer at the Lemon Grove Depot Trolley station and the trolleys enter and exit the station very slowly. He also stated that the mechanics need to be trained properly.

Lorraine Leighton – Ms. Leighton commented on her concern for Route 833 as she was refused by a driver to be loaded on the bus. She took a different bus on the same route and when she was loaded, the ramp was stuck and broken for over an hour causing a delay.

CONSENT ITEMS:

Chairman Mathis stated that Consent Items 9 and 14 had been pulled from the Consent Agenda.

6. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports

Action would receive the San Diego and Imperial Valley (SD&IV) Railroad, Pacific Southwest Railway Museum Association (Museum), and Carrizo Gorge Railway, Inc. (Carrizo) quarterly reports for information.

7. Unallocated Transportation Development Act Funds for Transit-Related Projects (Santee Trolley Square Clock Tower)

Action would approve the use of \$100,000 in unallocated Transportation Development Act (TDA) funds currently held by the County of San Diego for new display panels and a controller computer for the City of Santee's Clock Tower at Santee Trolley Square.

8. Investment Report – March 2012

Action would receive a report for information.

9. *Pulled from Consent Agenda.*

10. Insurance Brokerage and Consulting Services Contract

Action would authorize the CEO to award MTS Doc. No. G1397.0-12 to Alliant Insurance Services, Inc. for insurance brokerage and consulting services effective July 1, 2012.

11. Purchase of Blank Compass Cards

Action would authorize the CEO to execute a contract to purchase smart card fare media.

12. Internal Audit Report on SDTI Revenue Management

Action would receive an internal audit report on San Diego Trolley, Inc. (SDTI) revenue management.

13. Internal Audit Report on Information Technology-Network Access/Security

Action would receive an internal audit report on Information Technology (IT)-Network Access/Security for information.

14. *Pulled from Consent Agenda.*

Action on Recommended Consent Items

Ms. Emerald moved to approve Consent Agenda Item Nos. 6, 7, 8, 10, 11, 12, and 13.
Mr. Alvarez seconded the motion, and the vote was 13 to 0 in favor with Mr. Cunningham and Mr. McClellan absent.

Discussion of Consent Agenda Items 9 and 14.

9. Consent to Assignment of Carrizo Gorge Railway, Inc. Operating Rights to Pacific Imperial Railroad, Inc. (PIR)

Karen Landers, General Counsel, reported that this consent item pertains to the Desert Line freight railroad with virtually no activity. Since 2002, MTS has had an operating agreement for the line with Carrizo Gorge Railway Inc. (CZRY). In recent years there

have been shareholder disputes with the outcome being the assignment of those operating rights to Pacific Imperial Railroad Incorporated (PIR).

She explained that this item was to consent to that assignment which would then amend the operating agreement which would recognize PIR is now the driving force behind that operating agreement. She explained that there has been a new shareholder lawsuit trying to stop this potential action. Ms. Landers stated that she has reviewed the litigation objecting to the agreement assigning PIR as the operator. The court has asked to maintain the status quo until a formal hearing takes place on June 8 to decide the merit of objections to determine if the assignment agreement was validly entered. PIR is actively seeking investment and development of the line, and MTS encourages that development.

Ms. Landers recommends the Board approve the proposed Consent Item contingent on the outcome of the court June 8, 2012, hearing. If the court denies an injunction, staff will execute the agreement as is. If the court approves an injunction, staff would bring the item back to the Board to reevaluate before any other action is taken.

Michael Gardiner – Mr. Gardiner represents the minority shareholders of CZRY and his preference is that the MTS Board of Directors takes no action today; however, if the action is subject to the June 8 hearing, he believes it to be fair.

Mitchel Beauchamp – Mr. Beauchamp has been involved in the operation of the Eastern Railroad for 18 years and stated that it is a legacy left to San Diego by John D. Spreckels. He gave a brief synopsis of the transfer in operating rights and stated that the ownership would be transferred to a monopoly allowing hazardous cargo to travel into Tijuana. He stated that the leadership needs to change organically.

Reena Deutsch – Ms. Deutsch is a historian of the Desert Line and wanted to clarify the background history of the railroad. In June 1983, the Desert Line was closed to rail traffic as two tunnels partially collapsed after fires. The Carrizo Gorge Railway, Inc. was formed in 1997, to open up the Desert Line, obtain freight rights and potentially run excursions. Very little freight activity has taken place because tunnels needed to be rebuilt which took until December of 2004. At that time Carrizo Gorge began revenue service for the first time in over 21 years and continued to do so since the change of management. She believes the founders of Carrizo Gorge Railway had the spirit of John D. Spreckels. She hopes that Board members will learn the backstory of the Desert Line before voting.

Randall Polcyn – Mr. Polcyn is the Director of the Carrizo Gorge Railway and wanted to make note that the court order shows that Carrizo Gorge is not in violation of a temporary restraining order and is restrained from participating in any assignment of operating rights. He feels that the court will go forward with an injunction at the June hearing.

Mr. Jablonski stated that staff will prepare an educational agenda item for a forthcoming Board meeting.

Action Taken

Mr. Minto moved to approve Amendment No. 4 to the Carrizo Gorge Railway, Inc. CZRY) 2002 Operating Agreement (MTDB Doc. No. S200-02-194) consenting to the assignment of CZRY's rights and obligations to Pacific Imperial Railroad, Inc. (PIR) contingent upon the outcome of the June 8, 2012, court hearing. Mr. Alvarez seconded the motion, and the vote was 12 to 0 in favor with Ms. Emerald and Mr. Cunningham and Mr. McClellan absent.

14. Exercise Option to Purchase One Light Rail Vehicle from Siemens Industry, Inc.

John Wood – Mr. Wood questioned why the agency was deciding to purchase an additional vehicle from Siemens.

Mr. Jablonski explained that after analyzing the spare ratio when operating 3-car trains on the Orange Line due to increased demand, the ratio would be at 18%. Federal Transit Administration guidelines recommends a 20% spare ratio; purchasing the additional vehicle would provide a compliant spare ratio. Mr. Jablonski stated that Siemens took \$50,000 off the last car providing MTS a large discount for the final option car.

Action Taken

Mr. Alvarez moved to authorize the CEO to execute MTS Doc. No. L0914.9-10 to exercise an option for one additional light rail vehicle (LRV). Mr. Gloria seconded the motion, and the vote was 11 to 0 in favor with Ms. Emerald and Messrs. Cunningham, Minto and McClellan absent.

CLOSED SESSION:

Chairman Mathis stated that the Closed Session Agenda Item has been pulled.

24. Closed Session Items

- a. CLOSED SESSION –CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): Kit Dawson v. San Diego Transit (Workers' Compensation Appeals Board Case No. ADJ 755792 [SDO 0261150])

NOTICED PUBLIC HEARINGS:

- 25. None.

DISCUSSION ITEMS:

30. Newsracks on MTS-Owned or-Controlled Property

Sharon Cooney, Chief of Staff, talked to the Board about the regulation of newsracks on MTS-owned property. She explained that MTS does not currently have a policy regulating newsrack placement and the dissemination of print material on its property. She talked about current

experiences with newracks and the difficulties associated with installing and removing them, often causing damage to MTS property.

Ms. Cooney explained that Board Policy 61 has been created to address newracks. Some specifics of the Policy 61 include: requiring a permit before placing a newrack on MTS property; placement of newracks in specified locations - keeping passenger safety in mind; newracks would not be placed in fare-paid zones; a requirement that newracks comply with installation and maintenance standards; and removal of newracks for cause.

Discussion ensued between Board members regarding advertising rights and potential revenue for MTS as well as a discussion about First Amendment rights and infringement.

Action Taken

Mr. Gloria moved to approve Policy No. 61 to regulate newracks on MTS-owned or –controlled property contingent upon the word “homosexuality” being stricken from section 61.5 of the policy. Mr. Castaneda seconded the motion, and the vote was 9 to 0 in favor with Ms. Emerald and Messrs. Alvarez, Cunningham, McClellan, Minto and Young absent.

31. San Diego Vintage Trolley – The First Six Months

Wayne Terry, Chief Operating Officer of Rail, provided the Board with an update on the San Diego Vintage Trolley Silver Line. He explained that at the May 26, 2011, Board meeting, the MTS Board approved the Vintage Trolley operating plan and budget and accepted ownership of PCC Car 529. The Board approved a \$2.00 per-trip cash fare, independent from MTS regular fare structure. The initial operating schedule provided service between 10:00 a.m. and 2:00 p.m. on weekends and holidays and the schedule was expanded starting December 20, 2011, to include Tuesday and Thursday midday service. He explained that the PCC 529 car has been very reliable as it has been removed from service only three times for minor problems. The car was in one minor accident on December 22, 2011, at 1st and C Streets. Mr. Terry stated that estimated daily ridership of the Silver Line would increase significantly with incorporation into the regular fare media. The proposed action would accept all applicable MTS fare media on the Silver Line and would eliminate the onboard cash payment option.

Action Taken

Mr. Gloria moved to receive a report for information and approve incorporating President's Conference Committee (PCC) Car 529 into the regular MTS fare structure. Ms. England seconded the motion, and the vote was 9 to 0 in favor with Ms. Emerald and Messrs. Alvarez, Cunningham, McClellan, Minto and Young absent.

REPORT ITEMS:

45. City/Park Streetcar Feasibility Study Update and Final Report

Agenda Item trailed to next Board meeting.

46. Service Performance Monitoring Report for July 2011 through March 2012

Agenda Item trailed to next Board meeting.

60. Chairman's Report

Chairman Mathis invited all the Board Members to participate in the Coca-Cola Scholarship Award ceremony directly following the Board meeting.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin, Chairman of the Audit Oversight Committee, stated that there will be an Audit Oversight Committee meeting on June 14.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he had attended the APTA Bus & Paratransit Conference in Long Beach. He stated that in the latest bond release of Prop 1B funds MTS potentially will receive \$90 million for the Blue/Orange Line project.

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 21, 2012.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:32 a.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): May 17, 2012

CALL TO ORDER (TIME): 9:04 AM

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:32 AM

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:10 AM	11:06 AM
BRAGG	<input checked="" type="checkbox"/> (King) <input type="checkbox"/>		
CASTANEDA	<input checked="" type="checkbox"/> (Rindone) <input type="checkbox"/>		
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>		10:05 AM
EWIN	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>		
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		10:44 AM
ENGLAND	<input checked="" type="checkbox"/> (Gastil) <input type="checkbox"/>		
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/>		
MCCLELLAN	<input type="checkbox"/> (Ambrose) <input type="checkbox"/>		
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:10 AM	11:06 AM
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>		
RIOS	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>		11:24 AM

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD: Valerie Vizkelet

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL: Patricia Landers



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 6

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

INVESTMENT REPORT – APRIL 2012

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of April 2012. The combined total of all investments has increased from \$174.9 million to \$176.2 million in the current month. This \$1.3 million increase is due normal variations in the timing of operational payments and receipts.

The first column provides details about investments restricted for capital improvement projects and debt service, the majority of which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities. The second column, unrestricted investments, reports the working capital for MTS operations allowing for employee payroll and vendors' goods and services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, tom.lynch@sdmts.com

Attachment: A. Investment Report for April 2012



**San Diego Metropolitan Transit System
Investment Report
April 30, 2012**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	Average rate of return
Cash and Cash Equivalents				
Bank of America - concentration sweep account	\$ 3,811,522	\$ 16,860,927	\$ 20,672,449	0.00%
Total Cash and Cash Equivalents	<u>3,811,522</u>	<u>16,860,927</u>	<u>20,672,449</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	5,153,282	-	5,153,282	N/A *
Local Agency Investment Fund (LAIF) Proposition 1B TSGP grant funds	5,238,624	-	5,238,624	0.37%
Total Cash - Restricted for Capital Support	<u>10,391,906</u>	<u>-</u>	<u>10,391,906</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF) San Diego County Investment Pool	-	23,502,169 692,223	23,502,169 692,223	0.37%
Total Investments - Working Capital	<u>-</u>	<u>24,194,392</u>	<u>24,194,392</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	38,901,595	-	38,901,595	
Rabobank - Payment Undertaking Agreement	82,053,636	-	82,053,636	7.69%
Total Investments Restricted for Debt Service	<u>120,955,231</u>	<u>-</u>	<u>120,955,231</u>	
Total cash and investments	<u>\$ 135,158,659</u>	<u>\$ 41,055,319</u>	<u>\$ 176,213,978</u>	

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 7

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

BATTERIES FOR BUSES AND AUTOMOBILES – CONTRACT AWARDS

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1. execute MTS Doc. No. B0571.0-12 with Battery Systems, Inc. for a three-year base contract with two 1-year options (in substantially the same form as Attachment A) for the procurement of bus and automotive batteries for Groups A and B;
2. execute MTS Doc. No. B0587.0-12 with New Flyer Industries for a three-year base contract with two 1-year options (in substantially the same form as Attachment B) for the procurement of bus and automotive batteries for Group C; and
3. exercise each option year at the CEO's discretion.

Budget Impact

1. MTS Doc. No. B0571.0-12 for Groups A and B would not exceed as follows:

Group A:	Years 1-5:	Subtotal:	\$424,047.50
		Tax:	<u>\$ 32,863.68</u>
		Grand Total:	\$456,911.18

Group B:	Years 1-5:	Subtotal:	\$61,945.00
		Tax:	<u>\$ 4,800.74</u>
		Grand Total:	\$66,745.74

2. MTS Doc. No. B0587.0-12 for Group C would not exceed as follows:

Group C:	Years 1-5:	Sub-Total:	\$55,898.40
		Tax:	<u>\$ 4,332.13</u>
		Grand Total:	\$60,230.53



The funding for this contract would be allocated under the MTS Bus Maintenance operation budget (312/322-54510), which uses 80% federal funds and 20% local funds. Sales tax is calculated based on a 7.75% California sales tax. If the sales tax rate changes, the contract and budget amounts will be adjusted accordingly.

DISCUSSION:

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive-bid process for procurements exceeding \$100,000.

An Invitation for Bids (IFB) to provide batteries for buses and automobiles was issued on March 1, 2012. Bids were opened on April 26, 2012, and a total of eight bids were received. Four of the eight bidders were determined to be responsive, and the other four were nonresponsive (see Bid Summary - Attachment C).

Battery Systems, Inc. and New Flyer Industries were determined to be the lowest responsive and responsible bidders; therefore, staff is recommending that contracts be awarded to both Battery Systems, Inc. and New Flyer Industries to provide batteries for the buses and automobiles. The contracts would be for three years with two 1-year options effective July 1, 2012.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Ray Thompson, 619.238.0100, Ext. 6504, ray.thompson@sdmts.com

Attachments: A. Draft MTS Doc. No. B0571.0-12 with Battery Systems, Inc. (Groups A & B)
B. Draft MTS Doc. No. B0587.0-12 with New Flyer Industries (Group C)
C. Bid Summary

ATTACHMENT A

DRAFTSTANDARD PROCUREMENT AGREEMENT
FOR
BATTERIES FOR BUSES & AUTOMOBILESB0571.0-12
CONTRACT NUMBEROPS 960.6
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2012, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Battery Systems, Inc.Address: 9530 Chesapeake Dr., Ste. 504Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.)San Diego, CA 92123Telephone: 714-709-6676Authorized person to sign contracts: William SidesRegion Manager

Name

Title

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

Bus and automobile batteries, as specified in the Technical Specifications, Contractor's Bids, Standard Conditions Procurement, and the Federal Requirements.

This contract shall be for up to a five-year period (3-year base with two 1-year options). Base period shall be from July 1, 2012, through June 30, 2015. Option years 1 and 2 are exercisable at MTS's sole discretion, which shall be effective July 1, 2015, through June 30, 2017.

The total amount of this contract shall not exceed \$311,173.92 for the 3-year base period, including all applicable sales taxes at 7.75%.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$311,173.92</u>	<u>312/322-54510</u>	<u>FY 13-FY 15</u>

By: _____

Chief Financial Officer

(____ total pages, each bearing contract number)

ATTACHMENT B

DRAFTSTANDARD PROCUREMENT AGREEMENT
FOR
BATTERIES FOR BUSES & AUTOMOBILES**B0587.0-12**
CONTRACT NUMBER**OPS 960.6**
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____, 2012, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: New Flyer Industries CanadaAddress: 25 DeBaets StreetForm of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.)Winnipeg, Manitoba, Canada R25G5Telephone: 800-665-2637Authorized person to sign contracts: Ian SmartE.V.P. Aftermarket

Name

Title

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

Bus and automobile batteries, as specified in the Technical Specifications, Contractor's Bids, Standard Conditions Procurement, and the Federal Requirements.

This contract shall be for up to a five-year period (3-year base with two 1-year options). Base period shall be from July 1, 2012, through June 30, 2015. Option years 1 and 2 are exercisable at MTS's sole discretion, which shall be effective July 1, 2015, through June 30, 2017.

The total amount of this contract shall not exceed \$27,584.00 for the 3-year base period, including all applicable sales taxes at 7.75%.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$27,584.00</u>	<u>312/322-54510</u>	<u>FY 13-FY 15</u>

By: _____
Chief Financial Officer

(_____ total pages, each bearing contract number)

GROUP A - 12 Volt - Year 1: 7/1/12 - 6/30/13

			Battery Systems, Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 (taxable):	10	\$ 70.00	\$ 700.00
3	B.C.I. Group 8D (taxable):	600	\$ 145.00	\$ 87,000.00
5	B.C.I. Group 75 (taxable):	5	\$ 50.00	\$ 250.00
7	B.C.I. Group 78 (taxable):	5	\$ 55.00	\$ 275.00
Sub-Total (Lines #'s 1, 3, 5, & 7) - Taxable:				\$ 88,225.00
CA Sales Tax of 7.75%:				\$ 6,837.44
GROUP A - TOTAL AMOUNT FOR YEAR ONE (1):				\$ 95,062.44

GROUP A - 12 Volt - Year 2: 7/1/13 - 6/30/14

			Battery Systems, Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 (taxable):	10	\$ 70.00	\$ 700.00
3	B.C.I. Group 8D (taxable):	575	\$ 145.00	\$ 87,000.00
5	B.C.I. Group 75 (taxable):	5	\$ 50.00	\$ 250.00
7	B.C.I. Group 78 (taxable):	5	\$ 55.00	\$ 275.00
Sub-Total (Lines #'s 1, 3, 5, & 7) - Taxable:				\$ 88,225.00
CA Sales Tax of 7.75%:				\$ 6,837.44
GROUP A - TOTAL AMOUNT FOR YEAR TWO (2):				\$ 95,062.44

GROUP A - 12 Volt - Year 3: 7/1/14 - 6/30/15

			Battery Systems, Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 (taxable):	10	\$ 73.50	\$ 735.00
3	B.C.I. Group 8D (taxable):	550	\$ 152.25	\$ 83,737.50
5	B.C.I. Group 75 (taxable):	5	\$ 53.00	\$ 265.00
7	B.C.I. Group 78 (taxable):	5	\$ 58.00	\$ 290.00
Sub-Total (Lines #'s 1, 3, 5, & 7) - Taxable:				\$ 85,027.50
CA Sales Tax of 7.75%:				\$ 6,589.63
GROUP A - TOTAL AMOUNT FOR YEAR THREE (3):				\$ 91,617.13

Sub-Total: Yrs. 1-3 \$ 261,477.50
 Tax \$ 20,264.51
 Total Yrs. 1-3 \$ 281,742.01

GROUP A - 12 Volt - Year 4-Opt. Yr. 1: 7/1/15 - 6/30/16

			Battery Systems, Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 (taxable):	10	\$ 77.00	\$ 770.00
3	B.C.I. Group 8D (taxable):	500	\$ 160.00	\$ 80,000.00
5	B.C.I. Group 75 (taxable):	5	\$ 55.00	\$ 275.00
7	B.C.I. Group 78 (taxable):	5	\$ 61.00	\$ 305.00
Sub-Total (Lines #'s 1, 3, 5, & 7) - Taxable:				\$ 81,350.00
CA Sales Tax of 7.75%:				\$ 6,304.63
GROUP A - TOTAL AMOUNT FOR YEAR FOUR (4) - Opt. Yr. 1:				\$ 87,654.63

GROUP A - 12 Volt - Year 5-Opt. Yr. 2: 7/1/16 - 6/30/17

			Battery Systems, Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 (taxable):	10	\$ 81.00	\$ 810.00
3	B.C.I. Group 8D (taxable):	475	\$ 168.00	\$ 79,800.00
5	B.C.I. Group 75 (taxable):	5	\$ 58.00	\$ 290.00
7	B.C.I. Group 78 (taxable):	5	\$ 64.00	\$ 320.00
Sub-Total (Lines #'s 1, 3, 5, & 7) - Taxable:				\$ 81,220.00
CA Sales Tax of 7.75%:				\$ 6,294.55
GROUP A - TOTAL AMOUNT FOR YEAR FIVE (5) - Opt. Yr. 2:				\$ 87,514.55

Sub-Total Opt Yrs. 4 & 5 \$ 189,885.00
 Tax \$ 12,599.18
 Total Opt Yrs. 4 & 5: \$ 202,484.18

GRAND TOTALS - GROUP A		Battery Systems, Inc.
Total Year 1 (7/1/12 - 6/30/13):		\$ 95,062.44
Total Year 2 (7/1/13 - 6/30/14):		\$ 95,062.44
Total Year 3 (7/1/14 - 6/30/15):		\$ 91,617.13
Total Base Years 1 - 3 Including CA Sales Tax:		\$ 281,742.01
Total Year 4 - Opt. Yr. 1: (7/1/15 - 6/30/16):		\$ 87,654.63
Total Year 5 - Opt. Yr. 2 (7/1/16 - 6/30/17):		\$ 87,514.55
GRAND TOTALS-INCLUDING CA SALES TAX - GROUP A:		\$ 456,911.18

GROUP B - 31 AGM Odyssey PC2150 - Year 1: 7/1/12 - 6/30/13

			Battery Systems Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM- (taxable):	25	\$ 255.00	\$ 6,375.00
Sub-Total (Line # 1) - Taxable:				\$ 6,375.00
CA Sales Tax of 7.75%:				\$ 494.06
GROUP A - TOTAL AMOUNT FOR YEAR ONE (1):				\$ 6,869.06

GROUP B - 31 AGM Odyssey PC2150 - Year 2: 7/1/13 - 6/30/14

			Battery Systems Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM (taxable):	35	\$ 255.00	\$ 8,925.00
Sub-Total (Line # 1) - Taxable:				\$ 8,925.00
CA Sales Tax of 7.75%:				\$ 691.69
GROUP A - TOTAL AMOUNT FOR YEAR TWO (2):				\$ 9,616.69

GROUP B - 31 AGM Odyssey PC2150 - Year 3: 7/1/14 - 6/30/15

			Battery Systems Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM (taxable):	45	\$ 267.00	\$ 12,015.00
Sub-Total (Line # 1) - Taxable:				\$ 12,015.00
CA Sales Tax of 7.75%:				\$ 931.16
GROUP A - TOTAL AMOUNT FOR YEAR THREE (3):				\$ 12,946.16

Sub-total Yrs. 1-3: \$ 27,315.00
 Tax: \$ 2,116.91
 Total Base Yrs. 1-3: \$ 29,431.91

GROUP B - 31 AGM Odyssey PC2150 - Year 4 - Opt. Yr. 1: 7/1/15 - 6/30/16

			Battery Systems Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM-Min.48Mo. Warranty-1 Yr.Free Replacement (taxable):	55	\$ 281.00	\$ 15,455.00
Sub-Total (Line # 1) - Taxable:				\$ 15,455.00
CA Sales Tax of 7.75%:				\$ 1,197.76
GROUP A - TOTAL AMOUNT FOR YEAR FOUR (4) - OPT. YR. 1:				\$ 16,652.76

GROUP B - 31 AGM Odyssey PC2150 - Year 5 - Opt. Yr. 2: 7/1/16 - 6/30/17

			Battery Systems Inc.	
Item #	Battery Description	Qty.	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM (taxable):	65	\$ 295.00	\$ 19,175.00
Sub-Total (Line # 1) - Taxable:				\$ 19,175.00
CA Sales Tax of 7.75%:				\$ 1,486.06
GROUP A - TOTAL AMOUNT FOR YEAR FIVE (5) - OPT. YR. 2:				\$ 20,661.06

Sub-total Opt. Yrs. 4 & 5: \$ 34,630.00
 Tax: \$ 2,683.83
 Total Opt. Yrs 4 & 5: \$ 37,313.83

GRAND TOTALS - GROUP B		Battery Systems Inc.	
Total Year 1 (7/1/12 - 6/30/13):		\$	6,869.06
Total Year 2 (7/1/13 - 6/30/14):		\$	9,616.69
Total Year 3 (7/1/14 - 6/30/15):		\$	12,946.16
Total Base Years 1 - 3 Including CA Sales Tax:		\$	29,431.91
Total Year 4 - Opt. Yr. 1: (7/1/15 - 6/30/16):		\$	16,652.76
Total Year 5 - Opt. Yr. 2 (7/1/16 - 6/30/17):		\$	20,661.06
GRAND TOTALS-INCLUDING CA SALES TAX - GROUP B:		\$	66,745.74

SUB-TOTALS GROUPS A & B - BASE YEARS 1-3: \$ 288,792.50
 CA SALES TAX - BASE YEARS 1-3: \$ 22,381.42
 GRAND TOTAL BASE YEARS 1-3: \$ 311,173.92

SUB-TOTALS GROUPS A & B - OPT. YRS. 4-5: \$ 224,515.00
 CA SALES TAX - OPT. YRS. 4-5: \$ 15,283.00
 GRAND TOTAL OPT. YRS. 4-5: \$ 239,798.00

GRAND TOTAL CONTRACT FOR YEARS 1-5: \$ 550,971.92

GROUP C - 31 AGM Trojan Trans. ST100-Year 1-7/1/12 - 6/30/13			New/Flyer	
Item #	Battery Description	Qty	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM (taxable):	25	\$ 239.51	\$ 5,987.75
Sub-Total (Line # 1) - Taxable:				\$ 5,987.75
CA Sales Tax of 7.75%:				\$ 464.05
GROUP A - TOTAL AMOUNT FOR YEAR ONE (1):				\$ 6,451.80

GROUP C - 31 AGM Trojan Trans. ST100-Year 2-7/1/13 - 6/30/14			New/Flyer	
Item #	Battery Description	Qty	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM (taxable):	35	\$ 243.10	\$ 8,508.50
Sub-Total (Line # 1) - Taxable:				\$ 8,508.50
CA Sales Tax of 7.75%:				\$ 659.41
GROUP A - TOTAL AMOUNT FOR YEAR TWO (2):				\$ 9,167.91

GROUP C - 31 AGM Trojan Trans. ST100-Year 3-7/1/14 - 6/30/15			New/Flyer	
Item #	Battery Description	Qty	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM (taxable):	45	\$ 246.75	\$ 11,103.75
Sub-Total (Line # 1) - Taxable:				\$ 11,103.75
CA Sales Tax of 7.75%:				\$ 860.54
GROUP A - TOTAL AMOUNT FOR YEAR THREE (3):				\$ 11,964.29

Sub-Total: Yrs. 1-3: \$ 25,600.00
 Tax: \$ 1,984.00
 Total Yrs. 1-3: \$ 27,584.00

GROUP C - 31 AGM Trojan Trans. ST100-Year 4-Opt. Yr. 1 - 7/1/15 - 6/30/16			New/Flyer	
Item #	Battery Description	Qty	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM Min. 48 Mo. Warranty-4 Yr. Free Replacement (taxable):	55	\$ 250.45	\$ 13,774.75
Sub-Total (Line # 1) - Taxable:				\$ 13,774.75
CA Sales Tax of 7.75%:				\$ 1,067.54
GROUP A - TOTAL AMOUNT FOR YEAR THREE (3):				\$ 14,842.29

GROUP C - 31 AGM Trojan Trans. ST100-Year 5-Opt. Yr. 2 - 7/1/16 - 6/30/17			New/Flyer	
Item #	Battery Description	Qty	Unit Price	Ext. Price
1	B.C.I. Group 31 AGM (taxable):	65	\$ 254.21	\$ 16,523.65
Sub-Total (Line # 1) - Taxable:				\$ 16,523.65
CA Sales Tax of 7.75%:				\$ 1,280.58
GROUP A - TOTAL AMOUNT FOR YEAR THREE (3):				\$ 17,804.23

Sub-Total Opt Yrs 4 & 5: \$ 30,298.40
 Tax: \$ 2,348.13
 Total Opt Yrs. 4 & 5: \$ 32,646.53

GRAND TOTALS - GROUP C		New/Flyer	
Total Year 1 (7/1/12 - 6/30/13):		\$	6,451.80
Total Year 2 (7/1/13 - 6/30/14):		\$	9,167.91
Total Year 3 (7/1/14 - 6/30/15):		\$	11,964.29
Total Year 4 - Opt. Yr. 1: (7/1/15 - 6/30/16):		\$	14,842.29
Total Year 5 - Opt. Yr. 2 (7/1/16 - 6/30/17):		\$	17,804.23
GRAND TOTALS - GROUP B:		\$	60,230.53

SUB-TOTAL C: \$ 55,898.40
 CA SALES TAX: \$ 4,332.13
 GRAND TOTALS: \$ 60,230.53

ATTACHMENT C

GRAND TOTALS FOR ALL GROUPS - BATTERIES FOR BUSES AUTOMOBILES - 2012

GRAND TOTALS - GROUP A	Battery Systems Inc.
Total Year 1 (7/1/12 - 6/30/13):	\$ 95,062.44
Total Year 2 (7/1/13 - 6/30/14):	\$ 95,062.44
Total Year 3 (7/1/14 - 6/30/15):	\$ 91,617.13
Sub-Total Base Years (CA sales tax included):	\$ 281,742.01
Total Year 4 - Opt. Yr. 1: (7/1/15 - 6/30/16):	\$ 87,654.63
Total Year 5 - Opt. Yr. 2 (7/1/16 - 6/30/17):	\$ 87,514.55
GRAND TOTALS-CA SALES TAX INCLUDED - GROUP A:	\$ 456,911.19

GRAND TOTALS - GROUP B	Battery Systems Inc.
Total Year 1 (7/1/12 - 6/30/13):	\$ 6,869.06
Total Year 2 (7/1/13 - 6/30/14):	\$ 9,616.69
Total Year 3 (7/1/14 - 6/30/15):	\$ 12,946.16
Sub-Total Base Years (CA sales tax included):	\$ 29,431.91
Total Year 4 - Opt. Yr. 1: (7/1/15 - 6/30/16):	\$ 16,652.76
Total Year 5 - Opt. Yr. 2 (7/1/16 - 6/30/17):	\$ 20,661.06
GRAND TOTALS-CA SALES TAX INCLUDED - GROUP B:	\$ 66,745.73

GRAND TOTALS - GROUP C	New Flyer
Total Year 1 (7/1/12 - 6/30/13):	\$ 6,451.80
Total Year 2 (7/1/13 - 6/30/14):	\$ 9,167.91
Total Year 3 (7/1/14 - 6/30/15):	\$ 11,964.29
Sub-Total Base Years (CA sales tax included):	\$ 27,584.00
Total Year 4 - Opt. Yr. 1: (7/1/15 - 6/30/16):	\$ 14,842.29
Total Year 5 - Opt. Yr. 2 (7/1/16 - 6/30/17):	\$ 17,804.23
GRAND TOTALS-CA SALES TAX INCLUDED - GROUP C:	\$ 60,230.52

GRAND TOTAL BY GROUPS:

Group A - Battery Systems:	\$ 456,911.19
Group B - Battery Systems:	\$ 66,745.73
	\$ 523,656.92

Group C - New Flyer Industries:	\$ 60,230.52
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GRAND TOTAL OF CONTRACTS:	\$ 583,887.44
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1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 8

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

**TOWING SERVICES FOR BUSES AND NONREVENUE VEHICLES - CONTRACT
AWARD**

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1. execute MTS Doc. No. B0573.0-12 (in substantially the same form as Attachment A) with Star Towing for a three-year base contract with 2 one-year options for the procurement of towing services for buses and nonrevenue vehicles; and
2. exercise each option year at his discretion.

Budget Impact

The contract would not exceed \$122,435.00 for the base period and \$83,525.00 for the 2 one-year options for a grand total of \$205,960.00 (as shown below). The funding for this contract would be allocated under the MTS Bus Operations budget (312-53610), which includes federal funds.

Fiscal Year 2013 = \$39,985.00
Fiscal Year 2014 = \$40,850.00
Fiscal Year 2015 = \$41,600.00
Fiscal Year 2016 = \$41,600.00
Fiscal Year 2017 = \$41,925.00
Grand Total = \$205,960.00

DISCUSSION:

MTS Policy No. 52, Section 52.2, B (iv) (Governing Procurement of Goods and Services) requires a formal competitive-bid process for procurements exceeding \$100,000.

An Invitation for Bids (IFB) to provide towing services for buses and nonrevenue vehicles was issued on March 1, 2012. Bids were opened on May 24, 2012 and a total of three

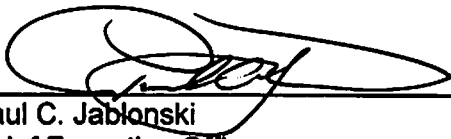


bids were received. All three bidders were determined to be responsive. Bid totals were as follows:

Star Towing	= \$205,960.00
Road One Towing	= \$220,250.00
Angelo's Towing	= \$226,000.00

Star Towing was determined to be the lowest responsive and responsible bidder. MTS staff is recommending that a contract be awarded to Star Towing for three base years with 2 one-year options effective July 1, 2012.

The contracts establish a per-tow price for each vehicle and assume an estimated number of tows per year (the total number of tows charged from June 2011 to June 2012 is 158). Costs would be billed based on the number of tows actually requested.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jerry Stafford, 619.238.0100, Ext. 6603, jerry.stafford@sdmts.com

Attachment: A. Draft MTS Doc. No. B0573.0-12

ATTACHMENT A

DRAFT

**STANDARD PROCUREMENT AGREEMENT
FOR
TOWING SERVICES FOR BUSES & NON-REVENUE VEHICLES**

B0573.0-12 CONTRACT NUMBER OPS 960.2 FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2012, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Starrue, Inc. dba Star Towing.Address: 8060 Armour StreetForm of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.)San Diego, CA 92111Telephone: 858-573-8700Authorized person to sign contracts: Reza Sakhavat
NameGeneral Manager
Title

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

Towing Services as specified in the Scope of Work, Star Towing's Pricing Proposal, in accordance with the MTS Standard Services Agreement including the Standard Conditions, Services, and the Federal Requirements.

The base term of the contract shall be from July 1, 2012, through June 30, 2015. Option Years, if exercised by MTS, shall be from July 1, 2015 – June 30, 2015 and July 1, 2016 – June 30, 2017.

The total contract amount shall not exceed \$122,435.00 for the three-year base period and \$83,525.00 for the 2 option years, for a grand total of \$205,960.00, without the express written consent of MTS.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$39,985.00	312/53610	FY 13
\$40,850.00	312/53610	FY 14
\$41,600.00	312/53610	FY 15
Grand Total \$122,435.00		

By: _____
Chief Financial Officer

(_____ total pages, each bearing contract number)



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 9

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

INTERNAL AUDIT REPORT - PAYROLL OPERATIONS

RECOMMENDATION:

That the Board of Directors receive an internal audit report on payroll operations.

Budget Impact

None.

DISCUSSION:

During February/March 2012, the MTS Internal Auditor performed a review of Payroll operations. As a result of this review, three low-priority findings and recommendations were made for Management's consideration. Management has reviewed the recommendations and is taking action to address the issues identified.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Daniel Madzelan; 619.595.4920; daniel.madzelan@sdmts.com

Attachment: A. Audit Report – Payroll Operations





1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Att. A, AI 9, 6/21/12

Memorandum

DATE: 5/7/2012

TO: Emma Aguilera, Maureen Bell, and Tom Lynch – Payroll/Finance
Brendan Shannon – Human Resources

FROM: Daniel Madzelan

SUBJECT: Audit Report – Payroll

EXECUTIVE SUMMARY:

Audit Objectives and Scope:

The objective of the audit was to provide an independent evaluation of the Payroll Department's internal control environment, focusing on:

1. Adequacy of existing controls in achieving goals and objectives of the Department, as well as the Organization;
2. Compliance with existing policies and procedures; and
3. Overall efficiency and effectiveness of current operating procedures.

The pervasive business risk for payroll operations is not accurately processing or not accurately recording activities/events. Given the risk associated with payroll, the audit scope focused on six areas of operations:

1. General Controls - Segregation of duties, data security/employee privacy, and existing operating policies and procedures.
2. New Employee Hires: Ensuring new hires were legitimate, properly authorized and accurately recorded in the payroll system in a timely manner.
3. Termination of Employees: Ensuring proper recording and processing of terminated employees in the payroll system.
4. Processing Payroll Adjustments: Ensuring adjustments (salary, withholdings, and time) were properly authorized and accurately processed in a timely manner.
5. Payroll Processing and Disbursements: Ensuring legitimate employees are paid in accordance with approved wage rates/union contracts; and that payroll is accurately calculated and recorded for services reported as being performed. Testing also included analysis on the preparation, reviews, and authorizations of payroll files for processing.
6. Complete/Accurate Recording of Payroll Activities in GL: Ensuring accurate, complete, and timely processing of payroll data in GL accounts.

The time period reviewed was September 2011 through January 2012.

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MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. A-1



Audit Results:

Based on testing procedures performed Audit concluded the overall internal controls governing payroll operations were working as designed and producing the intended outcomes. Audit did identify some minor opportunities for enhancing existing internal control procedures, as well as other observations for Management's awareness. Other observations documented do not specifically require any action by Management, but Audit concluded disclosure of these observations in this report was appropriate. Actionable findings are as follows:

High Priority Findings:

- No findings considered high priority.

Medium Priority Findings:

- No findings considered high priority.

Low Priority Findings:

- **Terminated Employees with Accrued Benefit Balances in ADP:** Audit examined a total of 12 employees, or approximately 15% of population hired during the period under review. Based on the random sample, three (3) employees still had accrued benefit balances (annual leave, vacation, or sick leave) reflected in their ADP profiles. There is no significant risk, both in terms of financial or control risk, with this finding. However, implementing control activities and monitoring procedures for these events going forward is recommended.
- **Processing Payroll Related Adjustments:** The Assistant Payroll Manager communicated to Audit that there is the ability to delete information in an employee's ADP profile. The specific example presented to Audit was in relation to a mandatory deduction, which was no longer necessary when the employee transferred. The best operating practice within ADP to process such a change would be to insert a row and input an end date for the deduction. However, in this case the deduction was deleted from the employee's ADP profile. While detective controls properly identified the events, attempting to implement preventive controls or enhancing existing manual controls is advisable.
- **General Controls – Current operations involve procedures consistent with segregation of duties issues:** With respect to SMT payroll (MTS employees) one individual is responsible for data input in ADP, submitting payroll files to ADP for processing, as well as distributing actual paychecks. Allowing an individual to perform all three procedures is a general indicator of a segregation of duty issue.

However, Payroll Management does have compensating controls in place that mitigate risks associated with the allowing one person to perform all three procedures discussed above. The evidence reviewed by Audit indicated the compensating controls are working as designed and intended, thereby reducing risks to acceptable levels.

Audit did conclude that the current compensating controls could be enhanced by creating and maintaining documentation that establishes a tangible time line of payroll processing activities.

There was also one event where miscommunication between Payroll and Bus Maintenance resulted in an employee being overcompensated during a reporting period. Payroll corrected the issue on the payroll period subsequent to Audit identifying the event. This finding was similar in nature to previous audit findings. Given Audit could not provide a specific recommendation for Management to address the finding; Audit included this as an Other Audit Observation in this report.

Subsequent pages of this report contain details regarding audit findings documented above, additional audit observations for management, as well as definitions of Audit Priority Findings.

Background:

Personnel expenses, labor and fringe, represent nearly half of the total expenditures of MTS's operating budget. Accordingly, a strong system of controls is necessary to ensure accurate processing and recording of personnel expenses.

The Payroll Department is under the direction of the Finance Department but is closely associated with the Human Resources Department. The Payroll Department consists of four employees; a Payroll Manager, an Assistant Payroll Manager, and two Payroll Coordinators. Beginning in June 2011, ADP processes all organizational payrolls. Prior to June, there were two different systems used to process payrolls, ADP and the Ellipse System. There are four distinct payroll groups processed within ADP, as shown below. Payrolls are processed bi-weekly, with the exception of pensions, which are processed monthly.

1. BUS – Transit Management, Operators, Mechanics, and Clerical
2. TRO – Trolley Management, Operators, Mechanics, Code Inspection, and Clerical.
3. SMT – MTS Employees.
4. PEN – Employee Pensions

Operator time, both BUS and TRO, are recorded in the Hastus system, which interfaces with ADP. Mechanics time, both BUS and TRO, are recorded in the Stromberg system, which interfaces with ADP. All management and clerical staff use manual time sheets to record their time. Payroll staff is responsible for inputting manual timesheet data into ADP.

Report Distribution:

Paul Jablonski, Cliff Telfer, Karen Landers, Jeff Stumbo – MTS

AUDIT FINDINGS AND MANAGEMENT ACTION PLANS:

Finding/Observation: Terminated Employees with Accrued Benefit Balances in ADP:

Audit examined a total of 12 employees, or approximately 15% of population terminated during the period under review (Sept 2011 – Jan 2012). There were two Trolley employees that had accrued benefit balances remaining in their ADP profiles; summarized as follows:

- Employee #1 - 2.46 hours of Sick Leave; wage rate of \$17.07; thus records indicate a liability of \$41.99
- Employee #2 – -7.8 hours of Annual Leave, wage rate of \$39.92, thus records suggest an overpayment of \$311.38 upon their termination.

Based on additional evidence reviewed, both terminations and final compensation paid, which included accrued benefit balances were properly issued in accordance with MTS and Union Contractual terms. The accrued balances reflected in ADP were likely caused due to the timing of when the terminations were performed within ADP and automatic accruals generated by ADP.

There was one Bus employee that had an accrued benefit balance remaining in their ADP profile; summarized as follows:

- 52.5 hours of Sick Leave; wage rate of \$26.73, thus records indicate a liability of \$1,403.33.

Based on additional evidence reviewed, under the terms of the Union agreement the employee was not entitled to receive payment for accrued sick leave upon their termination. Since there was no payout for accrued sick leave, the system still reflected their accrued balance. Evidence indicated the employee was properly terminated and compensated for all regular hours worked prior to termination.

Evidence does not indicate there is any significant financial risk with these events. The events are primarily system driven and not the result of active/manual controls. However, given the sample size and inconsistency rate (25%), evidence does suggest these are not isolated events and require Management's attention.

Finding Priority Rating:

Low Priority Finding

Audit Recommendation:

Audit recommends Payroll Management generate reports listing terminated employees who have accrued benefit balances remaining in their ADP profiles. Once reports are generated, Payroll Management should adjust the accrued balances of these employees as necessary.

Additionally, reports will provide Payroll Management with the total population of terminated employees with accrued benefit balances, which will allow Management to implement control activities and monitoring procedures for these events going forward.

Management Response/Action Plan:

Reports for terminated employees with leave balances are already created in the system and the Payroll Manager will run this report quarterly and perform necessary adjustments to clear accrued benefit balances. Payroll Manager will ensure that at fiscal year end the report is clean and there are no accrued benefit balances for terminated employees. Reports will be given to Accounting to record all the leave accruals as of fiscal year end.

Management Estimated Action Plan Completion Date:

The will be completed by June 30, 2012.

Finding/Observation: Processing Payroll Related Adjustments:

The Assistant Payroll Manager communicated, as well as provided evidence, to Audit that there is the ability to delete information within an employee's ADP profile.

The specific example provided to Audit was a Trolley employee who transferred to MTS. Certain deductions were no longer applicable to this employee because of the transfer. The best operating practice within ADP to process such a change would be to insert a row and input an end date for the deduction. This would preserve the history of the deduction within the employee's profile. In this instance, the deduction was deleted from the employee's profile, thus removing the history of the employee having the deduction withheld. Review of ADP history indicated a Payroll Coordinator performed the deletion.

Finding Priority Rating:

Low Priority Finding

Audit Recommendation:

While detective controls properly identified the events in a timely manner, preventive controls would be a stronger alternative to have in place. Thus, Audit would recommend reviewing system access rights to determine if the ability to delete information within an employee's ADP profile can be restricted to Management employees only.

If implementing a system/automated control cannot occur, Payroll Management should formally document in their policies and communicate to Payroll Coordinators they are not authorized to delete any information within an employee's ADP profile. If deleting information is necessary, the Payroll Manager or Assistant Payroll Manager should approve and or perform the procedure.

Management Response/Action Plan:

Payroll Management will communicate to Payroll Coordinators that they are not authorized to delete any information within an employee's ADP profile. This will be part of their payroll procedures and processes. The HR Manager is the system administrator for the EV5 system. HR Manager and Payroll Manager need to hold a meeting to identify employees that need to have access to delete information within the ADP system and to restrict certain employees abilities to delete information to the employee records.

Management Estimated Action Plan Completion Date:

The new payroll procedure will be communicated to Payroll Coordinators by May 31, 2012. HR Manager and Payroll Manager are planning to meet in June to evaluate current employee access rights within ADP. The goal would be to make any necessary adjustments to employee access right prior to the end of the fiscal year.

Finding/Observation: General Controls – Current operations involve procedures consistent with segregation of duties issues:

Different payroll staff members have varying responsibilities for preparing payroll files for BUS and TRO. Thus, no one individual is responsible for data input, submitting payroll files to ADP for processing, and distributing actual payroll checks.

With respect to MTS (SMT) payroll, one Payroll Coordinator is responsible for data input into ADP, submission of the payroll files to ADP for processing, and is responsible for distributing payroll checks to employees once processed by ADP. Allowing staff members the responsibilities for all three operations is a common indicator of a segregation of duty issue.

There are two compensating controls in place. First, the Payroll Manager performs analytical reviews of the payroll batch files prior to submission to ADP. Payroll Coordinators process any adjustments identified by the Payroll Manager as part of her reviews. Submission of payroll files for processing occurs only when the Payroll Manager authorizes the Coordinator to submit the files. ADP has reporting available to track these events, including the date and time of each event.

Second, the Payroll Manager reviews the payroll registers actually processed against the preliminary batch files (preview files) approved to ensure reported totals are in agreement. This review confirms no changes were made to the files authorized for processing subsequent to her approval.

Audit evaluated the compensating controls and found them to be effective in addressing the potential segregation of duty issues.

Finding Priority Rating:

Low Priority Finding

Audit Recommendation:

As an enhancement to the compensating controls, Audit recommends the Payroll Manager electronically communicate her approval to the Payroll Coordinators. This would provide stronger evidence of Management's authorization for submitting payrolls for processing. Additionally, it would create a visible time line of all activities performed during the course of submitting payroll files to ADP for actual processing; thereby providing more evidence to support adherence with current operating procedures.

Management Response/Action Plan:

The Payroll Manager will send an email to the Payroll Coordinators as an approval to accept and process the payroll every pay period. A screen shot of the time the payroll is processed and the person submitting the payroll will also be printed as evidence to support the new process.

Management Estimated Action Plan Completion Date:

The action plan will be completed by June 30, 2012.

OTHER AUDIT OBSERVATIONS:

Processing Existing Employees Payroll – Miscommunication Resulting in Overpayment:

Audit examined a total of 15 active employees, 5 employee each from SMT, TRO, and BUS payroll registries and tested the validity and accuracy of the payroll processed for each individual during the pay periods occurring in January 2012.

Audit discovered one Bus employee was overpaid during the pay period ending 1/14/12. (Gross wage overpayment equaled \$203). The cause of the overpayment was miscommunication between Payroll, a Department Manager, and the employee's direct supervisor (foreman). The Department Manager requested Payroll make an adjustment to an employee's payroll related to the Christmas Holiday not properly reported in the previous time period. However, the employee's direct supervisor attempted to correct this issue on his own during the next payroll processing period. Thus, there was a duplication of the Holiday reported within the payroll register. Payroll contacted the manager and was working on recovering the overpayment.

Previous audit reports indicated there had been issues with SDTC/BUS and properly entering Holiday time. Audit reviewed other employees within this Department and found no evidence of any other overpayments. Further, there was evidence indicating Payroll does have controls in place to search for and identify potential overpayments. However, in this circumstance, Management's reviews did not identify the overpayment.

- While these events are not unusual, there is no specific recommendation Audit can provide Management. Residual risks around these events/activities, assessed by Audit, are considered at acceptable levels at this point in time.

General Indicator of Segregation of Duties Issues:

HR employees are responsible for populating information in ADP that can impact payroll data, such as employee wage rates. Audit observed that Payroll personnel also have the ability to change employee wage rates. Allowing HR and Payroll personnel similar access rights within the payroll module is a general indicator of a segregation of duty issue.

- Through observation and examination, HR employees do not have access in ADP to the module for preparing/processing payroll transactions. Additionally, there is a compensating control whereby a member of HR, outside of the data entry process, reviews all changes made to employee wages. All evidence reviewed indicated wage changes were performed by HR and not by members of Payroll. Thus, there is was no evidence reviewed to indicate any significant risks with the current operating procedures.

Payroll Manager Processing Adjustments:

Through inquiry, Payroll Manager stated she performs adjustments related to wage garnishments within ADP. Given the Payroll Manager serves as the reviewer of employee change reports, which documents all changes made in ADP to employee profiles during a bi-weekly period, the Payroll Manager in these instances would serve as both the initiator and reviewer. Audit did not consider this specific practice as increasing risk. However, there is residual risk that the Payroll Manager could be making other adjustments in ADP without independent review given she has system access to perform such changes.

- There was no evidence based on tested population where the Payroll Manager processed any other adjustments other than wage garnishments. As such, Audit concluded residual risks regarding these practices are at acceptable levels at this point in time.

Employee Data – Privacy and Security:

Payroll employees operate in open areas of MTS offices. Audit also noticed that the Payroll Manager's office door did not have a lock, where office doors in the HR section of the building did have locks. These observations represent inherent risk with respect to the protection of private employee information (i.e. private information could be left on a desk unattended or unsecured).

General Controls – Policies and Procedures:

There were significant changes to operations not reflected in the Financial Procedure Manual. Currently, updates to the Financial Procedures Manuals occur on an annual basis.

- Audit would encourage Management to update Financial Procedures Manual in interim periods if there are significant changes in operational procedures during the course of a fiscal year. This would aid in developing and communicating new controls procedures and expectations in real time to employees.

AUDIT FINDINGS RATINGS DEFINITIONS:

High Priority Finding	Immediate management attention is required. This is a serious internal control that if not mitigated could lead to: <ul style="list-style-type: none">• Significant financial losses;• Serious violation of corporate strategies, policies, or values,• Reputational damage• Significant adverse regulatory impact (loss of operating licenses, material fines).
Medium Priority Finding	Timely management attention is required. This is an internal control that if not mitigated could lead to: <ul style="list-style-type: none">• Financial losses,• Loss of control, non-compliance with departmental policies or procedures,• Adverse regulatory impact.
Low Priority Finding	Routine management attention is warranted. This is an internal control or risk issue which may lead to improvement in the quality or efficiencies of the organization or process.



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Att. A, AI 10, 6/21/12

Memorandum

DATE: 5/22/2012
TO: Ernesto DeGuzman
FROM: Daniel Madzellan
SUBJECT: Audit Report – Procurement: Regulatory Compliance Review

EXECUTIVE SUMMARY:

Background:

Regulations require the FTA to ensure grantees that receive and utilize federal assistance due so prudently and in compliance with all applicable requirements. To carry out this responsibility the FTA has established an oversight framework that is comprised of grantee self - certifications, annual single audits conducted in accordance with OMB Circular A-133, and FTA oversight reviews, including Procurement System Reviews (PSRs). A PSR consists of three phases:

- Assessment Phase
- Contract Review Phase
- Reporting Phase

The Assessment Phase establishes an understanding of the grantee's procurement system environment and assesses the grantee's procurement system risk. The Contract Review Phase assesses the grantee's compliance with FTA Circular 4220.1F and other applicable regulations through reviews of procurement files. The Reporting Phase communicates the results of the review.

MTS last underwent a formal PSR in May 2007. Overall, MTS was in compliance with the fifty six (56) required elements governing procurement activities and administrating transit related projects. The report did identify areas needing improvement. At the time of the last review, the statutory requirements governing procurements were contained in FTA Circular 4220.1E. In November 2008, the FTA issued Circular 4220.1F, cancelling Circular 4220.1E. The new Circular did not materially change the required 56 elements.

Audit Objectives and Scope:

The objective was to perform an independent assessment of procurement operations to provide reasonable assurance MTS is in continued compliance with Circular 4220.1F. Audit utilized the same procurement review checklists utilized by the FTA to perform the assessment.

The audit was a hybrid of assurance and consulting activities, as documented with Institute of Internal Audit (IIA) Professional Standards. The projects/contracts selected for review were done in coordination with the Procurement Manager. The primary selection criteria for projects/contracts were those utilizing the most federal funding. A

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secondary selection criterion, based on Procurement Manager's professional experiences, were those projects/contracts that often receive greater scrutiny from FTA officials when performing PSRs.

Once selected, Audit performed independent reviews of the master procurement files for compliance with required elements. Below are the specific projects and contracts reviewed:

MTS Project Number	Project Name	Contracts Reviewed	Total Funding	Federal Funding
11189	High Capacity Buses*	G1183.0-08 B0507.0-08	~ \$20.6M	~ \$16.46M
11310	Bus Replacement*	G1101.7-07	~ \$19.6M	~ \$15.5M
11239	40ft CNG Low Floor Buses*	G1101.0-07	~ \$51.9M	~ \$13.4M
11272	SBMF- Land Acquisition	B0559.0-11 G1246.0-09 G1274.0-09 G1274.1-09 G1274.2-09 B0542.0-011 B0516.0-09	~ \$9.2M	~ \$5.5M
11280	MTS CNG Station Improvements**	PWB127.0-10 B0537.0-10	~ \$6.01M	~ \$4.4M
11306	Para-Transit Vehicles*	B0539.0-11 B0539.0-11	~ \$3.87M	~ \$3.1M
11251	LRV Gearbox Overhaul	L0900.0-09	~ \$2.25M	~ \$1.8M

* These projects were bus procurements. As such, Audit completed supplemental review checklists for Pre-Award and Post Delivery Requirements in accordance with Circular 4220.1F.

** This project included construction services, as well as Architect and Engineering Services. As such, Audit completed supplemental review checklists for these types of services as part of their review in accordance with Circular 4220.1F.

The projects/contracts reviewed consisted of all major types of procurements with the exception of micro-purchases (those less than \$3,000). Thus, population reviewed included at least one request for proposal (RFP), Invitations for Bid (IFB) (or Sealed Bids), Sole Source Award, Small Purchases, and Piggybacking.

The audit did not include specific reviews of the six (6) system wide procurement elements required by the Circular. However, the nature of the reviews performed on individual procurements indirectly provided assurance these elements are in place and operating as designed and intended. The 6 systems wide elements are:

1. Written Standards of Conduct
2. Contract Administration

3. Written Protest Procedures
4. Pre-qualification System
5. Procedures for Ensuring Most Efficient and Economic Purchase
6. Procurement Policies and Procedures

At the time the audit commenced, the Procurement Manager was in the process of reviewing and updating internal policies and procedures. Procurement Manager agreed to address findings within this report as part of that project.

Disclaimer: MTS Internal Auditor is not a trained professional in FTA procurement system reviews. In Audit's opinion, the language of certain elements was not always specific or clear, leaving room for subjectivity. Therefore, it is probable a different reviewer could reach a different conclusion based on their interpretation of the elements and documentation contained within procurement master files. In fact, Audit reached different conclusions on required elements for project #11189 than the individual who completed the same review checklist for that project.

Audit Results:

Consistent with results from the 2007 PSR, the overall evidence does support general compliance with required elements based on the individual types of procurements. The audit did identify project/contract files that were missing documentation necessary support compliance with required elements. Audit concluded there is the need to re-assess current operating procedures, as evidence indicated not all procedures were working as designed or intended.

The subsequent pages of this report contain the audit findings, by priority ranking, Audit's recommendations, Management's responses/action plans, as well as estimated completion dates for corrective actions. Most of the recommendations are general in nature to allow Management more flexibility in determining the best course of action to take based on their professional experience.

Audit concluded none of the findings were high priority. There were six (6) medium priority findings. Audit assigned medium rankings to findings where there was insufficient evidence to support compliance with required elements for the specific type of procurement. There were two (2) low priority findings. Audit assigned low rankings to findings that did not directly result in non-compliance with required elements, but were areas where operations can improve.

Report Distribution:

Paul Jablonski, Cliff Telfer, and Karen Landers – MTS

AUDIT FINDINGS, RECOMMENDATIONS, and MANAGEMENT RESPONSE/ACTION PLANS:

Medium Priority Finding #1: Standard Checklists for RFP/IFB Procurements Not Working as Designed or Intended.

Audit observed the use of a standard checklist for completing and reviewing RFP/IFB related procurements. The checklist contained both FTA compliance required elements, as well as MTS internal procedures. Based on the evidence, the checklist is not working as designed or intended. Among the deficiencies noted:

- The checklist establishes a list of folders for inclusion within RFP/IFB master procurements files. Accordingly, Audit's expectation was that each folder would include the requisite supporting documentation. Audit consistently discovered folders that did not include any documentation. In nearly all cases, the referenced documentation was included within the master procurement file, just not within the specified folder.

For example, the master procurement files for Contract No. PWB127.0-10 – Capital Project No. 11280 had twelve (12) empty folders. The empty folders observed were:

1. Contract Folder:
2. Contract Officer's Determination of Contractor's Responsiveness & Responsibility
3. Contract Amendments:
4. Determination of Fair and Reasonable Price
5. Insurance Certification:
6. Liquidated Damages Determination
7. Notice to Proceed
8. Bid History Form/Selection Data
9. Bid Responses or Proposals/Bid Form/Bond
10. Rationale for Method of Procurement
11. Protests
12. Procurement Summary

Similarly, MTS Contract No. L0900.0-09 - Capital Project No.11251 had ten (10) empty folders.

1. Independent Cost Estimate
2. Liquidated Damages Determination
3. Bidders List
4. Contract Officer's Determination of Contractors Responsiveness & Responsibility.
5. Determination of Fair and Reasonable Price
6. Evaluation/Negotiation Forms, etc.
7. PIF Form or Purchase Requisition
8. Rationale for Method of Procurement:
9. Addenda and Contract Amendments
10. Best and Final Offer:

NOTE: Rationale for Method of Procurement, Determination of Contractors Responsiveness & Responsibility, and Determination of Fair and Reasonable Price are elements listed on the FTA's PSR review checklists. Based on interpretation of the required elements and documentation within the master procurement files, Audit concluded there was sufficient documentation to support compliance with these elements. However, this determination is subjective and a different reviewer could reach a different assessment.

- There were inconsistencies between the preparer/reviewer commentary on the standard checklist and the contents of the procurements files. For example, the checklist would indicate the preparer/reviewer observed specific documents in files as evidenced by listing a date of completion and comments on the checklist. However, Audit was not always able to locate the document the preparer/reviewer stated they observed, i.e. ICE documentation discussed below. Conversely, there were documents included in folders of the procurement files not identified by the preparer/reviewer on the checklist
- There were instances where the contract/project procurement manager did not sign or date the checklist indicating his/her review or approval of the master file contents.
- For Capital Project #11251, Audit did not identify the final version of the IFB in the procurement files.

Utilizing a standard checklist is a well-designed operational procedure for ensuring and verifying compliance with both external and internal requirements.

Recommendation:

In general, Audit would recommend Procurement Management re-assess their existing checklist and operating procedures, evaluating if there is a more effective and efficient manner by which completion of these checklists can be achieved.

More specifically, Procurement Management needs to re-assess and implement stronger operational review procedures. Among the procedures Management could implement is a requirement that the preparer of the checklist include commentary for each folder listed on the checklist. The commentary could be as simple as Folder Contains Required Documentation. Also, all folders listed on the checklist should include the date the preparer reviewed and attested to the completeness of the folder. The reviewer of the completed checklist should assess the document as incomplete if all folders listed do not contain commentary and a date of review.

A second possibility is to implement a review procedure utilizing the PSR standard checklist. Such a process could help ensure required FTA procurement elements are assessed as part of master procurement files reviews.

Management Response/Action Plans:

Procurement Management agrees with the audit finding. As a long term solution Procurement Management proposes the reclassification of the current Contracts Specialist position to a Contract Analyst position to handle solicitation and contract documentation quality control at the production stage. The formal request for reclassification is in progress and will be submitted to senior management for approval by May 30, 2012. MTS Policy 52 will be revised to specifically call out additional forms and checklists necessary to document compliance with statutes and regulations.

Estimated Completion Date

By June 30, 2012 for implementation at start of the next fiscal year.

Medium Priority Finding #2: Procurement File Determined to be for Architect & Engineering Services Contained Evidence Price Was a Qualification Factor, Which is Not Compliant with FTA Guidelines.

Contract B0537.0-10 (total contract amount \$29,592) for capital project #11280 was awarded to Fuel Solutions, Inc. The Procurement Manager concluded the scope of work likely met the criteria to be classified as Architect and Engineering (A&E) Services. Under FTA Circular 4220.1F, VI, 3.f.(3), grantees should evaluate proposer's qualifications and exclude price as an evaluation factor. The procurement files contained analysis listing each proposer's priced bids. Fuel Solutions was in fact the lowest bidder. Thus, there is circumstantial evidence suggesting price was an evaluation factor used in awarding this contract.

Audit and Procurement Manager spoke with General Counsel regarding the issue. The matter was referred to the MTS Law Clerk for further analysis to determine if the scope of work awarded to Fuel Solutions did meet the criteria for A&E services, and whether MTS might be in violation of Circular 4220.1F for this procurement.

MTS Law Clerk concluded the services provided by Fuel Solutions would be considered A&E. Accordingly, if pricing was as an evaluation factor as evidence suggests, this would result in noncompliance with FTA requirements for this procurement.

Recommendation:

No specific recommendations. As an agency, MTS rarely engages in A&E procurements, which is likely the cause for this event. Thus, in general terms, Procurement Management should look to adopt procedures addressing how procurements related to A&E will be handled going forward in the rare instances these services need to be procured.

Management Response/Action Plans:

Procurement Management agrees. Policy 52, specifically section 52.2.E will be revised to align MTS' policy and procedures relative to the acquisition of A and E services with current statutory (49 USC 5325.b and 49 USC 11) and regulatory parameters, and the recommendations of the FTA Circular 4220.1F.

Estimated Completion Date:

By June 30, 2012 for implementation at the start of the next fiscal year.

Medium Priority Finding #3: Procurement Files Lacking Evidence of Independent Cost Estimates (ICE).

With the exceptions of micro purchases and piggybacking all procurements require completing an Independent Cost Estimate (ICE). Based on master procurement files reviewed, three (3) projects/contracts did not include direct evidence of an ICE. The projects/contracts identified were:

- Capital Project #11280 – Contract B0537.0-10
- Capital Project #11189 – Contract B0507.0-08
- Capital Project #11251 – Contract L0900.0-09

This was also a finding during the May 2007 PSR, where twelve (12) of the thirty (30) procurement files lacked sufficient evidence supporting completion of an ICE. Management's response to the PSR on this issue was as follows:

For small procurements, an ICE will be required before the Procurement Manager signs the purchase order and provided to the Vendor. For large procurements, MTS has created a Procurement Initiation Form (PIF) that requires approval prior to placing the procurement onto the procurement project list. The PIF includes the requirement for an ICE.

Evidence observed by Audit would indicate the PIF form, as the designed control for compliance, is not working as intended given evidence continued to demonstrate insufficient documentary evidence supporting the performance of an ICE.

Recommendation:

Standardizing the actual format of the ICE is not feasible. ICEs could come from external parties via a letter or be internally generated on a spreadsheet. However, Audit would recommend developing a standardized memo for documenting the results of ICEs. The memo could simply state the cost estimate for the project and how the estimate was developed. The memo could then be filed in the master procurement file with the actual ICE analysis received or performed.

Management Response/Action Plans:

Management agrees with the finding. Staff will review the FTA Best Practices Procurement Manual and reach out to peer agencies for their best practices ICE documentation practices. The results of this research will serve as the basis for an internal ICE form template or memo template. The review of the adequacy of solicitation and contract file documentation will be made part of the duties of the new Contract Analyst position (see Management Response to Finding #1).

Estimated Completion Date:

By June 2012 for implementation in the first quarter of the next fiscal year.

Medium Priority Finding #4: Procurement File Lacking Evidence of Solicitation to Potential Bidders.

Contract B0507.0-08 – Capital Project #11189 was to procure services for In-Plant Inspections, Pre-Design Inspections, and Post Delivery Audit Services for the buses procured. The method of procurement was an RFP. There were five (5) organizations identified who were to receive the RFP. Only one organization submitted a bid and ultimately received the contract after negotiations.

Procurement files provided contained no direct evidence to support the RFP solicitation was actually sent to all 5 organizations identified as potential bidders. Other procurement files included the email correspondence or proof of direct mailing as evidence. Thus, Audit could not be certain that all bidders identified actually received the RFP. Accordingly, there is the risk this procurement could be assessed as a non-competitive bid/sole source award, which is not an appropriate method of procurement for these services.

Recommendation:

Bid solicitations are part of the standard checklist discussed above and required documentation for procurement files. In this case, the evidence would again indicate the review of the procurement file was ineffective, as this omission was not identified.

As such, Audit's recommendation for this finding is similar to that listed for **Medium Priority Finding #1**. Procurement Management needs to assess and implement stronger operating and review procedures to ensure checklists are working as designed and intended.

Management Response/Action Plans:

Management agrees with the finding and will include a long term response to this finding in the duties of the Contract Analyst position covered in the response to Finding #1.

Estimated Completion Date:

By June 30, 2012.

Medium Priority Finding #5: Piggybacking Bus Procurement Files Missing Documentation to Support Compliance with Required Elements.

Two projects (#11189 and #11306) were piggyback procurements. Piggybacking is the post-award use of a contractual document/process that allows someone who was not contemplated in the original procurement to purchase the same supplies/equipment through that original document/process.

One of the required elements of a piggyback procurement is to evaluate the bids/proposals of the procurement and include a copy of the analysis in the procurement file. For project #11189 there was a completed piggyback review checklist form included in the master procurement file indicating necessary documents were provided to MTS and the analysis was performed. Audit could not locate the analysis or supporting documentation in the master procurement file. As such, Audit concluded that this element was not met for this procurement.

With respect to the completed piggyback review checklist, there was no way to determine who from MTS completed the form (not signed by individual who performed the review). Further, there was no evidence there was an independent review of the completed checklist. Finally, in Audit's opinion, the commentary included by preparer of the Checklist was inadequate; primarily stating the documents were received and reviewed. The supporting documents in the procurement files were not clearly labeled or identifiable.

Recommendation:

Audit would recommend that internal procedures for piggybacking procurements require documents to be labeled in the master procurement file consistent with the required elements specified on the review checklist. If the files are received and stored electronically the electronic files should be named in such a manner that they are easily mapped to required piggyback procurement elements as documented on the review checklist.

Audit would also recommend that the preparer of the review checklist date, print, and sign their name to serve as evidence as to whom performed the review. Additionally, Management may consider having an individual who was not the preparer of the checklist attest to the accuracy and validity of the assertions of the completed checklist.

Management Response/Action Plans:

Procurement Management agrees and will include reviews of solicitation and contract document files in the duties of the new Contracts Analyst position.

Estimated Completion Date

By June 30, 2012.

Medium Priority Finding #6: Piggybacking Bus Procurement Files Lacking Supporting Documentation for Pre-Award and Post Delivery Review Requirements in Accordance with Buy America Provisions.

Bus procurements require Pre-Award and Post Delivery Reviews in accordance with Buy America provisions. Audit observed that bus master procurement files contained memos from the previous MTS Internal Auditor attesting to compliance with Pre-Award and Post Delivery requirements. However, for project #11189, there was no direct evidence, aside from the letters, to support the compliance conclusion for the Pre-Award portion of the review. The file did not include documents showing the 60 percent domestic content requirement or the FMVSS certification letters.

As documented above, there was a completed piggyback review checklist within the master file. The checklist indicated receipt and review of all required documentation for compliance with piggybacking procurements. There was no direct evidence indicating who from MTS completed the checklist. In Audit's opinion the commentary on the checklist was inadequate, primarily stating all documents were received and reviewed.

Recommendation:

Audit would recommend internal procedures require documentation showing compliance with Pre-Award and Post Delivery Reviews be included in the master files, along with MTS Internal Auditor's certification memos. The supporting documentation should be clearly labeled and identifiable in the master file, whether the master file is maintained via hard copy documents or electronically.

Audit would also recommend that the preparer of the review checklist date, print, and sign their name to serve as evidence as to whom performed the review. Additionally, Management may consider having an individual who was not the preparer of the checklist attest to the accuracy and validity of the assertions of the completed checklist.

Management Response/Action Plans:

The long term correction for this Finding will be included in the duties of the new Contracts Analyst position (see Management Response to Finding #1).

Estimated Completion Date

By June 30, 2012

Low Priority Finding #1: Determination of Liquidated Damages.

There were three projects (#11239, #11310, and #11280) that had liquidated damage provisions in the RFP/contract award. The assessment rate in the RFP/contract was \$250 per day. There was no analysis as to how this amount was determined.

As noted above in **Medium Priority Finding #1**, there were master procurement files that had liquidated damages determination folders with no information/documentation contained in the folder.

Audit concluded there were two possibilities for what this folder might have represented: 1) the folder could have contained an analysis of how the liquidated damages assessments, if applicable, were determined for the contract, or 2) the folder could contain analysis as to the amount of damages sought by MTS in the event the damage provision became applicable based on contractor performance.

The procurement element in the PSR checklists addressing Liquidated Damages, #49) [FTA C 4220.1F, IV, 2.b.(6)(b) 1)] states:

This contract contains liquidated damages provisions and the assessment for damages is specified in the contract at a specific rate per day for each day of overrun in contract time. If this contract does not contain liquidated damages provisions, the elements is N/A.

Thus, evidence reviewed does not indicate non-compliance with this required procurement element, as damages did specify a rate per day of overrun. However, the evidence does indicate that liquidated damages determinations are not being properly included in the procurement files as required by internal MTS policies.

Recommendation:

Audit's recommendation for this finding is similar to that listed for **Medium Priority Finding #1**. Procurement Management needs to assess and implement stronger operating and review procedures to ensure checklists are working as designed and intended.

Management Response/Action Plans:

The long term correction for this Finding will be included in the duties of the new Contracts Analyst position (see Management Response to Finding #1).

Estimated Completion Date

By June 30, 2012

Low Priority Finding #2: Document Retention and Evidence Quality Standards:

In general terms, evidence to support compliance should be sufficient, reliable, relevant, and useful. The procurement files, as assessed by Audit, contained information or documents that did not meet some of these general standards.

For example, there were numerous drafts and edited versions of RRP's and IFB's along with the final version of the document distributed to potential bidders maintained in the master procurement files. Audit's opinion is that retaining these revised versions in the master files was not relevant or useful information for retention in the master files once the final version is distributed.

With regards to sufficiency of evidence, sufficient information is factual, adequate, and convincing so that a prudent informed person would reach the same conclusion. Based on the nature of some the documentation contained in the files, Audit had to use their professional judgment in determining if the documentation was sufficient to comply with the required procurement elements. As noted in the disclaimer, subjectivity increases the risks of false assurance as to the overall compliance with both external and internal policies and procedures.

Recommendation:

As part of the Procurement Manager's assessment of internal policies and procedures, Audit would recommend assessing the current document standards regarding the sufficiency, relevance, reliability, and usefulness. While standardization of documents or information is not feasible given individual procurements are unique, stronger standards regarding retention and quality of the evidence should be determined and communicated to procurement personnel. This could help reduce the likelihood of reviewers reaching different conclusions regarding compliance with required procurement elements.

Management Response/Action Plans:

The long term correction for this Finding will be included in the duties of the new Contracts Analyst position (see Management Response to Finding #1).

Estimated Completion Date:

By June 30, 2012

AUDIT FINDINGS RATINGS DEFINITIONS:

High Priority Finding	<p>Immediate management attention is required. This is a serious internal control that if not mitigated could lead to:</p> <ul style="list-style-type: none">• Significant financial losses;• Serious violation of corporate strategies, policies, or values,• Reputational damage• Significant adverse regulatory impact (loss of operating licenses, material fines).
Medium Priority Finding	<p>Timely management attention is required. This is an internal control that if not mitigated could lead to:</p> <ul style="list-style-type: none">• Financial losses,• Loss of control, non-compliance with departmental policies or procedures,• Adverse regulatory impact.
Low Priority Finding	<p>Routine management attention is warranted. This is an internal control or risk issue which may lead to improvement in the quality or efficiencies of the organization or process.</p>



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Agenda Item No. 10

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

INTERNAL AUDIT REPORT - PROCUREMENT REGULATORY COMPLIANCE

RECOMMENDATION:


That the Board of Directors receive an internal audit report on Procurement Department regulatory compliance.

Budget Impact

None.

DISCUSSION:

During April 2012, the MTS Internal Auditor performed a review of Procurement Department operations focusing on regulatory compliance. As a result of this review, eight findings and recommendations were made for Management's consideration. Management has reviewed the recommendations and is taking action to address the issues identified.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Daniel Madzelan; 619.595.4920; daniel.madzelan@sdmts.com

Attachment: A. Audit Report – Procurement Regulatory Compliance





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Agenda Item No. 11

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

INCREASED AUTHORIZATION FOR LEGAL SERVICES – LAW OFFICES OF
DAVID C. SKYER

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1423.1-12 (Attachment A) with the Law Offices of David C. Skyer for current and future legal expenses throughout FY 2013.

Budget Impact

This contract amendment would increase the full contract value with the Law Offices of David C. Skyer from \$95,000 to \$270,000. The recommended \$175,000 contract increase has been programmed in the FY 2013 budget.

DISCUSSION:

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000.

On December 8, 2011, the Board established a panel of qualified law firms to assist MTS, San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC) with various legal matters on an as-needed basis. Thereafter, MTS began contracting with 15 of the approved law firms for designated amounts depending on current and anticipated needs.



An initial contract was established with the Law Offices of David C. Skyer on December 21, 2011, in the amount of \$95,000. There is currently \$25,255 remaining of the initial contract amount, which is anticipated to be exhausted in the near future on a case headed to trial.

David Skyer has successfully represented and defended MTS, San Diego Transit Corporation, and San Diego Trolley, Inc. in numerous tort liability matters over the past several years. During FY 2012, Mr. Skyer has handled a total of four cases for the agencies—two of which have gone to jury trial.

Therefore, staff is requesting Board approval of MTS Doc. No. G1423.1-12 (Attachment A) with the Law Offices of David C. Skyer for legal services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Lockwood, 619.557.4502 susan.lockwood@sdmts.com

Attachment: A. Draft MTS Doc. No. G1423.1-12

DRAFT

June 21, 2012

MTS Doc. No. G1423.1-12
LEG 491 (PC 50633)

Mr. David C. Skyer
Attorney
David C. Skyer, APC
401 West A Street, Suite 1740
San Diego, CA 92101-7994

Dear Mr. Skyer:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G1423.0-12; LEGAL SERVICES – GENERAL
AND TORT LIABILITY

This shall serve as Amendment No. 1 to our agreement for legal services as further described below.

STATEMENT OF WORK

Pursuant to the Scope of Work of MTS RFP No. G1389.0-11, David C. Skyer, APC agrees to continue to represent and defend MTS, San Diego Transit Corporation, and San Diego Trolley, Inc. in tort liability matters in accordance with the terms and conditions as stated on MTS Doc. No. G1423.0-12.

SCHEDULE

There is no change to the term of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$175,000 for legal services. The total value of this contract (including this amendment) shall be in the amount of \$270,000. This amount shall not be exceeded without written approval from MTS.

Please sign and return the copy marked "original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

David C. Skyer, Attorney
David C. Skyer, APC

Date: _____

cc: S. Lockwood
C. Aquino
Procurement File



Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
619.231.1466 Fax: 619.234.3407

Agenda Item No. 12

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

SOFTCHOICE MICROSOFT ENTERPRISE AGREEMENT - CONTRACT RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1477.0-12 (in substantially the same format as Attachment A) with Softchoice for Microsoft Enterprise Agreement licensing for a five-year period.

Budget Impact

The not-to-exceed amount of \$363,174.35 would be funded by Project Code 50661-53910 and would provide support coverage for a five-year period.

DISCUSSION:

Background

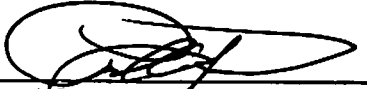
In July 2009, MTS entered into a three-year agreement for Microsoft product licensing with Dell Corporation based on the County of Riverside (CCISDA) Microsoft Enterprise License Agreement. This Agreement provides MTS users with the necessary Microsoft software upgrade, maintenance, and support services for this period. The County of Riverside Agreement was awarded through a formal competitive bid process and was specifically developed for the use of public/governmental agencies to reap the best pricing benefit based on the total volumes of Microsoft licenses for the numerous agencies that are party to the County of Riverside Agreement. That Agreement expires on June 30, 2012.

In May 2012, MTS obtained quotes from 3 Microsoft Large Account Resellers (LARs) who are qualified to provide pricing for Microsoft Enterprise Agreement Licensing under the County of Riverside (CCISDA) Agreement. MTS requested pricing for a three-year term for this Microsoft Enterprise Agreement renewal.



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.

The lowest of these quotes was Softchoice at \$363,174.35. Staff conducted a cost analysis comparing Softchoice's bid pricing with MTS' Independent Cost Estimate (ICE), and the current online market pricing. Based on the analysis, it was determined that Softchoice's price is fair and reasonable. Therefore, pursuant to MTS policy, staff recommends award of MTS Doc. No. G1477.0-12 to Softchoice for Microsoft Enterprise Agreement licensing for a five-year period.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Stevan White, 619.238.0100, Ext. 6412, stevan.white@sdmts.com

JUNE21-12.12.SOFTCHOICE MICROSOFT ENT AGMT.RATKINSON

Attachment: A. Draft Agreement for Softchoice (MTS Doc. No. G1477.0-12)

STANDARD PROCUREMENT AGREEMENT

G1477.0-12
 CONTRACT NUMBER
 OPS 960.2
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2012, in the State of California by and between San Diego Metropolitan Transit System, a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Softchoice Address: 314 W. Superior Street Suite 301
 Form of Business: Corporation Chicago, IL 60654
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 312.655.9772

Authorized person to sign contracts: Cara Ross Academic & Government Account Manager
 Name Title

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

Microsoft Enterprise Agreement Licensing per MTS's requirements, Softchoice's quote dated May 16, 2012 in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement. If there are inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract:

1. The terms and conditions of the County of Riverside (CCIDSA) Agreement except to the extent that paragraph 10 conflicts with the California Public Records Act, the conflicting provisions shall not apply, the Microsoft Enterprise Enrollment, and the Microsoft Enterprise Signature form.
2. Standard Procurement Agreement, including the Standard Conditions Procurement.

Total expenditures for this contract shall not exceed \$363,174.35. Payment terms shall be net 30 days from invoice approval date. This contract shall remain in effect for five full years (July 1, 2012, through June 30, 2017).

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
\$363,174.35	50661-53910	13-17

By: _____
Chief Financial Officer Date

(___ total pages, each bearing contract number)



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Agenda Item No. 13

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

UTC SUPERLOOP BUS STOP MAINTENANCE PROGRAM - CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

1. execute MTS Doc. No. B0572.0-12 (in substantially the same form as Attachment A) for a one-year base contract with 2 six-month options with ISS Facility Services, Inc. for maintenance services at the new UTC SuperLoop bus stops; and
2. exercise each option period at his discretion.

Budget Impact

The funding for this contract would be allocated under the MTS Contract Services budget (53920-840), which is funded through local (TransNet) funding under a Memorandum of Understanding with the San Diego Association of Governments (SANDAG). The following dollar amounts represent the not-to-exceed amounts.

Fiscal Year 2013	= \$100,458.94
Option Period 1, FY 2014	= \$ 51,877.22
Option Period 2, FY 2014	= \$ 51,877.22
Grand Total	= \$204,213.38



DISCUSSION:

MTS Policy No. 52, Section 52.2, C (iii) (Governing Procurement of Goods and Services) requires a formal competitive process for procurements exceeding \$100,000.

A Request for Proposals (RFP) to provide bus stop maintenance services for the UTC SuperLoop bus stops was issued on March 2, 2012. A preproposal meeting was held for interested parties on March 15, 2012, and followed with a written question-and-answer period. On April 17, 2012, MTS received 5 proposals, all of which were determined to be responsive. Proposers were: Aztec Janitorial, ISS Facility Services, JPerez Associates, Prizm Janitorial, and T&T Janitorial.

An evaluation committee consisting of members from MTS Contract Services and Transportation Planning met several times during the evaluation process to score initial proposals and obtain and evaluate additional information as needed.

Evaluation criteria consisted of the following with respective points out of a total score of 100 points:

Cost and Price	= 30 Possible Points
Qualifications of the Firm or Individual	= 30 Possible Points
Work Plan	= 30 Possible Points
<u>Staffing, Firm Organization, and Management Plan</u>	<u>= 10 Possible Points</u>
TOTAL	= 100 Points

Of those 5 proposers, MTS selected 3 firms to negotiate with and requested Best and Final Offers (BAFOs) from all 3 (indicated with an asterisk before their names).

Evaluation Criteria Scoring Summary is as follows:

T&T Janitorial	=	33.0
Aztec Janitorial	=	56.0
*JPerez Associates	=	68.7
*Prizm Janitorial	=	74.3
*ISS Facility Services	=	79.7

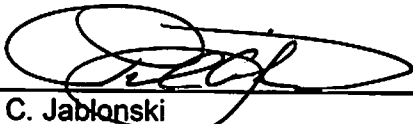
After evaluating the proposals and conducting interviews of the top-ranked firms, the committee proposed that ISS Facility Services, Inc. be awarded the contract to provide bus stop maintenance services as outlined in the RFP Scope of Work. Services are recommended to commence on or after July 1, 2012, pending turnover of the bus stops from SANDAG to MTS.

The contract would be awarded for one year with 2 six-month options. The reason for the short contract period is to allow for finalization of the remaining phases of new bus stops as well as bus rapid transit station bus stops. The intention is to conduct a new procurement to include all of those stations in approximately the next year.

It should be noted that ISS proposed, as a value-added element, a janitorial software system that tracks tasks, allows MTS project management to access the Web-based application via office computer or smart phone, and allows ISS crews to attach photos of

site conditions as requested or to report such things as graffiti tagging. ISS vehicles are also equipped with GPS tracking that enables ISS to provide MTS with reports regarding route movement and time spent at each station. MTS staff believes this value-added technology will provide invaluable information to understand the time and effort required at each location to better understand future needs and costs to maintain bus stops.

Therefore, MTS staff is recommending that MTS Doc. No. B0572.0-12 be awarded to ISS Facility Services, Inc. for a one-year base contract with 2 six-month options (to be exercised at the CEO's discretion) effective July 1, 2012.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Beverly Neff, 619.238.0100, Ext. 7037, Beverly.neff@sdmts.com

Attachment: A. Draft MTS Doc. No. B0572.0-12

ATTACHMENT A

DRAFT

**STANDARD PROCUREMENT AGREEMENT
FOR
UTC SUPERLOOP BUS STOP MAINTENANCE PROGRAM**

B0572.0-12
CONTRACT NUMBER
OPS 920.2
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2012, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ISS Facility Services, Inc.Address: 7250 Engineer Rd., Ste. DForm of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.)San Diego, CA 92111Telephone: 858-565-7600

Authorized person to sign contracts: <u>Victor Hoffmeister</u>	<u>General Manager</u>
Name	Title

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

Bus Stop Cleaning, Power Washing, Maintenance and Repair, and Emergency Services as specified in the Scope of Work (attached as Exhibit A), ISS Facility Service's Pricing Proposal (attached as Exhibit B), and in accordance with the MTS Standard Services Agreement including the Standard Conditions, Services (attached as Exhibit C).

The base term of the contract shall begin on July 1, 2012, and end on June 30, 2013. Option periods, if exercised by MTS, shall be from July 1, 2013 - December 31, 2013 and January 1, 2014 - June 30, 2014, respectively. Such optional service periods may be exercised individually, all at once, or not at all, at MTS's sole determination and dependent upon the Contractor's satisfactory performance of the requirements of this Agreement.

Total contract amount shall not exceed \$100,458.94 for the base period and \$103,754.44 for the option periods, if exercised by MTS, for a grand total of \$204,213.38.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Paul C. Jablonski, Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED \$100,458.94	BUDGET ITEM 53920-840	FISCAL YEAR FY 13
By: _____ Chief Financial Officer		

(_____ total pages, each bearing contract number)



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Agenda Item No. 14

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

GIRO, INC. REGIONAL SCHEDULING SYSTEM (RSS) – CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G0856.18-03 (in substantially the same form as Attachment A) with GIRO, Inc. to fund the HASTUS Maintenance and Service Support Agreement for the Regional Scheduling System (RSS) from July 1, 2012, through June 30, 2013.

Budget Impact

The amount of Amendment No. 18 (MTS Doc. No. G0856.18-03) would not exceed \$143,447.00. Funding for Amendment No. 18 would be paid by MTS and North County Transit District (NCTD) operating funds.

MTS's share of the cost of Amendment No. 18 would be funded through MTS Project Code 53910 in the amount of \$126,049.31; NCTD's share of the support agreement would be \$17,397.69.

Costs are split for the support agreement based on the breakout below:

<u>Phase 1-Scheduling</u>	<u>Phase 2-Bid</u>	<u>Phase 5-¹ATP</u>	<u>Phase 3 ²DDAM</u>
MTS - \$53,592.53	MTS - \$4,044.72	MTS - \$2,962.76	MTS - \$52,150.30
NCTD - \$15,385.91	NCTD - \$1,161.20	NCTD - \$850.58	

MTS - \$13,299.00 annual bank of 13 development days

¹ Analyse des Temps de Parcours (run times analysis)

² Daily Driver Assignment Management



DISCUSSION:

The RSS is a regional fixed-bus route and rail-scheduling system. The system provides the regional transit agencies with the necessary tools to build efficient timetables and vehicle and crew schedules for bus and rail operations. It also supports operator bid processing and aids the physical dispatching of bus drivers and train operators.

On January 10, 2002, the Board authorized staff to procure an RSS using a competitive, negotiated procurement process. In August 2003, a contract was awarded to GIRO, Inc. The original contract value was \$1,834,275.00; MTS's share of the cost was \$1,525,893.00, and NCTD's share of the cost was \$308,382.00.

Amendment No. 18

Amendment No. 18 to Doc. No. G0856.0-03 with GIRO, Inc. (for an amount not to exceed \$143,447.00) would provide MTS and NCTD with continued maintenance support coverage for the RSS, including technical and end-user e-mail and telephone support, corrections to software defects, one update to the geographical data, and a bank of 13 development days for required changes for the period from July 1, 2012, to June 30, 2013.

The adjusted amount of the contract would be \$2,886,679.00 with an MTS cost share of \$2,478,916.31 and an NCTD cost share of \$407,762.69.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Stevan White, 619.238.0100, Ext. 6412, stevan.white@sdrmts.com

Attachments: A. GIRO Amendment (MTS Doc No. G0856.18-03)
B. GIRO Support Renewal Letter dated 2/23/12

DRAFT

June 21, 2012

MTS Doc. No. G0856.18-03
CIP 10940 (PC 53910)

Mr. Daniel Dubuc
Administration Director
GIRO, Inc.
75 Rue du Port-Royal East, Suite 500
Montreal (Quebec)
CANADA H3L 3T1

Dear Mr. Dubuc:

Subject: AMENDMENT NO. 18 TO MTS DOC. NO. G0856.0-03; HASTUS MAINTENANCE AND
SUPPORT CONTRACT – JULY 1, 2012, THROUGH JUNE 30, 2013

This shall serve as Amendment No. 18 to MTS Doc. No. G0856.0-03 for the HASTUS maintenance and support contract at a fee of \$143,447.00 US. The shared maintenance cost is based on MTS Doc. No. G0856.0-03 between North County Transit District (NCTD) and MTS, and costs will be split for the maintenance support based on the breakout below.

<u>Phase 1-Scheduling</u>	<u>Phase 2-Bid</u>	<u>Phase 5-ATP</u>	<u>Phase 3 DDAM</u>
MTS - \$53,592.53	MTS - \$4,044.72	MTS - \$2,962.76	MTS - \$52,150.30
NCTD - \$15,385.91	NCTD - \$1,161.20	NCTD - \$850.58	

MTS - \$13,299.00 annual bank of 13 development days

SCHEDULE

This Amendment shall remain in effect from July 1, 2012, through June 30, 2013.

SCOPE OF SERVICES

No changes to the Scope of Services.

PAYMENT

Payment shall be based on actual costs not to exceed the maintenance support contract amount of \$143,447.00 without prior written approval from MTS. The total value of this contract, including all amendments, shall not exceed \$2,886,679.00 US.

All previous conditions remain in effect. 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,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Daniel Dubuc
GIRO, Inc.

Date



February 23, 2012

Mr. Stevan White
Interim CTO
MTS
1255 Imperial Avenue, Suite 1000
San Diego, CA
USA 92101-7490

Dear Mr. White:

The renewal date of the *HASTUS-Vehicle*, *HASTUS-Crew*, *CrewOpt*, *Minibus*, *HASTUS-Roster*, *Geo*, *Bid*, *RosterPlus*, *HASTUS-DDAM*, *HASTUS-ATP*, and *HASTOP* version 2003 support and maintenance contract is July 1, 2012. As stipulated in the existing contract, we are taking this opportunity to advise you of the conditions for renewal.

As in the past, the contract includes unlimited telephone and electronic mail support, and the correction of errors plus thirteen (13) days of modifications. It also gives you access to new versions at a significantly reduced licence cost. For these services, the fees are \$143,197 US, an increase of 4% over last year to cover increased operating costs. Year 2012 escrow annual fees come in addition for an amount of \$250 US. Please be advised that as of February 23, 2012 the balance in your bank of modification days is fifteen (15) days.

We accept to invoice the annual maintenance fee to SANDAG as follows: 50% on July 1, 2012 and 50% on January 1, 2013.

According to our records, you are licensed to use our software for a maximum of 700 peak vehicles. We would appreciate it if you would send us in writing the number of peak vehicles now used at your transit commission.

We hope that these renewal conditions meet with your approval and want to assure you of our continued commitment to offering MTS the best possible service. Please feel free to call me if you require any further information.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Dubuc", with a stylized flourish extending from the end.

Daniel Dubuc
Director, Finances
daniel.dubuc@giro.ca

DD:ND



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

Agenda Item No. 25

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

FY 2013 BUDGET: PUBLIC HEARING AND ADOPTION (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors:

1. hold a public hearing, receive testimony, and review and comment on the fiscal year 2013 budget information (Attachment A) presented in this report; and
2. enact Resolution No. 12-10 (Attachment B) adopting 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

Approval of the recommended actions would establish the fiscal year 2013 budget.

DISCUSSION:

Fiscal Year 2013 Budget Recap

The following is a recap of the fiscal year 2013 budget process:

- In March, staff met with the Budget Development Committee (BDC) and MTS Board. Within these two meetings, staff discussed and received approval of the fiscal year 2012 midyear budget adjustment and discussed preliminary revenues and assumptions for fiscal year 2013, including Transportation Development Act (TDA), TransNet, and State Transit Assistance (STA) revenues. Regional sales tax receipts are projected to grow by 5.5% year over year for fiscal year 2012 and by an additional 4.5% in fiscal year 2013. In total, MTS's share of TransNet



and TDA revenues are projected to increase by approximately \$5.2 million in fiscal year 2013.

In fiscal year 2012, MTS has received \$13.9 million of STA funding and projects to receive \$18.5 million. The State Controller projects that MTS will receive an additional \$19.7 million for fiscal year 2013. Due to the stabilization of this funding, staff recommended adding an annualized \$6 million in service improvements in fiscal year 2013—specifically to restore some previous service cuts and to meet increased demand.

- In May, staff again met with the BDC and MTS Board. Within these two meetings, staff presented updated fiscal year 2013 revenues and expenses assumptions, including service improvements of \$6 million in annual subsidy. Staff projected a balanced budget using \$10.8 million in one-time funds.

Fiscal Year 2013 Operating Budget

The fiscal year 2013 total budgeted revenue is projected at \$243,921,000, and total projected expenses are budgeted at \$243,921,000 resulting in a balanced budget for fiscal year 2013.

Fiscal Year 2013 Revenues

Please refer to Section 3.01 through Section 3.06 of Attachment A for a summary of fiscal year 2013 budgeted revenues. Section 3.01 provides a written detail of fiscal year 2013 operating revenues. Section 9 provides a detailed description of the funding sources and their distribution within the organization.

As indicated within Section 3.02, fiscal year 2013 combined revenues total \$243.9 million, which is an increase from the fiscal year 2012 amended budget of \$5.8 million (2.5 percent).

Operating revenue totals \$99 million, which is an increase from the fiscal year 2012 amended budget of \$1.9 million (1.9 percent). This is primarily due to a projected increase in ridership.

Subsidy revenue totals \$139.1 million, which is an increase from the fiscal year 2012 amended budget of \$5.8 million (4.3 percent). This is due to an increase in STA and TransNet funding (mentioned above). There is also a \$3.2 million increase in federal revenue, which is a funding shift from the MTS Capital Improvement Program (CIP) offset by a \$3.0 decrease in TDA shifted back into the CIP, which allows MTS to draw the federal funding in a timelier manner.

Other revenue totaled \$5.8 million, which is a decrease from the fiscal year 2012 amended budget of \$1.8 million (-23.5 percent) due to the proposed increase of \$1.8 million in MTS contingency reserves to reach the 10.0% total MTS contingency balance threshold.

The current operating budget utilizes \$10.8 million in one-time funds:

- \$5.0 million in TDA funds,
- \$0.8 million in CNG credits, and
- \$5.0 million in fiscal year 2013 STA funds:
 - ✓ \$0.6 million to fund the additional service
 - ✓ \$1.8 million to bring the MTS contingency reserve balance to 10.0%
 - ✓ \$2.6 million in additional Dexia pension debt principal payments

Fiscal Year 2013 Expenses

Please refer to Section 2 of Attachment A 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.

As indicated within Section 2.01, fiscal year 2013 combined expenses total \$243.9 million, which is an increase from the fiscal year 2012 amended budget of \$11.0 million (4.7 percent).

Within operating expenses, personnel expenses increased from the fiscal year 2012 amended budget by \$9.3 million (8.3 percent). This includes personnel expenses relating to the Dexia pension debt, which are increasing by \$2.6 million. This principal payment will retire that debt three years ahead of schedule. The remaining increase is due to service increases, general wage increases, health and welfare cost increases, and increases in pension contribution rates.

Purchased transportation also increased from the fiscal year 2012 amended budget by \$1.5 million (2.8 percent), which is primarily due to the increased service levels.

Sections 4, 5, and 6 of Attachment A provide details of the operating expense budgets for each operating division and administrative department in detail.

FY 2011 Other Information

Section 10 of Attachment A provides details on MTS's five-year forecast and operating statistics.

Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through fiscal year 2016.

Passenger revenues are projected to increase by approximately 2.0% over the next four years. Early sales tax projections for fiscal year 2013 show an increase of approximately 4.0%, which impacts MTS's TDA and TransNet subsidy revenue. Expenses are projected to increase by approximately 3.0% over the following four fiscal years primarily due to expected continued operating expense increases, including energy costs.

The MTS fiscal year 2013 operating budget closing strategy includes the utilization of one-time funds, including \$5 million in TDA capital funds and \$789,000 in CNG credits that previously have been used in the capital budget, as well as \$624,000 in STA to fund additional service. These one-time funds sources will grow to \$8.2 million in fiscal year 2014 resulting in projected deficits ranging from \$879,000 in fiscal year 2014 to \$7.8 million in fiscal year 2017.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, mike.thompson@sdmts.com

Attachments: A. Proposed FY 2013 Budget
B. Resolution No. 12-10



Fiscal Year 2013

Proposed Budget

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

June 21, 2012

Metropolitan Transit System



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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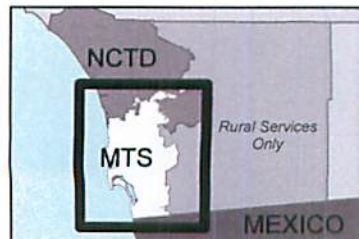
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Metropolitan Transit System AREA OF JURISDICTION

January, 2007



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

System Summary Fiscal Year 2013 Section 1.03

The San Diego Metropolitan Transit System was created to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 3 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and San Diego and the unincorporated area of the County of San Diego. A number of fixed-route operating entities provide the service and have banded together to form a federation of transit service providers called the Metropolitan Transit System (MTS). The purpose of the MTS is to provide coordinated routes, fares, and transfers among the different operating entities.

Bus Operations

MTS Bus Operations are a consolidation of services operated by San Diego Transit Corporation (SDTC), MTS Contracted Services and Chula Vista Transit (CVT). These entities operate and maintain a fleet of 681 buses, 60% of which are powered by environmentally friendly compressed natural gas. In fiscal year 2012, MTS bus services will operate a total of 91 traditional fixed route, shuttle-type routes, and paratransit services, logging over 1.8 million revenue hours while traveling 21 million revenue miles across San Diego County. Fiscal year 2013 ridership for all MTS routes is projected at approximately 58 million passengers.

Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 153 light rail vehicles (LRVs) to provide transit service over three separate operating line segments. The Blue Line operates from the US/Mexico border through downtown San Diego and terminates at the Old Town Transit Center. The Orange Line serves the East County communities from El Cajon through downtown San Diego. The Green Line operates from Santee 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. Beginning in fiscal year 2012, the Green Line will be extended from the Old Town Transit Center to the Imperial Station, via the Bayside Corridor. The Blue Line will terminate at the America Plaza Station and the Orange Line will terminate at the Santa Fe Depot with a timed Green Line transfer. The entire system encompasses 54.3 total miles (107.6 total track miles) of light rail transit (LRT) to 53 transit centers. Regular LRT service is provided virtually around the clock with a 22-hour service window with 494 daily scheduled train trips (and many more during special events). Fiscal year 2013 ridership for the MTS rail system is projected at approximately 34 million passengers.

Other Operations

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 60,000 passengers per year. This service operates on weekdays only in the mornings between the hours of 5:15 a.m. and 8:35 a.m. and in the afternoons between 2:00 p.m. and 6:30 p.m.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Rail Operations Description of Activities Fiscal Year 2013 Section 1.03

General System Summary

San Diego Trolley, Inc. opened for revenue service on July 26, 1981, with the initial operating line extending from center city San Diego, to San Ysidro Station, at the Mexican border. The system, now referred to as the MTS Rail Division, has enjoyed a very successful 31-year operating history, maturing through nine service expansions to one of the largest LRT systems in North America, at 54 miles in length.

The LRT operation consists of three separate operating line segments. The Blue Line operates from the San Ysidro 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 and Qualcomm Stadium – home of the San Diego Chargers, before continuing to Old Town Transit Center where service connects with the Blue Line. In September 2012, the Green Line will be extended from the Old Town Transit Center to the Imperial Terminal, on the bayside corridor. This service change will also have the Blue Line terminating at the America Plaza, and the Orange Line at the Santa Fe Depot. Substantial service efficiencies will be achieved with the new operating schedule in both labor hours and productive use of vehicle miles. This service change will also involve modifications to numerous bus routes to enhance connections at various light rail stations.

The system operates and maintains a current fleet of 153 light rail vehicles to provide transit service. This includes 60 of the first generation U-2 LRVs, which will be phased out over the next year, 52 SD100 high-floor LRVs, 11 S70 (90 foot) low-floor LRVs and 30 (currently on the property) of the 65 S70 (80 foot) low-floor LRVs that are in construction. When fully delivered, and in conjunction with the station platform retrofit project, each train will consist of a minimum of two low-floor LRVs, which will dramatically reduce system delays caused by the ever-increasing use of the wheelchair lift on the high-floor LRVs. 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 sub-grade tracks and one 4,100-foot-long tunnel and underground station at SDSU.

The MTS rail system is projected to carry almost 33 million passengers in fiscal year 2012. Light rail service is provided to 53 transit centers and stations through seven local communities, each with separate emergency response (police, fire and paramedic) services. Since the opening of the Mission Valley East extension, rail operations operate 494 daily scheduled train trips and many more during special events. While daily ridership is approximately 90,000, 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.

Fiscal year 2013 will continue to see significant progress in Blue and Orange Line Rehabilitation Project. Both the Blue and Orange Line stations will be retrofitted to accept low floor light rail vehicles as part of the overall project, as well as replacement of track, track switches, overhead catenary wire, grade crossings, crossing signal equipment, signal cases, substation enclosures and activation switches.

The Mid-Coast Corridor Transit Project, a TransNet II early action item, was initiated in fiscal year 2010. In September, 2011, the FTA approved the project to begin its preliminary engineering phase. When complete, the rail line will extend from the Old Town Transit Center up to the campus of UCSD and the University City area of La Jolla. This will be the 10th service expansion of the LRT system, with the commencement of revenue service scheduled in 2018.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Directly Operated Bus Services Description of Activities Fiscal Year 2013 Section 1.03

General System Summary

Founded in 1886, San Diego Transit Corporation has been providing the citizens of San Diego with safe, efficient, and reliable public transportation for 126 years. Its fleet of 236 buses is projected to carry nearly 29 million customers in fiscal year 2012.

SDTC, now referred to as MTS Bus, directly operates 26 routes, 22 "Urban" and 4 "Express." 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.

The entire MTS Bus fleet is fully ramp accessible to persons with mobility impairments and the ramps are deployed approximately 30,000 times per month. Every bus has two tie-down areas to accommodate and secure wheelchairs. All buses also have a "kneeling" feature, which lowers the front of the bus for easier access to/from the curb. At the present time, 100% of the fleet is comprised of low-floor buses, which have no steps inside the vehicle making entry and exit easier and faster.

Ninety percent of the MTS Bus fleet is powered by environmentally friendly compressed natural gas (CNG). As buses are added or replaced, CNG is the fuel of choice. In fiscal year 2009, MTS Bus accepted the delivery of 50 forty-foot buses and 26 sixty-foot articulated buses. MTS also operates 12 gasoline hybrid buses which began operation in June of 2009 on the Super-Loop, a circulator route in the La Jolla section of San Diego. In fiscal year 2012, an additional 26 forty-foot buses should be delivered to replace older vehicles, and an order was placed for another 53 buses to be delivered in fiscal year 2013. All MTS buses are equipped with bicycle racks that allow cyclists to combine their modes of travel.

MTS Bus maintains an aggressive Preventive Maintenance Program to ensure the safety and reliability of its equipment and averages over 10,000 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 five years and a preventable Accident Frequency Rate (AFR) (the number of accidents for every 100,000 miles driven) of 1.52.

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 (currently transitioning to Smart Card technology), issues ID cards to seniors/disabled/youth and processes lost articles.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Contract Bus Services' Description of Activities Fiscal Year 2013 Section 1.03

General System Summary

MTS contracted bus operations directly contracts with private transportation providers through contract administration, operational, maintenance and fiscal performance management, incorporating a variety of operation service contracts for fixed-route, shuttle, minibuses, and paratransit services. MTS began contracting bus operations in the region in the early 1980s. Fixed-route and shuttle type services have been added over the past three decades including new fixed routes in growing areas, shuttle services and urban fixed-route services.

Operationally, fiscal year 2013 ridership for MTS contracted fixed routes is projected at approximately 22 million passengers. In fiscal year 2013, contract bus services will operate a total of 65 traditional fixed and shuttle-type routes, logging approximately 765,000 revenue hours while traveling approximately 8.3 million fixed-route revenue miles across San Diego County. Currently, MTS contract bus operations have long-term service contracts with two private transportation providers. A brief description of the companies and the services they provide for MTS follows.

Veolia Transportation

Veolia Transportation, Inc. is a Maryland corporation headquartered in Lombard, Illinois. With more than 100 years of experience in the transportation industry, Veolia is the largest private sector operator of multiple modes of transit in North America, represented by 18,000 employees. It has 150 contracts in more than 200 cities and 22 states in the United States and Canada. In California, Veolia serves over 20 public and private clients.

Worldwide, Veolia Transportation operates in 28 countries with 119,000 employees and provides more than 3.3 billion passenger trips annually providing bus, paratransit, taxi, rail and ferry services. Veolia Transportation is a subsidiary of Veolia Transport and Environment S.A, a publicly traded company, headquartered in Paris, France. Veolia Transport and Environment is a worldwide manager of governmental services, including public transportation, municipal water supply, solid waste disposal services, hazardous waste disposal services and waste to energy conversion services.

Veolia has been a private transportation provider for MTS since July 1992. In late 2006, Veolia was awarded a fixed-route contract by the MTS Board. Veolia operates 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, Commuter Express, Rural and Chula Vista Transit bus service contract has a value estimated to be \$345 million over the full 8½ year contract term (5½ base years with 3 option years available to MTS). In fiscal year 2012, MTS exercised the three option years to continue its contract with Veolia Transportation. MTS has and will continue to realize significant cost savings over the remaining years of the contract by taking advantage of the significant economies of scale that a large contract commands.

South Bay Division

MTS's South Bay Division operates 25 fixed routes in the south and central areas of San Diego County. These routes utilize 158 MTS-owned compressed natural gas (CNG) fueled transit buses. All of these buses are operated, serviced and fueled at the MTS owned South Bay Division located at 3650A Main Street in Chula Vista.

From MTS South Bay, Veolia operates most of the 900-series routes in the South Bay area and many communities within the City of San Diego, 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 Job Access and Reverse Commute (JARC) 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.

South Bay Weekend/Holiday Service

During weekends and holidays, both the East County and Chula Vista Transit operating facilities are closed. South Bay operates 34 fixed routes on Saturdays and 26 fixed routes on Sundays/Holidays for MTS in all areas of San Diego County. These routes utilize the same 158 MTS owned compressed natural gas (CNG) fueled transit buses as above and are serviced and fueled at the MTS South Bay Division.

East County Division

MTS's East County Division operates 16 fixed routes, 4 rural routes, and 5 express routes in the eastern, northern and rural areas of San Diego County. These routes utilize 52 MTS-owned diesel transit buses and 26 contractor-owned diesel over-the-road type coaches and 5 MTS-owned gasoline minibuses. All of these buses are operated, serviced and fueled at the MTS owned East County Division located at 1213 North Johnson Avenue in El Cajon.

Veolia operates the 800-series fixed routes in the eastern areas of the county. The East County service operates within 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. Additional routes also operate in the community of Mira Mesa and the College area in the City of San Diego

Veolia also operates the 800-series commuter premium express routes. The premium express routes operate during peak periods only from the Interstate 15 (I-15) communities of Escondido, Poway, Rancho Bernardo, Rancho Penasquitos, Carmel Mountain Ranch and the 4S Ranch area (Rancho Bernardo Road & Town Square Parkway) to the UTC area. The commuter-type over-the-road coaches travel along the I-15 high-occupancy vehicle (HOV) lanes to and from downtown San Diego.

First Transit, Inc.

FirstGroup America Inc. (First Transit) is headquartered in Cincinnati, Ohio. First Transit has more than 50 years of public transit experience. They provide a variety of turn-key transportation services including management of public transit projects, public transit management services, school bus system operations, vehicle fleet maintenance, support services, and Greyhound. First Transit operates in 231 locations in 37 states, provinces, and Canada. In California, First Transit

has over 40 public and private clients. The First Transit North American team is represented by more than 15,000 employees.

FirstGroup plc., the parent company of FirstGroup America, employs over 130,000 people worldwide, and carries more than 2.5 billion passengers a year through the provision of bus, ADA paratransit, and rail services. FirstGroup plc. is a public traded company listed on the London Stock Exchange, and is headquartered in Aberdeen City, Scotland. FirstGroup is the largest bus and passenger rail operator in the U.K.

Copley Park Division

ADA Paratransit Service

First Transit operates 142 MTS-owned paratransit vehicles to provide ADA paratransit service throughout the entire MTS service area. All of these buses are operated, serviced and fueled at the MTS owned Copley Park Division located at 7490 Copley Park Place in Kearny Mesa. In addition, First Transit operates the reservations center for the booking of all ADA paratransit trips from this location for the approximately 1,200 daily trips.

First Transit has been an ADA paratransit provider for MTS since 2000. Their current contract with MTS began on July 1, 2010. This service contract has an estimated value of \$106.0 million over the full 9 year contract term (5 base years with 2 two-year option years available to MTS).

Fixed Route Service

First Transit was awarded the MTS minibus contract by the MTS Board in February 2011. The minibus contract operates from the newly acquired MTS Copley Park Division in Kearny Mesa. The minibus service contract has an estimated contract value of \$30.9 million over the full 10 year contract term (5 base years with 5 one year option years available to MTS). MTS will realize significant cost savings over the duration of this contract by taking advantage of economies of scales presented by the opportunity to operate the ADA service contract jointly with the minibus operation at the same location, thus, taking full advantage of the many operating synergies.

First Transit began minibus operations on June 12, 2011, serving Mira Mesa, Linda Vista, Kearny Mesa, Poway, Tierrasanta, El Cajon, Santee, Spring Valley and Mid-City. First Transit operates 29 MTS-owned gasoline minibuses on 15 weekday fixed routes (Including one express and of our SVCC shuttle routes) and 11 weekend fixed routes.

First Transit also operates the Sorrento Valley Coaster Connection (SVCC) shuttle service, which utilizes MTS owned minibuses. This service consists of four routes and a sweeper bus that travels on weekdays from the Sorrento Valley Coaster Station to Sorrento Mesa, Carroll Canyon, Torrey Pines, and UTC.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Chula Vista Transit Description of Activities Fiscal Year 2013 Section 1.03

General System Summary

Chula Vista Transit serves the residents of the City of Chula Vista and its visitors. Six routes serve a population of 244,000 in an area of 50 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 operates from the City of Chula Vista's Public Works Center (PWC) located at 1800 Maxwell Road in Chula Vista. This is a shared facility with the City's Public Works Department. All weekday CVT service is operated from the PWC. Effective February 28, 2010, all CVT weekend service started operating from the MTS South Bay transit facility located at 3650A Main Street in 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 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. In fiscal year 2012, MTS exercised the three option years to continue its contract with Veolia Transportation. Veolia employs approximately 96 employees for its CVT operation providing 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 part of MTS and follows all policies, rules and regulations set by the MTS Board. The City of Chula Vista's Department of Public Works' Transit Division manages CVT. Two full-time employees administer and manage CVT: The Transit Manager is a City employee with the overall responsibility of CVT and the Assistant Transportation Operations Specialist is an MTS employee assigned to CVT operations. The Department of Public Works and Transit Division also share two part-time employees, a Senior Public Works Maintenance Worker and a Sign & Stripping Maintenance Worker who maintain transit facilities. Other City of Chula Vista staff provides additional support on an as-needed basis.

CVT staff collaborates with MTS staff in all aspects in the provision of public transit services, i.e. service planning, scheduling, contract monitoring (operational and maintenance), community relations, budget preparation and monitoring, funds programming, transit facilities monitoring (bus stops, shelters, and buildings), regional coordination, and operations/capital procurements.

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

Goals and Objectives:

1. A "Rider1ST" (customer service) 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 2013 Section 1.03

General System Summary

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego and Coronado. This ferry service transports approximately 60,000 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 for four trips departing from Broadway between the hours of 5:15 a.m. and 8:10 a.m. and four trips departing from Coronado Ferry Landing between the hours of 5:40 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m. Operating vessels include the Cabrillo, the Silvergate, and the Marietta.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 2.01**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	87,298,527	91,641,080	93,662,436	2,021,356	2.2%
OTHER OPERATING INCOME	5,361,732	5,474,355	5,310,806	(163,549)	-3.0%
TOTAL OPERATING REVENUES	92,660,259	97,115,435	98,973,242	1,857,807	1.9%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	127,386,310	130,050,408	138,026,450	7,976,041	6.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	14,167	43,473	(1,740,011)	(1,783,484)	-4102.5%
OTHER INCOME	11,124,768	10,866,800	8,660,898	(2,205,902)	-20.3%
TOTAL OTHER NON OPERATING REVENUE	11,138,935	10,910,273	6,920,887	(3,989,386)	-36.6%
TOTAL NON OPERATING REVENUE	138,525,245	140,960,682	144,947,337	3,986,655	2.8%
TOTAL COMBINED REVENUES	231,185,504	238,076,117	243,920,579	5,844,462	2.5%
OPERATING EXPENSES					
LABOR EXPENSES	63,336,522	64,078,781	67,107,874	3,029,094	4.7%
FRINGE EXPENSES	50,541,811	48,075,132	54,383,929	6,308,797	13.1%
TOTAL PERSONNEL EXPENSES	113,878,333	112,153,913	121,491,804	9,337,891	8.3%
SECURITY EXPENSES	5,712,723	6,071,490	6,117,081	45,592	0.8%
REPAIR/MAINTENANCE SERVICES	3,684,863	4,287,476	4,089,862	(197,613)	-4.6%
ENGINE AND TRANSMISSION REBUILD	1,182,531	1,508,500	1,697,412	188,912	12.5%
OTHER OUTSIDE SERVICES	5,653,424	6,432,802	6,473,568	40,766	0.6%
PURCHASED TRANSPORTATION	53,671,318	54,674,847	56,195,010	1,520,163	2.8%
TOTAL OUTSIDE SERVICES	69,904,860	72,975,115	74,572,934	1,597,819	2.2%
LUBRICANTS	347,706	407,523	445,962	38,439	9.4%
TIRES	870,978	792,019	824,141	32,122	4.1%
OTHER MATERIALS AND SUPPLIES	6,280,287	6,584,495	7,118,236	533,741	8.1%
TOTAL MATERIALS AND SUPPLIES	7,498,971	7,784,037	8,388,340	604,303	7.8%
DIESEL FUEL	6,377,853	6,923,263	7,811,656	888,393	12.8%
CNG	7,164,158	7,300,398	6,045,105	(1,255,292)	-17.2%
TRACTION POWER	6,059,644	5,772,842	5,530,750	(241,892)	-4.2%
UTILITIES	3,222,234	3,081,545	3,071,236	(10,309)	-0.3%
TOTAL ENERGY	22,823,890	23,077,848	22,458,747	(619,101)	-2.7%
RISK MANAGEMENT	4,134,038	3,993,478	4,048,365	52,887	1.3%
GENERAL AND ADMINISTRATIVE	1,660,394	1,787,794	1,787,634	(160)	0.0%
DEBT SERVICE	10,649,050	10,198,630	10,035,998	(162,632)	-1.6%
VEHICLE / FACILITY LEASE	817,640	923,157	1,138,758	215,602	23.4%
TOTAL OPERATING EXPENSES	231,367,177	232,893,972	243,920,579	11,026,607	4.7%
NET OPERATING SUBSIDY	(138,706,918)	(135,778,537)	(144,947,337)	9,168,800	6.8%
OVERHEAD ALLOCATION	1	-	-	-	0.0%
ADJUSTED NET OPERATING SUBSIDY	(138,706,917)	(135,778,537)	(144,947,337)	9,168,800	6.8%
TOTAL REVENUES LESS TOTAL EXPENSES	(181,672)	5,182,145	(0)	5,182,145	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2013
SECTION 2.02**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	87,298,527	91,641,080	93,662,436	2,021,356	2.2%
OTHER OPERATING INCOME	679,149	674,549	676,980	2,431	0.4%
TOTAL OPERATING REVENUES	87,977,676	92,315,629	94,339,416	2,023,787	2.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	127,342,709	124,794,263	136,226,450	11,432,187	9.2%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	3,411,427	3,290,292	1,088,972	(2,201,320)	-66.9%
TOTAL OTHER NON OPERATING REVENUE	3,411,427	3,290,292	1,088,972	(2,201,320)	-66.9%
TOTAL NON OPERATING REVENUE	130,754,136	128,084,555	137,315,422	9,230,867	7.2%
TOTAL COMBINED REVENUES	218,731,813	220,400,184	231,654,837	11,254,654	5.1%
OPERATING EXPENSES					
LABOR EXPENSES	51,732,044	53,762,390	56,363,126	2,600,736	4.8%
FRINGE EXPENSES	47,660,270	43,259,710	49,114,017	5,854,308	13.5%
TOTAL PERSONNEL EXPENSES	99,392,314	97,022,099	105,477,143	8,455,044	8.7%
SECURITY EXPENSES	104,369	97,613	102,000	4,387	4.5%
REPAIR/MAINTENANCE SERVICES	3,628,202	4,222,289	4,022,929	(199,360)	-4.7%
ENGINE AND TRANSMISSION REBUILD	1,182,531	1,508,500	1,697,412	188,912	12.5%
OTHER OUTSIDE SERVICES	2,407,181	2,492,487	2,430,831	(61,656)	-2.5%
PURCHASED TRANSPORTATION	53,671,318	54,674,847	56,195,010	1,520,163	2.8%
TOTAL OUTSIDE SERVICES	60,993,601	62,995,736	64,448,182	1,452,445	2.3%
LUBRICANTS	347,706	407,523	445,962	38,439	9.4%
TIRES	865,682	770,248	814,141	43,893	5.7%
OTHER MATERIALS AND SUPPLIES	6,268,245	6,568,145	7,101,511	533,366	8.1%
TOTAL MATERIALS AND SUPPLIES	7,481,634	7,745,917	8,361,615	615,698	7.9%
DIESEL FUEL	6,222,409	6,759,918	7,644,638	884,720	13.1%
CNG	7,184,158	7,300,398	6,045,105	(1,255,292)	-17.2%
TRACTION POWER	6,059,644	5,772,642	5,530,750	(241,892)	-4.2%
UTILITIES	2,716,008	2,637,506	2,595,842	(41,664)	-1.6%
TOTAL ENERGY	22,182,219	22,470,464	21,816,335	(654,129)	-2.9%
RISK MANAGEMENT	3,564,666	3,571,206	3,644,976	73,770	2.1%
GENERAL AND ADMINISTRATIVE	318,667	246,033	256,205	10,172	4.1%
DEBT SERVICE	2,219,157	1,891,236	1,714,460	(178,776)	-9.3%
VEHICLE / FACILITY LEASE	654,056	777,029	923,324	146,295	18.8%
TOTAL OPERATING EXPENSES	196,786,313	196,719,721	206,642,241	9,922,520	5.0%
NET OPERATING SUBSIDY	(108,808,637)	(104,404,092)	(112,302,825)	7,898,733	7.6%
OVERHEAD ALLOCATION	(21,945,498)	(23,680,464)	(25,012,597)	(1,332,133)	5.6%
ADJUSTED NET OPERATING SUBSIDY	(130,754,134)	(128,084,556)	(137,315,422)	9,230,866	7.2%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(1)	-	(1)	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2013
SECTION 2.03**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	3,653,473	3,778,806	3,628,826	(149,980)	-4.0%
TOTAL OPERATING REVENUES	3,653,473	3,778,806	3,628,826	(149,980)	-4.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	43,601	5,256,146	1,800,000	(3,456,146)	-65.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	(1,800,000)	(1,800,000)	-
OTHER INCOME	7,713,341	7,576,508	7,571,926	(4,582)	-0.1%
TOTAL OTHER NON OPERATING REVENUE	7,713,341	7,576,508	5,771,926	(1,804,582)	-23.8%
TOTAL NON OPERATING REVENUE	7,756,942	12,832,654	7,571,926	(5,260,728)	-41.0%
TOTAL COMBINED REVENUES	11,410,415	16,611,460	11,200,752	(5,410,708)	-32.6%
OPERATING EXPENSES					
LABOR EXPENSES	11,024,515	9,766,978	10,199,556	432,578	4.4%
FRINGE EXPENSES	2,822,969	4,702,972	5,123,622	420,650	8.9%
TOTAL PERSONNEL EXPENSES	13,847,484	14,469,950	15,323,178	853,229	5.9%
SECURITY EXPENSES	5,608,354	5,973,877	6,015,081	41,204	0.7%
REPAIR/MAINTENANCE SERVICES	42,841	52,186	57,333	5,147	9.9%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,080,798	3,795,207	3,925,738	130,530	3.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	8,731,993	9,821,270	9,998,152	176,881	1.8%
LUBRICANTS	-	-	-	-	-
TIRES	5,296	21,770	10,000	(11,770)	-54.1%
OTHER MATERIALS AND SUPPLIES	11,141	11,850	11,725	(125)	-1.1%
TOTAL MATERIALS AND SUPPLIES	16,437	33,620	21,725	(11,895)	-35.4%
DIESEL FUEL	151,259	156,745	159,918	3,173	2.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	501,463	438,039	470,394	32,355	7.4%
TOTAL ENERGY	652,722	594,784	630,312	35,527	6.0%
RISK MANAGEMENT	539,081	395,172	379,088	(16,083)	-4.1%
GENERAL AND ADMINISTRATIVE	1,239,081	1,433,936	1,424,729	(9,208)	-0.6%
DEBT SERVICE	8,429,894	8,307,394	8,321,538	14,144	0.2%
VEHICLE / FACILITY LEASE	163,584	146,127	215,434	69,307	47.4%
TOTAL OPERATING EXPENSES	33,620,275	35,202,254	36,314,156	1,111,901	3.2%
NET OPERATING SUBSIDY	(29,966,802)	(31,423,448)	(32,685,330)	1,261,881	4.0%
OVERHEAD ALLOCATION	22,028,187	23,772,940	25,113,404	1,340,463	5.6%
ADJUSTED NET OPERATING SUBSIDY	(7,938,615)	(7,650,508)	(7,571,926)	(78,582)	-1.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(181,673)	5,182,146	-	5,182,146	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2013
SECTION 2.04**

	<u>ACTUAL FY11</u>	<u>AMENDED BUDGET FY12</u>	<u>PROPOSED BUDGET FY13</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,029,110	1,021,000	1,005,000	(16,000)	-1.6%
TOTAL OPERATING REVENUES	1,029,110	1,021,000	1,005,000	(16,000)	-1.6%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	14,167	43,473	59,989	16,516	38.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	14,167	43,473	59,989	16,516	38.0%
TOTAL NON OPERATING REVENUE	14,167	43,473	59,989	16,516	38.0%
TOTAL COMBINED REVENUES	1,043,276	1,064,473	1,064,989	516	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	579,963	549,413	545,193	(4,220)	-0.8%
FRINGE EXPENSES	58,572	112,451	146,290	33,839	30.1%
TOTAL PERSONNEL EXPENSES	638,535	661,864	691,483	29,618	4.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	13,821	13,000	9,600	(3,400)	-26.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	165,446	145,108	117,000	(28,108)	-19.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	179,266	158,108	126,600	(31,508)	-19.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	900	4,500	5,000	500	11.1%
TOTAL MATERIALS AND SUPPLIES	900	4,500	5,000	500	11.1%
DIESEL FUEL	4,186	6,600	7,100	500	7.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	4,764	6,000	5,000	(1,000)	-16.7%
TOTAL ENERGY	8,949	12,600	12,100	(500)	-4.0%
RISK MANAGEMENT	30,291	27,100	22,300	(4,800)	-17.7%
GENERAL AND ADMINISTRATIVE	102,646	107,825	106,700	(1,125)	-1.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	960,588	971,997	964,183	(7,815)	-0.8%
NET OPERATING SUBSIDY	68,521	49,003	40,817	8,185	-16.7%
OVERHEAD ALLOCATION	(82,688)	(92,476)	(100,807)		9.0%
ADJUSTED NET OPERATING SUBSIDY	(14,167)	(43,473)	(59,989)	16,516	38.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - REVENUES
FISCAL YEAR 2013
SECTION 2.05

Funding Description	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	5 Year Total
Federal Formula 5307 - FFY12 Estimate	\$ 39,952,127	\$ 40,751,170	\$ 42,381,216	\$ 44,076,465	\$ 45,839,524	\$ 213,000,501
Federal Formula 5307 - FFY11 Carryforward	900,616	-	-	-	-	900,616
Federal Formula 5307 - Preventive Maintenance	(19,763,037)	(19,494,298)	(18,946,070)	(18,375,912)	(17,782,949)	(94,362,266)
Federal Formula 5307 - ADA Preventive Maintenance	(3,995,213)	(4,075,117)	(4,238,122)	(4,407,646)	(4,583,952)	(21,300,050)
Federal Formula 5307 - Fuel Preventive Maintenance	(2,959,280)	-	-	-	-	(2,959,280)
Federal Formula 5307 - SANDAG Planning Study	(729,473)	(731,720)	(760,989)	(791,429)	(823,086)	(3,836,698)
Federal Formula 5309 - FFY12 Estimate	13,436,963	13,705,702	14,253,930	14,824,088	15,417,051	71,637,734
Federal Formula 5309 - Preventive Maintenance	(13,436,963)	(13,705,702)	(14,253,930)	(14,824,088)	(15,417,051)	(71,637,734)
TDA Local Match - Federal Formula Funds	13,572,427	13,614,218	14,158,787	14,725,138	15,314,144	71,384,713
TDA Local Match - Preventive Maintenance	(8,300,000)	(8,300,000)	(8,300,000)	(8,300,000)	(8,300,000)	(41,500,000)
TDA Local Match - ADA Preventive Maintenance	(998,803)	(1,018,779)	(1,059,530)	(1,101,912)	(1,145,988)	(5,325,013)
TDA Local Match - Fuel Preventive Maintenance	(739,820)	-	-	-	-	(739,820)
TDA Local Match - SANDAG Planning Study	(182,368)	(182,930)	(190,247)	(197,857)	(205,772)	(959,174)
TDA - Capital Carryover	4,731,471	-	-	-	-	4,731,471
TDA - Capital ADA PM	3,995,213	4,075,117	4,238,122	4,407,646	4,583,952	21,300,050
TDA - Capital Fuel PM	3,699,100	-	-	-	-	3,699,100
TDA - Capital PM	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	50,000,000
TDA - Capital to Operations	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	(5,000,000)	(25,000,000)
TDA - Capital Dexia	(5,000,000)	(5,000,000)	(2,800,000)	-	-	(12,800,000)
STA	19,479,776	-	-	-	-	19,479,776
Proposition 1B	15,723,222	-	-	-	-	15,723,222
Proposition 1B - TSGP	2,779,052	-	-	-	-	2,779,052
Project Transfers - Federal	2,063,553	-	-	-	-	2,063,553
Project Transfers - Non Federal	2,860,376	-	-	-	-	2,860,376
Mendoza U2 Sale Proceeds	2,841,000	-	-	-	-	2,841,000
Available Funding for Capital Program	\$ 74,929,938	\$ 24,637,660	\$ 29,483,166	\$ 35,034,493	\$ 37,895,873	\$ 201,981,130

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS
FISCAL YEAR 2013
SECTION 2.06**

PROJECT SUBMITTALS (\$000s):

Division	Project Description	Funding Thru FY 2012	FY 2013 Funded	FY 2013 Unfunded	FY 2014	FY 2015	FY 2016	FY 2017	5 Year Total
MTS Bus	EC Facility Redevelopment	\$ 19,117	\$ 25,890						\$ 25,890
MTS Bus	MTS Bus Replacement	19,657	18,689	2,551	19,970	20,325	20,700	19,745	99,980
MTS Rail	LRV Procurement	43,313	15,723	28,000	51,244	51,244	29,058		175,269
MTS Bus	Paratransit Vehicles	3,871	2,940	320	2,530	2,175	1,800	2,755	12,520
MTS Rail	CCTV System Upgrade		1,764						1,764
IT	New IT System	1,300	1,300		750	725			2,775
MTS Bus	RTMS South Bay and East County Divisions	2,235	1,000		1,900				2,900
MTS Rail	Mainline Drainage and Slope Improvements	403	991						991
MTS Rail	SD100 Traction Motor overhaul		660		1,135	1,135	1,135	1,135	5,200
MTS Rail	S70 Passenger Window Retrofit		660						660
MTS Rail	New Wheel Truing Machine - construction	2,200	650						650
MTS Rail	Substation SCADA Design	1,000	646						646
IT	Network Infrastructure	380	510						510
MTS Rail	MVE / Orange Line Signal Print Verification & Revisions		500						500
MTS Rail	PCIDs For Station Renewal		495						495
MTS Rail	Barrier System at SYTC		458						458
CCI	CCI Handheld Units		458						458
MTS Rail	Light Rail Vehicle Electronic Components	1,180	360				180		540
MTS Rail	SD100 Operator Seats Replacement		325						325
MTS Bus	ADA and Rural RCS Radio Replacement		320						320
MTS Rail	LRV Brake Overhaul	2,225	300		800	800	1,200	1,200	4,300
MTS Rail	C Street Traffic Signals	-	292						292
MTS Rail	Elevator and Escalator Modifications	250	250		150	200			600
MTS Rail	Substation Rehabilitation (Standardization)	5,498	250						250
Executive	Misc. Capital	1,041	250						250
MTS Rail	Roof replacement on Builds B and C		200						200
MTS Rail	Rail Grinding	1,648	190						190
MTS Rail	Facilities Station Cleaning Equipment Replacement		150						150
MTS Rail	LRV Body Rehabilitation	2,960	140						140
MTS Rail	Building "A" Air-condition and Heater Replacement	125	140						140
Store	Transit Store Security Improvement		100						100
IT	iLON Replacement		80						80
IT	TransitWatch re-write		75						75
MTS Bus	MTS (IAD) Server Room HVAC Improvements		60						60
MTS Rail	Building A Rollup Door Replacements	50	50						50
MTS Rail	Track Tamping Machine Upgrade		30						30
MTS Rail	Portable Compressor		20						20
CVT	Electric Utility Shop Vehicle		15						15
MTS Rail	LED Interior / Exterior Lighting Upgrade SD100			1,470					1,470
MTS Rail	OCS Standardization	1,740		975					975
MTS Rail	System Grade Crossing Replacements			900	900	900	900	900	4,500
MTS Bus	IAD HVAC & Roof Repair	209		862	367				1,229
MTS Rail	Orange Line Crossing Signal Upgrades			810	1,038	1,038	1,038	1,038	4,962
MTS Rail	SD100 Inverters Overhaul			500	500	500	500		2,000

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS
FISCAL YEAR 2013
SECTION 2.06**

PROJECT SUBMITTALS (\$000s):

Division	Project Description	Funding Thru FY 2012	FY 2013 Funded	FY 2013 Unfunded	FY 2014	FY 2015	FY 2016	FY 2017	5 Year Total
MTS Bus	ADA Vehicle Cameras			500					500
MTS Rail	SD100 Propulsion System Overhaul			485	485	485			1,458
MTS Bus	ADA AVL / MDT Equipment			425					425
Finance	Transit Asset Management System (TAM)			400	1,800	800			3,000
MTS Rail	Power Yard Switch Automation / Replacement			400	1,300				1,700
MTS Rail	Parking Lot Pavement and Striping			300					300
MTS Rail	MVE Interlocking Manual Turn Back			265	175				440
MTS Rail	Replace Wiggins Forklift 10K Capacity			200					200
MTS Rail	S70 Brake Tooling			200					200
MTS Rail	Installation Of Interlocking Event Recorders	78		150					150
MTS Rail	Sanding / Shop			150					150
MTS Rail	Switch Frog and Crossing Diamond Replacement			100	300				400
MTS Bus	IAD Generator Power Distribution Upgrades			100					100
Planning	Top Bus Stop Improvements			98	80				176
MTS Rail	Removal of Commercial Street Switches			75	75	75			225
MTS Bus	Service Lanes Compressed Air System			20					20
MTS Rail	LRV HVAC Overhaul	3,429			1,200	1,200	1,200	1,200	4,800
MTS Rail	SDSU Fire Alarm Replacement				700				700
MTS Rail	Buffer/Coupler Overhaul SD100	980			520	500			1,020
MTS Rail	SD100 Traction Motor Disconnects	1,070			500	600			1,100
MTS Bus	MTS Service Trucks (3-F450's)	240			330	200			530
MTS Rail	LRV Tires	3,630			286	460	432	500	1,678
MTS Rail	Santa Fe Depot Operations Improvements				250				250
CVT	CNG Compressor Replacement				150	150			300
MTS Rail	System rail, ties and ballast	1,295			110	110	110	110	440
MTS Rail	LRV Gearbox Overhaul	2,500							-
TOTAL		\$ 123,624	\$ 74,930	\$ 40,254	\$ 89,545	\$ 83,622	\$ 58,253	\$ 28,583	\$ 375,187

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Summary of Significant Revenue Activities Proposed Budget Fiscal Year 2013 Section 3.01

Fare Revenue

Fare revenue is detailed in Section 3.03.

Passenger fares make up approximately 38.4 percent of the system's \$244 million operating budget. These are budgeted to increase by \$2,021,000 (2.6 percent) to \$93.7 million for fiscal year 2013 compared to amended fiscal year 2012 levels. Total passenger levels for all operators are projected to total 91,646,000.

Other Operating Revenues

Other revenue is detailed in Section 3.04.

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 decrease by \$164,000 (-3.0 percent). This is primarily due to decreased advertising revenues within Administration.

Non-operating Revenues

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

Subsidy Income: Subsidy income is detailed in Section 3.05. MTS is budgeting \$139.3 million (an increase of \$5.9 million or 4.5 percent) in subsidy income for fiscal year 2013. This increase is primarily due to State Transit Assistance funding recognized in fiscal year 2013, plus increases Federal and TransNet funding.

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 / 5309 Capital and Preventative Maintenance

The FTA Urbanized Area formula grant funds (Section 5307) are apportioned directly to the region based on a formula that includes population, population density, and service provided. The amount received each year is based on the National Transit Database (NTD) statistics for the two-year prior operating year. These funds may be used for preventive maintenance, ADA operations, transit capital, and transit planning.

Section 5309 Fixed Guideway Modernization or Rail Mod funds also are apportioned and distributed based on a formula that includes a combination of passenger miles and track miles. These funds are also based on the two-year prior NTD reports.

The fiscal year 2013 includes using both Section 5307 and 5309 funds for preventative maintenance totaling \$33,200,000 (80 percent share). The FTA also allows the utilization of 10 percent of Section 5307 funding for ADA operations which calculates to \$3,995,000 in fiscal year 2013.

The FTA is conducting a trial to allow grant funds to be utilized towards fuel purchases. MTS is participating in this trial and will allocate \$2,959,000 in Section 5307 funding for this program. This funding is being shifted from the Capital Improvement Program (CIP), and will be replaced in the CIP with TDA funding.

Federal levels for Jobs Access and Reverse Commute (JARC) funds have been secured for fiscal year 2013 totaling \$976,000.

Total federal funding has increased by \$3.2 million (8.2 percent) to \$41,566,000. Excluding the federal trial for fuel funding shift, federal funding is increasing by \$204,000 or 0.5 percent.

Transportation Development Act (TDA)

TDA provides funding for public transit operators. This state fund is one-quarter of a percent of the 7¼ 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 2012 are significantly higher than originally anticipated due to the economic recovery and this trend is projected to continue in fiscal year 2013. This trend has increased MTS's share of TransNet and Transportation Development Act (TDA) revenues that make up a considerable portion of MTS's operating revenue.

However, due to the federal funding shift mentioned above, TDA funds in the operating budget have decreased \$219,000 (-0.3 percent) to \$65,123,000. Excluding funding shift for fuel, TDA funding is increasing by \$2.7 million or 4.2 percent.

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 2009, the initial budget of STA for fiscal year 2009 totaled approximately \$14 million, \$13.3 million distributed to the operating budget and \$0.7 million to capital. As part of the State of California balancing their own budget, MTS was notified that STA revenues would be cut in half for fiscal year 2009 and completely eliminated for fiscal years 2010, 2011, 2012 and 2013. A later budget compromise returned a portion of STA funding for fiscal years 2010 and 2011.

Fiscal year 2012 funding of \$19.5 million was included within the fiscal year 2013 CIP. Fiscal year 2013 funding is projected at \$19.7 million. The MTS board approved using \$14.7 million to fund 8 new S70 short light rail vehicles, \$2.6 million to be utilized as an additional pay down on the Dexia pension debt, \$1.8 million to replenish contingency reserves to the 10% balance target, and the remaining \$624,000 to be used for operations.

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 (\$1,320,000).

TransNet

In November of 2004, area voters approved a 40-year extension of the one-half cent sales tax original ordinance that was set to expire in 2008 (TransNet II). This approval had two impacts; first, it assured and slightly improved the original TransNet funding beyond 2008; second, the Bus Rapid Transit (BRT) and Superloop Programs would receive most of its funding from TransNet II.

For fiscal year 2013 (the fifth year under the extended TransNet II ordinance), TransNet operating support funding is \$22,847,000 and ADA funding is \$688,000. This totals \$23,535,000 for fiscal year 2013, which is an increase of \$1,785,000 (8.2 percent).

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For fiscal year 2013, these funds total \$459,000.

SANDAG provides funding, funded through FasTrak tolls, to operate the Interstate 15 Inland Breeze. The budgeted FasTrak funding supporting this operation totals \$1.0 million.

As part of the 4S Ranch development in Rancho Bernardo, developer mitigation fees were pooled to fund public transportation from the 4S Ranch area to Sorrento Valley. Fiscal year 2013 funding needed to provide this service totals \$210,000.

In April of 2009, MTS and North County Transit District (NCTD) reached an agreement regarding the sharing of the net operating subsidy for the Sorrento Valley Coaster Connection (SVCC). Fiscal year 2013, NCTD's portion of the funding needed to provide this service totals \$90,000.

The Internal Revenue Service (IRS) provided incentive rebates for the utilization of compressed natural gas (CNG) beginning with calendar year 2007 and expiring in December 2011. For the fiscal years 2007 through 2009 these funds were utilized in the capital budget. Beginning in fiscal year 2010, these funds were moved into the operating budget. For fiscal year 2013, these funds total \$789,000 and represent the final quarter's payment for this program.

Other Non-operating Revenue

Other non-operating revenue is detailed in Section 3.06.

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 2013 budgeted revenue from the lease/leaseback funds is \$7,572,000 and is used to make the lease payments.

Reserves

The MTS contingency reserve will be increased by \$1.8 million as part of the board approved plan for the fiscal year 2013 STA funding.

Taxicab Administration will be using \$77,000 of its reserves to fund the difference in operations between its budgeted fiscal year 2013 revenue and expenses.

The San Diego and Arizona Eastern (SD&AE) Railway Company will be adding \$16,000 to its reserves as total fiscal year 2013 revenues exceed fiscal year 2013 expenses.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 3.02**

	<u>ACTUAL FY11</u>	<u>AMENDED BUDGET FY12</u>	<u>PROPOSED BUDGET FY13</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	87,298,527	91,641,080	93,662,436	2,021,356	2.2%
ADVERTISING REVENUE	620,774	720,000	540,000	(180,000)	-25.0%
CONTRACT SERVICE REVENUE	129,244	0	0	0	-
OTHER INCOME	<u>4,611,714</u>	<u>4,754,355</u>	<u>4,770,806</u>	<u>16,451</u>	<u>0.3%</u>
TOTAL OPERATING REVENUE	92,660,259	97,115,435	98,973,242	1,857,807	1.9%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	38,114,007	38,402,528	41,565,787	3,163,259	8.2%
TRANSPORTATION DEVELOPMENT ACT (TDA)	53,604,950	65,341,898	65,123,146	(218,752)	-0.3%
STATE TRANSIT ASSISTANCE (STA)	12,737,970	1,697,468	5,023,765	3,326,297	196.0%
STATE REVENUE - OTHER	1,028,185	1,400,000	1,320,000	(80,000)	-5.7%
TRANSNET	20,438,427	21,749,413	23,534,650	1,785,237	8.2%
OTHER LOCAL SUBSIDIES	<u>4,878,950</u>	<u>4,749,394</u>	<u>2,548,074</u>	<u>(2,201,320)</u>	<u>-46.3%</u>
TOTAL SUBSIDY REVENUE	130,802,489	133,340,701	139,115,422	5,774,721	4.3%
OTHER REVENUE					
OTHER FUNDS	7,708,589	7,576,509	7,571,926	(4,583)	-0.1%
RESERVES REVENUE	<u>14,167</u>	<u>43,473</u>	<u>(1,740,011)</u>	<u>(1,783,484)</u>	<u>-4102.5%</u>
TOTAL OTHER REVENUE	7,722,756	7,619,982	5,831,915	(1,788,067)	-23.5%
TOTAL NON OPERATING REVENUE	<u>138,525,245</u>	<u>140,960,683</u>	<u>144,947,337</u>	<u>3,986,654</u>	<u>2.8%</u>
GRAND TOTAL REVENUES	<u>231,185,504</u>	<u>238,076,118</u>	<u>243,920,579</u>	<u>5,844,461</u>	<u>2.5%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PASSENGER REVENUE BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 3.03**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	26,055,592	27,812,569	28,403,719	591,150	2.1%
RAIL OPERATIONS - BASE	34,672,527	35,107,518	35,878,421	770,903	2.2%
MCS - FIXED ROUTE	22,177,470	23,905,997	24,414,436	508,439	2.1%
MCS - PARATRANSIT	1,858,556	1,901,248	1,985,095	83,848	4.4%
CHULA VISTA TRANSIT	2,534,382	2,913,748	2,980,764	67,016	2.3%
CORONADO FERRY	0	0	0	0	-
TOTAL PASSENGER REVENUE	87,298,527	91,641,080	93,662,436	2,021,356	2.2%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 3.04**

	<u>ACTUAL FY11</u>	<u>AMENDED BUDGET FY12</u>	<u>PROPOSED BUDGET FY13</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
ADVERTISING REVENUE					
ADMINISTRATIVE	<u>620,774</u>	<u>720,000</u>	<u>540,000</u>	<u>(180,000)</u>	<u>-25.0%</u>
TOTAL ADVERTISING REVENUE	<u>620,774</u>	<u>720,000</u>	<u>540,000</u>	<u>(180,000)</u>	<u>-25.0%</u>
CONTRACT SERVICE REVENUE					
BUS OPERATIONS	<u>129,244</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>
TOTAL CONTRACT REVENUE	<u>129,244</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>
OTHER INCOME					
BUS OPERATIONS	22,336	10,000	10,000	0	0.0%
RAIL OPERATIONS - BASE	527,570	664,549	666,980	2,431	0.4%
ADMINISTRATIVE	3,032,699	3,058,806	3,088,826	30,020	1.0%
LAND MANAGEMENT	849,975	881,000	865,000	(16,000)	-1.8%
TAXICAB	<u>179,135</u>	<u>140,000</u>	<u>140,000</u>	<u>0</u>	<u>0.0%</u>
TOTAL OTHER INCOME	<u>4,611,714</u>	<u>4,754,355</u>	<u>4,770,806</u>	<u>16,451</u>	<u>0.3%</u>
TOTAL OTHER OPERATING INCOME	<u><u>5,361,732</u></u>	<u><u>5,474,355</u></u>	<u><u>5,310,806</u></u>	<u><u>(163,549)</u></u>	<u><u>-3.0%</u></u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SUBSIDY REVENUE BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 3.05**

	<u>ACTUAL FY11</u>	<u>AMENDED BUDGET FY12</u>	<u>PROPOSED BUDGET FY13</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
FEDERAL					
FTA 5307 - PLANNING	141,751	74,000	0	(74,000)	-100.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	33,200,000	33,200,000	33,200,000	0	0.0%
FTA 5309 - PREVENTITIVE MAINTENANCE ADA	3,645,301	3,869,693	3,995,213	125,520	3.2%
FTA 5309 - PREVENTITIVE MAINTENANCE FUEL	0	0	2,959,280	2,959,280	-
JARC	691,660	823,998	976,457	152,459	18.5%
FTA 5311 / 5311(f) - RURAL	435,295	434,837	434,837	0	0.0%
TOTAL FEDERAL FUNDS	38,114,007	38,402,528	41,565,787	3,163,259	8.2%
TRANSPORTATION DEVELOPMENT ACT (TDA)					
TDA - ARTICLE 4.0 MTS AREA	50,267,537	61,094,667	60,833,611	(261,056)	-0.4%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	0	0	0	0	-
TDA - MATCH	0	0	0	0	-
TDA - ARTICLE 4.5 (ADA)	3,198,045	3,692,182	3,853,644	161,462	4.4%
TDA - ARTICLE 8.0	139,368	555,049	435,891	(119,158)	-21.5%
TOTAL TDA FUNDS	53,604,950	65,341,898	65,123,146	(218,752)	-0.3%
STATE TRANSIT ASSISTANCE (STA)					
STA - FORMULA	12,737,970	1,697,468	5,023,765	3,326,297	196.0%
TOTAL STA FUNDS	12,737,970	1,697,468	5,023,765	3,326,297	196.0%
STATE REVENUE - OTHER					
CALTRANS	31,317	0	0	0	-
MEDICAL	996,868	1,400,000	1,320,000	(80,000)	-5.7%
TOTAL STATE FUNDS	1,028,185	1,400,000	1,320,000	(80,000)	-5.7%
TRANSNET					
TRANSNET - 40% OPERATING SUPPORT	18,186,206	19,330,827	20,449,289	1,118,462	5.8%
TRANSNET - ACCESS ADA	627,530	658,643	688,000	29,357	4.5%
TRANSNET - SUPERLOOP	1,560,672	1,759,943	2,397,361	637,418	36.2%
TRANSNET - BRT	64,019	0	0	0	-
TOTAL TRANSNET FUNDS	20,438,427	21,749,413	23,534,650	1,785,237	8.2%
OTHER LOCAL					
CITY OF SAN DIEGO	459,102	459,102	459,102	0	0.0%
SANDAG - INLAND BREEZE	1,000,000	1,000,000	1,000,000	0	0.0%
SANDAG - 4S RANCH	129,893	157,089	210,030	52,941	33.7%
SANDAG - MURPHY CANYON	134,168	91,242	0	(91,242)	-100.0%
OTHER	110,143	78,288	89,516	11,228	14.3%
CNG REBATES	3,045,644	2,963,673	789,426	(2,174,247)	-73.4%
OTHER LOCAL FUNDS	4,878,950	4,749,394	2,548,074	(2,201,320)	-46.3%
TOTAL SUBSIDY REVENUE	130,802,489	133,340,701	139,115,422	5,774,721	4.3%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER NON OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 3.06**

	<u>ACTUAL FY11</u>	<u>AMENDED BUDGET FY12</u>	<u>PROPOSED BUDGET FY13</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OTHER FUNDS					
LEASE/LEASEBACK LEASE PAYMENT FUND	<u>7,708,589</u>	<u>7,576,509</u>	<u>7,571,926</u>	<u>(4,583)</u>	<u>-0.1%</u>
TOTAL OTHER FUNDS	<u>7,708,589</u>	<u>7,576,509</u>	<u>7,571,926</u>	<u>(4,583)</u>	<u>-0.1%</u>
RESERVES REVENUE					
MTS CONTINGENCY RESERVE	-	-	(1,800,000)	(1,800,000)	-
TAXICAB RESERVES	53,605	46,523	75,991	29,468	63.3%
SD&AE RESERVE	<u>(39,438)</u>	<u>(3,050)</u>	<u>(16,002)</u>	<u>(12,952)</u>	<u>424.7%</u>
TOTAL RESERVES REVENUE	<u>14,167</u>	<u>43,473</u>	<u>(1,740,011)</u>	<u>(1,783,484)</u>	<u>-4102.5%</u>
TOTAL OTHER NON OPERATING REVENUE	<u><u>7,722,756</u></u>	<u><u>7,619,982</u></u>	<u><u>5,831,915</u></u>	<u><u>(1,788,067)</u></u>	<u><u>-23.5%</u></u>

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2013
SECTION 4.01**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	87,298,527	91,641,080	93,662,436	2,021,356	2.2%
OTHER OPERATING INCOME	679,149	674,549	676,980	2,431	0.4%
TOTAL OPERATING REVENUES	87,977,676	92,315,629	94,339,416	2,023,787	2.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	127,342,709	124,794,263	136,226,450	11,432,187	9.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	3,411,427	3,290,292	1,088,972	(2,201,320)	-66.9%
TOTAL OTHER NON OPERATING REVENUE	3,411,427	3,290,292	1,088,972	(2,201,320)	-66.9%
TOTAL NON OPERATING REVENUE	130,754,136	128,084,555	137,315,422	9,230,867	7.2%
TOTAL COMBINED REVENUES	218,731,813	220,400,184	231,654,837	11,254,654	5.1%
OPERATING EXPENSES					
LABOR EXPENSES	51,732,044	53,762,390	56,363,126	2,600,736	4.8%
FRINGE EXPENSES	47,660,270	43,259,710	49,114,017	5,854,308	13.5%
TOTAL PERSONNEL EXPENSES	99,392,314	97,022,099	105,477,143	8,455,044	8.7%
SECURITY EXPENSES	104,369	97,613	102,000	4,387	4.5%
REPAIR/MAINTENANCE SERVICES	3,628,202	4,222,289	4,022,929	(199,360)	-4.7%
ENGINE AND TRANSMISSION REBUILD	1,182,531	1,508,500	1,697,412	188,912	12.5%
OTHER OUTSIDE SERVICES	2,407,181	2,492,487	2,430,831	(61,656)	-2.5%
PURCHASED TRANSPORTATION	53,671,318	54,874,847	56,195,010	1,520,163	2.8%
TOTAL OUTSIDE SERVICES	60,993,601	62,995,736	64,448,182	1,452,445	2.3%
LUBRICANTS	347,706	407,523	445,962	38,439	9.4%
TIRES	865,682	770,248	814,141	43,893	5.7%
OTHER MATERIALS AND SUPPLIES	6,268,245	6,568,145	7,101,511	533,366	8.1%
TOTAL MATERIALS AND SUPPLIES	7,481,634	7,745,917	8,361,615	615,698	7.9%
DIESEL FUEL	6,222,409	6,759,918	7,644,638	884,720	13.1%
CNG	7,164,158	7,300,398	6,045,105	(1,255,292)	-17.2%
TRACTION POWER	6,059,644	5,772,642	5,530,750	(241,892)	-4.2%
UTILITIES	2,716,008	2,637,506	2,595,842	(41,664)	-1.6%
TOTAL ENERGY	22,162,219	22,470,464	21,816,335	(654,129)	-2.9%
RISK MANAGEMENT	3,564,866	3,571,206	3,644,976	73,770	2.1%
GENERAL AND ADMINISTRATIVE	318,667	246,033	256,205	10,172	4.1%
DEBT SERVICE	2,219,157	1,891,236	1,714,460	(176,776)	-9.3%
VEHICLE / FACILITY LEASE	654,056	777,029	923,324	146,295	18.8%
TOTAL OPERATING EXPENSES	196,786,313	196,719,721	206,642,241	9,922,520	5.0%
NET OPERATING SUBSIDY	(108,808,637)	(104,404,092)	(112,302,825)	7,898,733	7.6%
OVERHEAD ALLOCATION	(21,945,498)	(23,680,464)	(25,012,597)	(1,332,133)	5.6%
ADJUSTED NET OPERATING SUBSIDY	(130,754,134)	(128,084,556)	(137,315,422)	9,230,866	7.2%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(1)	-	(1)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.02**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	26,055,592	27,812,569	28,403,719	591,150	2.1%
OTHER OPERATING INCOME	151,580	10,000	10,000	-	0.0%
TOTAL OPERATING REVENUES	26,207,172	27,822,569	28,413,719	591,150	2.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	64,590,649	59,733,647	69,187,765	9,454,118	15.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	3,045,644	2,963,673	789,426	(2,174,247)	-73.4%
TOTAL OTHER NON OPERATING REVENUE	3,045,644	2,963,673	789,426	(2,174,247)	-73.4%
TOTAL NON OPERATING REVENUE	67,636,293	62,697,320	69,977,191	7,279,871	11.6%
TOTAL COMBINED REVENUES	93,843,465	90,519,890	98,390,910	7,871,021	8.7%
OPERATING EXPENSES					
LABOR EXPENSES	29,427,170	30,726,602	32,854,033	2,127,431	6.9%
FRINGE EXPENSES	39,678,237	34,655,845	39,858,172	5,202,328	15.0%
TOTAL PERSONNEL EXPENSES	69,105,407	65,382,447	72,712,205	7,329,758	11.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	776,697	790,707	829,717	39,010	4.9%
ENGINE AND TRANSMISSION REBUILD	633,466	720,500	909,412	188,912	26.2%
OTHER OUTSIDE SERVICES	555,306	582,480	530,086	(52,394)	-9.0%
PURCHASED TRANSPORTATION	12,180	-	-	-	-
TOTAL OUTSIDE SERVICES	1,977,649	2,093,687	2,269,214	175,527	8.4%
LUBRICANTS	178,583	198,507	220,607	22,100	11.1%
TIRES	838,692	769,248	811,141	41,893	5.4%
OTHER MATERIALS AND SUPPLIES	3,390,942	3,564,042	3,718,727	154,686	4.3%
TOTAL MATERIALS AND SUPPLIES	4,408,216	4,531,797	4,750,476	218,678	4.8%
DIESEL FUEL	921,951	1,154,372	1,320,443	166,070	14.4%
CNG	4,235,897	4,033,189	3,381,273	(651,916)	-16.2%
TRACTION POWER	-	-	-	-	-
UTILITIES	572,826	589,651	609,000	19,349	3.3%
TOTAL ENERGY	5,730,674	5,777,213	5,310,716	(466,497)	-8.1%
RISK MANAGEMENT	2,051,021	1,775,259	1,798,810	23,551	1.3%
GENERAL AND ADMINISTRATIVE	126,487	139,293	146,143	6,851	4.9%
DEBT SERVICE	2,219,157	1,891,236	1,714,480	(176,776)	-9.3%
VEHICLE / FACILITY LEASE	230,095	241,391	285,255	43,864	18.2%
TOTAL OPERATING EXPENSES	85,848,706	81,832,322	88,987,279	7,154,957	8.7%
NET OPERATING SUBSIDY	(59,641,534)	(54,009,753)	(60,573,560)	6,563,807	12.2%
OVERHEAD ALLOCATION	(7,994,759)	(8,687,568)	(9,403,630)	(716,062)	8.2%
ADJUSTED NET OPERATING SUBSIDY	(67,636,293)	(62,697,321)	(69,977,190)	7,279,869	11.6%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.03**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	34,672,527	35,107,518	35,878,421	770,903	2.2%
OTHER OPERATING INCOME	527,570	664,549	666,980	2,431	0.4%
TOTAL OPERATING REVENUES	35,200,097	35,772,067	36,545,401	773,334	2.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	23,564,752	25,949,535	26,780,057	830,522	3.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	23,564,752	25,949,535	26,780,057	830,522	3.2%
TOTAL COMBINED REVENUES	58,764,848	61,721,602	63,325,458	1,603,856	2.6%
OPERATING EXPENSES					
LABOR EXPENSES	21,593,221	22,212,012	22,663,071	451,059	2.0%
FRINGE EXPENSES	7,652,465	8,336,293	8,983,573	647,280	7.8%
TOTAL PERSONNEL EXPENSES	29,245,685	30,548,305	31,646,644	1,098,339	3.6%
SECURITY EXPENSES	104,369	97,613	102,000	4,387	4.5%
REPAIR/MAINTENANCE SERVICES	2,685,575	3,267,289	3,028,345	(238,944)	-7.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	794,965	800,045	734,093	(65,952)	-8.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,584,909	4,164,946	3,864,438	(300,508)	-7.2%
LUBRICANTS	169,124	209,016	225,355	16,339	7.8%
TIRES	26,991	1,000	3,000	2,000	200.0%
OTHER MATERIALS AND SUPPLIES	2,870,629	2,993,154	3,371,784	378,631	12.6%
TOTAL MATERIALS AND SUPPLIES	3,066,743	3,203,170	3,600,139	396,989	12.4%
DIESEL FUEL	409,999	435,510	471,363	35,853	8.2%
CNG	-	-	-	-	-
TRACTION POWER	6,059,644	5,772,642	5,530,750	(241,892)	-4.2%
UTILITIES	2,052,188	1,955,603	1,891,234	(64,369)	-3.3%
TOTAL ENERGY	8,521,831	8,163,756	7,893,347	(270,409)	-3.3%
RISK MANAGEMENT	1,500,912	1,770,647	1,820,866	50,219	2.8%
GENERAL AND ADMINISTRATIVE	185,574	88,477	87,920	(557)	-0.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	178,318	240,680	339,650	98,970	41.1%
TOTAL OPERATING EXPENSES	46,283,973	48,179,981	49,253,003	1,073,023	2.2%
NET OPERATING SUBSIDY	(11,083,876)	(12,407,914)	(12,707,602)	299,688	2.4%
OVERHEAD ALLOCATION	(12,480,875)	(13,541,621)	(14,072,455)	(530,834)	3.9%
ADJUSTED NET OPERATING SUBSIDY	(23,564,751)	(25,949,535)	(26,780,057)	830,523	3.2%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.04**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	22,177,470	23,905,997	24,414,436	508,439	2.1%
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	22,177,470	23,905,997	24,414,436	508,439	2.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	23,900,276	23,803,885	24,192,301	388,416	1.6%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	264,061	248,331	210,030	(38,301)	-15.4%
TOTAL OTHER NON OPERATING REVENUE	264,061	248,331	210,030	(38,301)	-15.4%
TOTAL NON OPERATING REVENUE	24,164,338	24,052,216	24,402,331	350,115	1.5%
TOTAL COMBINED REVENUES	46,341,808	47,958,213	48,816,767	858,553	1.8%
OPERATING EXPENSES					
LABOR EXPENSES	303,684	430,852	439,503	8,651	2.0%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	303,684	430,852	439,503	8,651	2.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	105,474	84,505	84,668	163	0.2%
ENGINE AND TRANSMISSION REBUILD	479,572	700,000	700,000	-	0.0%
OTHER OUTSIDE SERVICES	515,103	463,632	533,261	69,629	15.0%
PURCHASED TRANSPORTATION	38,274,721	39,304,231	40,141,918	837,687	2.1%
TOTAL OUTSIDE SERVICES	39,374,870	40,552,368	41,459,847	907,479	2.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	4,800	4,800	-	0.0%
TOTAL MATERIALS AND SUPPLIES	-	4,800	4,800	-	0.0%
DIESEL FUEL	2,807,711	2,977,531	3,580,471	602,940	20.2%
CNG	2,833,901	2,980,971	2,246,465	(734,505)	-24.6%
TRACTION POWER	-	-	-	-	-
UTILITIES	2,860	3,710	3,688	(22)	-0.6%
TOTAL ENERGY	5,644,472	5,962,212	5,830,624	(131,587)	-2.2%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,107	4,057	4,045	(12)	-0.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	26,211	16,836	18,419	1,584	9.4%
TOTAL OPERATING EXPENSES	45,350,345	46,971,125	47,767,239	786,114	1.7%
NET OPERATING SUBSIDY	(23,172,875)	(23,065,127)	(23,342,803)	277,676	1.2%
OVERHEAD ALLOCATION	(991,463)	(987,090)	(1,059,529)	(72,439)	7.3%
ADJUSTED NET OPERATING SUBSIDY	(24,164,338)	(24,052,217)	(24,402,332)	350,115	1.5%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	(1)	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.05**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	1,858,556	1,901,248	1,985,095	83,848	4.4%
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	1,858,556	1,901,248	1,985,095	83,848	4.4%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	11,233,587	11,355,153	12,037,947	682,794	6.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	101,722	78,288	89,516	11,228	14.3%
TOTAL OTHER NON OPERATING REVENUE	101,722	78,288	89,516	11,228	14.3%
TOTAL NON OPERATING REVENUE	11,335,309	11,433,441	12,127,463	694,022	6.1%
TOTAL COMBINED REVENUES	13,193,864	13,334,689	14,112,559	777,870	5.8%
OPERATING EXPENSES					
LABOR EXPENSES	109,735	135,740	149,336	13,596	10.0%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	109,735	135,740	149,336	13,596	10.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	237,745	322,237	308,847	(13,390)	-4.2%
PURCHASED TRANSPORTATION	10,185,040	10,043,589	10,728,891	685,302	6.8%
TOTAL OUTSIDE SERVICES	10,422,785	10,365,826	11,037,738	671,912	6.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	2,077,107	2,185,509	2,266,002	80,493	3.7%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,257	889	960	71	8.0%
TOTAL ENERGY	2,078,364	2,186,398	2,266,962	80,564	3.7%
RISK MANAGEMENT	7,650	15,300	15,300	-	0.0%
GENERAL AND ADMINISTRATIVE	3,184	4,725	9,162	4,437	93.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	219,431	278,123	280,000	1,877	0.7%
TOTAL OPERATING EXPENSES	12,841,148	12,986,111	13,758,498	772,387	5.9%
NET OPERATING SUBSIDY	(10,982,593)	(11,084,864)	(11,773,403)	688,539	6.2%
OVERHEAD ALLOCATION	(352,716)	(348,577)	(354,061)	(5,483)	1.6%
ADJUSTED NET OPERATING SUBSIDY	(11,335,309)	(11,433,441)	(12,127,464)	694,022	6.1%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.06**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	2,534,382	2,913,748	2,980,764	67,016	2.3%
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	2,534,382	2,913,748	2,980,764	67,016	2.3%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	3,569,897	3,446,951	3,516,250	69,299	2.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	3,569,897	3,446,951	3,516,250	69,299	2.0%
TOTAL COMBINED REVENUES	6,104,279	6,360,699	6,497,014	136,316	2.1%
OPERATING EXPENSES					
LABOR EXPENSES	298,235	257,184	257,184	(0)	0.0%
FRINGE EXPENSES	140,888	78,892	83,592	4,700	6.0%
TOTAL PERSONNEL EXPENSES	439,123	336,076	340,776	4,700	1.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	60,456	79,789	80,200	411	0.5%
ENGINE AND TRANSMISSION REBUILD	69,494	88,000	88,000	(0)	0.0%
OTHER OUTSIDE SERVICES	148,562	168,593	169,044	451	0.3%
PURCHASED TRANSPORTATION	5,060,009	5,166,116	5,156,251	(9,865)	-0.2%
TOTAL OUTSIDE SERVICES	5,338,521	5,502,497	5,493,495	(9,003)	-0.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	6,674	6,150	6,200	50	0.8%
TOTAL MATERIALS AND SUPPLIES	6,674	6,150	6,200	50	0.8%
DIESEL FUEL	5,640	6,997	6,360	(637)	-9.1%
CNG	94,361	286,238	417,367	131,129	45.8%
TRACTION POWER	-	-	-	-	-
UTILITIES	86,876	87,652	90,960	3,307	3.8%
TOTAL ENERGY	186,877	380,886	514,687	133,800	35.1%
RISK MANAGEMENT	5,083	10,000	10,000	-	0.0%
GENERAL AND ADMINISTRATIVE	2,315	9,481	8,935	(546)	-5.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	5,978,593	6,245,091	6,374,092	129,001	2.1%
NET OPERATING SUBSIDY	(3,444,211)	(3,331,343)	(3,393,328)	61,985	1.9%
OVERHEAD ALLOCATION	(125,885)	(115,608)	(122,923)	(7,315)	6.3%
ADJUSTED NET OPERATING SUBSIDY	(3,569,896)	(3,446,951)	(3,516,250)	69,299	2.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.07**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	139,368	160,911	167,949	7,038	4.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	139,368	160,911	167,949	7,038	4.4%
TOTAL COMBINED REVENUES	139,368	160,911	167,949	7,038	4.4%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	139,368	160,911	167,949	7,038	4.4%
TOTAL OUTSIDE SERVICES	139,368	160,911	167,949	7,038	4.4%
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	139,368	160,911	167,949	7,038	4.4%
NET OPERATING SUBSIDY	(139,368)	(160,911)	(167,949)	7,038	4.4%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(139,368)	(160,911)	(167,949)	7,038	4.4%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.08**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
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	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL NON OPERATING REVENUE	<u>344,180</u>	<u>344,180</u>	<u>344,180</u>	<u>-</u>	<u>0.0%</u>
TOTAL COMBINED REVENUES	<u>344,180</u>	<u>344,180</u>	<u>344,180</u>	<u>-</u>	<u>0.0%</u>
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	188,680	188,680	188,680	-	0.0%
TOTAL PERSONNEL EXPENSES	<u>188,680</u>	<u>188,680</u>	<u>188,680</u>	<u>-</u>	<u>0.0%</u>
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	<u>155,500</u>	<u>155,500</u>	<u>155,500</u>	<u>-</u>	<u>0.0%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
RISK MANAGEMENT	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GENERAL AND ADMINISTRATIVE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DEBT SERVICE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
VEHICLE / FACILITY LEASE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL OPERATING EXPENSES	<u>344,180</u>	<u>344,180</u>	<u>344,180</u>	<u>-</u>	<u>0.0%</u>
NET OPERATING SUBSIDY	<u>(344,180)</u>	<u>(344,180)</u>	<u>(344,180)</u>	<u>-</u>	<u>0.0%</u>
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	<u>(344,180)</u>	<u>(344,180)</u>	<u>(344,180)</u>	<u>-</u>	<u>0.0%</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 4.09**

	PERSONNEL FY13	OUTSIDE SERVICES FY13
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	188,680	155,500
Grand Total		344,180

Personnel costs are to reimburse cities for staff time and overhead spent
Outside services costs are for the maintenance of bus benches, bus stop

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 5.01**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	3,653,473	3,778,806	3,628,826	(149,980)	-4.0%
TOTAL OPERATING REVENUES	3,653,473	3,778,806	3,628,826	(149,980)	-4.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	43,601	5,256,146	1,800,000	(3,456,146)	-65.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	(1,800,000)	(1,800,000)	-
OTHER INCOME	7,713,341	7,576,508	7,571,926	(4,582)	-0.1%
TOTAL OTHER NON OPERATING REVENUE	7,713,341	7,576,508	5,771,926	(1,804,582)	-23.8%
TOTAL NON OPERATING REVENUE	7,756,942	12,832,654	7,571,926	(5,260,728)	-41.0%
TOTAL COMBINED REVENUES	11,410,415	16,611,460	11,200,752	(5,410,708)	-32.6%
OPERATING EXPENSES					
LABOR EXPENSES	11,024,515	9,766,978	10,199,556	432,578	4.4%
FRINGE EXPENSES	2,822,969	4,702,972	5,123,622	420,650	8.9%
TOTAL PERSONNEL EXPENSES	13,847,484	14,469,950	15,323,178	853,229	5.9%
SECURITY EXPENSES	5,608,354	5,973,877	6,015,081	41,204	0.7%
REPAIR/MAINTENANCE SERVICES	42,841	52,186	57,333	5,147	9.9%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,080,798	3,795,207	3,925,738	130,530	3.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	8,731,993	9,821,270	9,998,152	176,881	1.8%
LUBRICANTS	-	-	-	-	-
TIRES	5,296	21,770	10,000	(11,770)	-54.1%
OTHER MATERIALS AND SUPPLIES	11,141	11,850	11,725	(125)	-1.1%
TOTAL MATERIALS AND SUPPLIES	16,437	33,620	21,725	(11,895)	-35.4%
DIESEL FUEL	151,259	156,745	159,918	3,173	2.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	501,463	438,039	470,394	32,355	7.4%
TOTAL ENERGY	652,722	594,784	630,312	35,527	6.0%
RISK MANAGEMENT	539,081	395,172	379,088	(16,083)	-4.1%
GENERAL AND ADMINISTRATIVE	1,239,081	1,433,936	1,424,729	(9,208)	-0.6%
DEBT SERVICE	8,429,894	8,307,394	8,321,538	14,144	0.2%
VEHICLE / FACILITY LEASE	163,584	146,127	215,434	69,307	47.4%
TOTAL OPERATING EXPENSES	33,620,275	35,202,254	36,314,156	1,111,901	3.2%
NET OPERATING SUBSIDY	(29,966,802)	(31,423,448)	(32,685,330)	1,261,881	4.0%
OVERHEAD ALLOCATION	22,028,187	23,772,940	25,113,404	1,340,463	5.6%
ADJUSTED NET OPERATING SUBSIDY	(7,938,615)	(7,650,508)	(7,571,926)	(78,582)	-1.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(181,673)	5,182,146	-	5,182,146	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS BUDGET
FISCAL YEAR 2013
SECTION 5.02**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	867	1,000	750	(250)	-25.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	867	1,000	750	(250)	-25.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	72,619	70,200	67,750	(2,450)	-3.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	73,485	71,200	68,500	(2,700)	-3.8%
NET OPERATING SUBSIDY	(73,485)	(71,200)	(68,500)	(2,700)	-3.8%
OVERHEAD ALLOCATION	76,440	71,200	68,500	(2,700)	-3.8%
ADJUSTED NET OPERATING SUBSIDY	2,955	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	2,955	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS ADMINISTRATION BUDGET
FISCAL YEAR 2013
SECTION 5.03**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	143,003	143,889	137,370	(6,519)	-4.5%
FRINGE EXPENSES	1,954	10,894	17,413	6,519	59.8%
TOTAL PERSONNEL EXPENSES	144,956	154,783	154,783	-	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	25	-	100	100	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	25	-	100	100	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	308	-	300	300	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	145,289	154,783	155,183	400	0.3%
NET OPERATING SUBSIDY	(145,289)	(154,783)	(155,183)	400	0.3%
OVERHEAD ALLOCATION	144,252	154,783	155,183	400	0.3%
ADJUSTED NET OPERATING SUBSIDY	(1,037)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(1,037)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS BENCH/SHELTER BUDGET
FISCAL YEAR 2013
SECTION 5.04**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	838,998	841,548	843,800	2,252	0.3%
TOTAL OPERATING REVENUES	838,998	841,548	843,800	2,252	0.3%
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	838,998	841,548	843,800	2,252	0.3%
OPERATING EXPENSES					
LABOR EXPENSES	178,328	150,000	120,000	(30,000)	-20.0%
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	178,328	150,000	120,000	(30,000)	-20.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,360	1,500	1,000	(500)	-33.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,360	1,500	1,000	(500)	-33.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	3,184	3,000	2,000	(1,000)	-33.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	649	-	100	100	-
TOTAL ENERGY	3,833	3,000	2,100	(900)	-30.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	464	500	-	(500)	-100.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	185,985	155,000	123,100	(31,900)	-20.6%
NET OPERATING SUBSIDY	653,013	686,548	720,700	(34,152)	5.0%
OVERHEAD ALLOCATION	(612,745)	(686,548)	(720,700)	(34,152)	5.0%
ADJUSTED NET OPERATING SUBSIDY	40,268	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	40,268	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE BUDGET
FISCAL YEAR 2013
SECTION 5.05**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	533,318	482,564	508,450	25,886	5.4%
FRINGE EXPENSES	5,239	40,889	63,184	22,295	54.5%
TOTAL PERSONNEL EXPENSES	538,557	523,454	571,634	48,180	9.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,518	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	2,518	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,894	2,000	1,000	(1,000)	-50.0%
TOTAL ENERGY	1,894	2,000	1,000	(1,000)	-50.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	29,187	31,200	31,500	300	1.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	572,156	556,654	604,134	47,480	8.5%
NET OPERATING SUBSIDY	(572,156)	(556,654)	(604,134)	47,480	8.5%
OVERHEAD ALLOCATION	516,571	556,654	604,134	47,480	8.5%
ADJUSTED NET OPERATING SUBSIDY	(55,585)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(55,585)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE BUDGET
FISCAL YEAR 2013
SECTION 5.06**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	1,360,878	1,264,142	1,231,642	(32,500)	-2.6%
FRINGE EXPENSES	13,126	102,899	154,816	51,917	50.5%
TOTAL PERSONNEL EXPENSES	1,374,003	1,367,041	1,386,458	19,418	1.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	4,272	4,000	5,000	1,000	25.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	4,272	4,000	5,000	1,000	25.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	165	150	(15)	-9.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,957	1,989	2,000	11	0.5%
TOTAL ENERGY	1,957	2,154	2,150	(4)	-0.2%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	6,947	10,393	19,850	9,457	91.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,387,178	1,383,589	1,413,458	29,870	2.2%
NET OPERATING SUBSIDY	(1,387,178)	(1,383,589)	(1,413,458)	29,870	2.2%
OVERHEAD ALLOCATION	1,345,591	1,383,589	1,413,458	29,870	2.2%
ADJUSTED NET OPERATING SUBSIDY	(41,587)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(41,587)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FRINGE BENEFITS BUDGET
FISCAL YEAR 2013
SECTION 5.07**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	3,814,487	4,881,416	5,037,146	155,730	3.2%
TOTAL PERSONNEL EXPENSES	3,814,487	4,881,416	5,037,146	155,730	3.2%
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	727	582	2,100	1,518	260.8%
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	3,815,214	4,881,998	5,039,246	157,248	3.2%
NET OPERATING SUBSIDY	(3,815,214)	(4,881,998)	(5,039,246)	157,248	3.2%
OVERHEAD ALLOCATION	4,076,609	4,881,998	5,039,246	157,248	3.2%
ADJUSTED NET OPERATING SUBSIDY	261,395	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	261,395	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
GENERAL EXPENSES BUDGET
FISCAL YEAR 2013
SECTION 5.08**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	465,313	7,800	6,500	(1,300)	-16.7%
FRINGE EXPENSES	(877,507)	(1,036,160)	(949,981)	86,180	-8.3%
TOTAL PERSONNEL EXPENSES	(412,194)	(1,028,360)	(943,481)	84,880	-8.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	34,077	46,886	43,588	(3,298)	-7.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	715,578	915,994	887,181	(28,813)	-3.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	749,654	962,880	930,769	(32,111)	-3.3%
LUBRICANTS	-	-	-	-	-
TIRES	365	14,620	3,000	(11,620)	-79.5%
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	365	14,620	3,000	(11,620)	-79.5%
DIESEL FUEL	2,624	2,760	3,132	372	13.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	465,231	401,100	434,700	33,600	8.4%
TOTAL ENERGY	467,855	403,860	437,832	33,972	8.4%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	838,611	883,346	763,146	(120,200)	-13.6%
DEBT SERVICE	8,429,894	8,307,394	8,321,538	14,144	0.2%
VEHICLE / FACILITY LEASE	163,584	146,127	215,434	69,307	47.4%
TOTAL OPERATING EXPENSES	10,237,769	9,689,868	9,728,238	38,370	0.4%
NET OPERATING SUBSIDY	(10,237,769)	(9,689,868)	(9,728,238)	38,370	0.4%
OVERHEAD ALLOCATION	9,905,383	9,689,868	9,728,238	38,370	0.4%
ADJUSTED NET OPERATING SUBSIDY	(332,386)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(332,386)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
HUMAN RESOURCES BUDGET
FISCAL YEAR 2013
SECTION 5.09**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	1,033,386	989,607	880,879	(108,728)	-11.0%
FRINGE EXPENSES	11,103	86,475	107,257	20,782	24.0%
TOTAL PERSONNEL EXPENSES	1,044,489	1,076,082	988,136	(87,946)	-8.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	438,488	385,945	415,880	29,935	7.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	438,488	385,945	415,880	29,935	7.8%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	33	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,785	2,000	2,000	-	0.0%
TOTAL ENERGY	2,818	2,000	2,000	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	5,510	16,700	17,360	660	4.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,491,308	1,480,726	1,423,376	(57,351)	-3.9%
NET OPERATING SUBSIDY	(1,491,306)	(1,480,726)	(1,423,376)	(57,351)	-3.9%
OVERHEAD ALLOCATION	1,388,721	1,480,726	1,423,376	(57,351)	-3.9%
ADJUSTED NET OPERATING SUBSIDY	(102,585)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(102,585)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INFORMATION TECHNOLOGY BUDGET
FISCAL YEAR 2013
SECTION 5.10**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	949,648	934,804	1,229,773	294,968	31.6%
FRINGE EXPENSES	9,831	50,371	108,270	57,899	114.9%
TOTAL PERSONNEL EXPENSES	959,479	985,176	1,338,043	352,867	35.8%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	370	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,016,369	1,254,021	1,285,333	31,312	2.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,016,739	1,254,021	1,285,333	31,312	2.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	72	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,883	12,600	12,600	-	0.0%
TOTAL ENERGY	6,955	12,600	12,600	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	133,460	223,300	273,300	50,000	22.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	2,116,633	2,475,097	2,909,276	434,179	17.5%
NET OPERATING SUBSIDY	(2,116,633)	(2,475,097)	(2,909,276)	434,179	17.5%
OVERHEAD ALLOCATION	2,161,809	2,475,097	2,909,276	434,179	17.5%
ADJUSTED NET OPERATING SUBSIDY	45,176	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	45,176	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LAND MANAGEMENT BUDGET
FISCAL YEAR 2013
SECTION 5.11**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,547,171	1,501,955	1,557,026	55,072	3.7%
TOTAL OPERATING REVENUES	1,547,171	1,501,955	1,557,026	55,072	3.7%
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	1,547,171	1,501,955	1,557,026	55,072	3.7%
OPERATING EXPENSES					
LABOR EXPENSES	179,076	172,497	159,967	(12,531)	-7.3%
FRINGE EXPENSES	3,599	19,350	30,933	11,583	59.9%
TOTAL PERSONNEL EXPENSES	182,675	191,848	190,900	(947)	-0.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	(170,039)	106,000	151,000	45,000	42.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	(170,039)	106,000	151,000	45,000	42.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,807	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	5,807	-	-	-	-
DIESEL FUEL	127	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	12,075	11,000	11,000	-	0.0%
TOTAL ENERGY	12,202	11,000	11,000	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	13,553	21,000	20,500	(500)	-2.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	44,198	329,848	373,400	43,553	13.2%
NET OPERATING SUBSIDY	1,502,973	1,172,107	1,183,626	(11,519)	1.0%
OVERHEAD ALLOCATION	(1,480,471)	(1,172,107)	(1,183,626)	(11,519)	1.0%
ADJUSTED NET OPERATING SUBSIDY	22,502	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	22,502	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LEGAL BUDGET
FISCAL YEAR 2013
SECTION 5.12**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	176,136	159,606	156,197	(3,409)	-2.1%
FRINGE EXPENSES	644	12,084	19,800	7,716	63.9%
TOTAL PERSONNEL EXPENSES	176,780	171,690	175,997	4,307	2.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	269,010	196,600	185,500	(11,100)	-5.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	269,010	196,600	185,500	(11,100)	-5.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	93	120	960	840	700.0%
TOTAL ENERGY	93	120	960	840	700.0%
RISK MANAGEMENT	8,371	-	-	-	-
GENERAL AND ADMINISTRATIVE	6,734	13,254	17,550	4,296	32.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	460,988	381,664	380,007	(1,657)	-0.4%
NET OPERATING SUBSIDY	(460,988)	(381,664)	(380,007)	(1,657)	-0.4%
OVERHEAD ALLOCATION	441,326	381,664	380,007	(1,657)	-0.4%
ADJUSTED NET OPERATING SUBSIDY	(19,662)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(19,662)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MARKETING BUDGET
FISCAL YEAR 2013
SECTION 5.13**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	567	-	-	-	-
TOTAL OPERATING REVENUES	567	-	-	-	-
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	567	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	542,536	542,684	582,782	40,098	7.4%
FRINGE EXPENSES	4,852	45,744	73,874	28,130	61.5%
TOTAL PERSONNEL EXPENSES	547,389	588,428	656,656	68,228	11.6%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	1,016	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	569,425	690,000	775,000	85,000	12.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	570,441	690,000	775,000	85,000	12.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	37	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,792	-	-	-	-
TOTAL ENERGY	1,829	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	15,251	12,000	50,000	38,000	316.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,134,909	1,290,428	1,481,656	191,228	14.8%
NET OPERATING SUBSIDY	(1,134,342)	(1,290,428)	(1,481,656)	191,228	14.8%
OVERHEAD ALLOCATION	1,426,693	1,290,428	1,481,656	191,228	14.8%
ADJUSTED NET OPERATING SUBSIDY	292,351	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	292,351	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PLANNING BUDGET
FISCAL YEAR 2013
SECTION 5.14**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	34,987	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL NON OPERATING REVENUE	<u>34,987</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL COMBINED REVENUES	<u>34,987</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
OPERATING EXPENSES					
LABOR EXPENSES	539,911	537,551	524,969	(12,582)	-2.3%
FRINGE EXPENSES	3,235	47,203	66,545	19,343	41.0%
TOTAL PERSONNEL EXPENSES	<u>543,146</u>	<u>584,754</u>	<u>591,514</u>	<u>6,760</u>	<u>1.2%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	62,949	66,500	28,000	(38,500)	-57.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	<u>62,949</u>	<u>66,500</u>	<u>28,000</u>	<u>(38,500)</u>	<u>-57.9%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
RISK MANAGEMENT	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GENERAL AND ADMINISTRATIVE	<u>6,001</u>	<u>5,200</u>	<u>10,900</u>	<u>5,700</u>	<u>109.6%</u>
DEBT SERVICE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
VEHICLE / FACILITY LEASE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL OPERATING EXPENSES	<u>612,096</u>	<u>656,454</u>	<u>630,414</u>	<u>(26,040)</u>	<u>-4.0%</u>
NET OPERATING SUBSIDY	<u>(612,096)</u>	<u>(656,454)</u>	<u>(630,414)</u>	<u>(26,040)</u>	<u>-4.0%</u>
OVERHEAD ALLOCATION	639,129	656,454	630,414	(26,040)	-4.0%
ADJUSTED NET OPERATING SUBSIDY	<u>27,033</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>62,020</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PURCHASING BUDGET
FISCAL YEAR 2013
SECTION 5.15**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	585,976	520,782	610,994	90,212	17.3%
FRINGE EXPENSES	4,361	60,572	77,450	16,878	27.9%
TOTAL PERSONNEL EXPENSES	590,337	581,354	688,444	107,090	18.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,034	43,350	30,544	(12,806)	-29.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	20,034	43,350	30,544	(12,806)	-29.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	10	-	-	-	-
TOTAL ENERGY	10	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	9,630	9,300	5,700	(3,600)	-38.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	620,012	634,004	724,688	90,684	14.3%
NET OPERATING SUBSIDY	(620,012)	(634,004)	(724,688)	90,684	14.3%
OVERHEAD ALLOCATION	656,608	634,004	724,688	90,684	14.3%
ADJUSTED NET OPERATING SUBSIDY	36,596	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	36,596	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET
FISCAL YEAR 2013
SECTION 5.16**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,266,736	1,435,304	1,228,000	(207,304)	-14.4%
TOTAL OPERATING REVENUES	1,266,736	1,435,304	1,228,000	(207,304)	-14.4%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	(124,713)	5,256,146	1,800,000	(3,456,146)	-65.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	(1,800,000)	(1,800,000)	-
OTHER INCOME	7,713,341	7,576,508	7,571,926	(4,582)	-0.1%
TOTAL OTHER NON OPERATING REVENUE	7,713,341	7,576,508	5,771,926	(1,804,582)	-23.8%
TOTAL NON OPERATING REVENUE	7,588,628	12,832,654	7,571,926	(5,260,728)	-41.0%
TOTAL COMBINED REVENUES	8,855,364	14,267,957	8,799,926	(5,468,031)	-38.3%
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	1,266,736	1,435,304	1,228,000	207,304	-14.4%
OVERHEAD ALLOCATION	(9,034,865)	(9,085,812)	(8,799,926)	285,886	-3.1%
ADJUSTED NET OPERATING SUBSIDY	(7,768,129)	(7,650,508)	(7,571,926)	(78,582)	-1.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(179,501)	5,182,148	-	5,182,148	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RISK BUDGET
FISCAL YEAR 2013
SECTION 5.17**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	271,119	218,534	225,639	7,105	3.3%
FRINGE EXPENSES	1,930	19,749	28,602	8,853	44.8%
TOTAL PERSONNEL EXPENSES	273,049	238,283	254,241	15,958	6.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	29,855	15,000	35,000	20,000	133.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	29,855	15,000	35,000	20,000	133.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	44	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,031	1,010	-	(1,010)	-100.0%
TOTAL ENERGY	1,075	1,010	-	(1,010)	-100.0%
RISK MANAGEMENT	502,982	367,580	349,988	(17,601)	-4.8%
GENERAL AND ADMINISTRATIVE	-	1,700	3,000	1,300	76.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	808,961	623,583	642,229	18,647	3.0%
NET OPERATING SUBSIDY	(808,961)	(623,583)	(642,229)	18,647	3.0%
OVERHEAD ALLOCATION	724,144	623,583	642,229	18,647	3.0%
ADJUSTED NET OPERATING SUBSIDY	(82,817)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(82,817)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SECURITY BUDGET
FISCAL YEAR 2013
SECTION 5.18**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	133,327	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	133,327	-	-	-	-
TOTAL COMBINED REVENUES	133,327	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	2,031,178	1,832,578	1,894,992	62,415	3.4%
FRINGE EXPENSES	17,892	252,920	236,884	(16,037)	-6.3%
TOTAL PERSONNEL EXPENSES	2,049,069	2,085,498	2,131,876	46,378	2.2%
SECURITY EXPENSES	5,606,271	5,971,877	6,013,081	41,204	0.7%
REPAIR/MAINTENANCE SERVICES	7,379	5,300	11,745	6,445	121.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	87,520	83,795	92,390	8,595	10.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	5,701,170	6,060,972	6,117,216	56,244	0.9%
LUBRICANTS	-	-	-	-	-
TIRES	4,931	7,150	7,000	(150)	-2.1%
OTHER MATERIALS AND SUPPLIES	3,279	6,000	4,500	(1,500)	-25.0%
TOTAL MATERIALS AND SUPPLIES	8,210	13,150	11,500	(1,650)	-12.5%
DIESEL FUEL	142,931	148,000	151,736	3,736	2.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,577	4,000	4,000	-	0.0%
TOTAL ENERGY	149,508	152,000	155,736	3,736	2.5%
RISK MANAGEMENT	27,000	27,000	27,000	-	0.0%
GENERAL AND ADMINISTRATIVE	33,045	48,125	36,225	(11,900)	-24.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	7,968,001	8,386,745	8,479,553	92,808	1.1%
NET OPERATING SUBSIDY	(7,868,001)	(8,386,745)	(8,479,553)	92,808	1.1%
OVERHEAD ALLOCATION	7,708,853	8,386,745	8,479,553	92,808	1.1%
ADJUSTED NET OPERATING SUBSIDY	(259,148)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(125,821)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STORES BUDGET
FISCAL YEAR 2013
SECTION 5.19**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	1,001,720	892,978	922,487	29,510	3.3%
FRINGE EXPENSES	7,336	130,325	123,362	(6,964)	-5.3%
TOTAL PERSONNEL EXPENSES	1,009,057	1,023,303	1,045,849	22,546	2.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	23,468	27,039	27,500	461	1.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	23,468	27,039	27,500	461	1.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,056	5,450	7,225	1,775	32.6%
TOTAL MATERIALS AND SUPPLIES	2,056	5,450	7,225	1,775	32.6%
DIESEL FUEL	2,207	2,820	2,900	80	2.8%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	2,220	2,034	(186)	-8.4%
TOTAL ENERGY	2,207	5,040	4,934	(106)	-2.1%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	9,118	8,210	23,285	15,075	183.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,045,905	1,069,042	1,108,792	39,750	3.7%
NET OPERATING SUBSIDY	(1,045,905)	(1,069,042)	(1,108,792)	39,750	3.7%
OVERHEAD ALLOCATION	1,023,235	1,069,042	1,108,792	39,750	3.7%
ADJUSTED NET OPERATING SUBSIDY	(22,670)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(22,670)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TELEPHONE INFORMATION SERVICES BUDGET
FISCAL YEAR 2013
SECTION 5.20**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	821,732	698,923	774,045	75,122	10.7%
FRINGE EXPENSES	(203,285)	(60,021)	(103,365)	(43,344)	72.2%
TOTAL PERSONNEL EXPENSES	618,447	638,902	670,680	31,778	5.0%
SECURITY EXPENSES	154	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,262	4,463	5,000	537	12.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	3,416	4,463	5,000	537	12.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	(20,850)	(9,858)	(10,145)	(289)	2.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	601,014	633,609	665,535	32,026	5.1%
NET OPERATING SUBSIDY	(601,014)	(633,609)	(665,535)	32,026	5.1%
OVERHEAD ALLOCATION	603,381	633,609	665,535	32,026	5.1%
ADJUSTED NET OPERATING SUBSIDY	2,367	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	2,367	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TRANSIT STORE BUDGET
FISCAL YEAR 2013
SECTION 5.21**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ 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	211,257	218,036	232,869	14,833	6.8%
FRINGE EXPENSES	4,172	38,263	31,432	(6,830)	-17.9%
TOTAL PERSONNEL EXPENSES	215,429	256,299	264,302	8,003	3.1%
SECURITY EXPENSES	1,929	2,000	2,000	-	0.0%
REPAIR/MAINTENANCE SERVICES	-	-	2,000	2,000	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,838	-	560	560	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	5,766	2,000	4,560	2,560	128.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	400	-	(400)	-100.0%
TOTAL MATERIALS AND SUPPLIES	-	400	-	(400)	-100.0%
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	486	-	-	-	-
TOTAL ENERGY	486	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	79,494	89,364	94,508	5,144	5.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	301,175	348,063	363,370	15,307	4.4%
NET OPERATING SUBSIDY	(301,175)	(348,063)	(363,370)	15,307	4.4%
OVERHEAD ALLOCATION	317,523	348,063	363,370	15,307	4.4%
ADJUSTED NET OPERATING SUBSIDY	16,348	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	16,348	-	-	-	0.0%

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET SUMMARY
FISCAL YEAR 2013
SECTION 6.01**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,029,110	1,021,000	1,005,000	(16,000)	-1.6%
TOTAL OPERATING REVENUES	1,029,110	1,021,000	1,005,000	(16,000)	-1.6%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	14,167	43,473	59,989	16,516	38.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	14,167	43,473	59,989	16,516	38.0%
TOTAL NON OPERATING REVENUE	14,167	43,473	59,989	16,516	38.0%
TOTAL COMBINED REVENUES	1,043,276	1,064,473	1,064,989	516	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	579,963	549,413	545,193	(4,220)	-0.8%
FRINGE EXPENSES	58,572	112,451	146,290	33,839	30.1%
TOTAL PERSONNEL EXPENSES	638,535	661,864	691,483	29,618	4.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	13,821	13,000	9,600	(3,400)	-26.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	165,446	145,108	117,000	(28,108)	-19.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	179,266	158,108	126,600	(31,508)	-19.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	900	4,500	5,000	500	11.1%
TOTAL MATERIALS AND SUPPLIES	900	4,500	5,000	500	11.1%
DIESEL FUEL	4,186	6,600	7,100	500	7.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	4,764	6,000	5,000	(1,000)	-16.7%
TOTAL ENERGY	8,949	12,600	12,100	(500)	-4.0%
RISK MANAGEMENT	30,291	27,100	22,300	(4,800)	-17.7%
GENERAL AND ADMINISTRATIVE	102,646	107,825	106,700	(1,125)	-1.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	960,588	971,997	964,183	(7,815)	-0.8%
NET OPERATING SUBSIDY	68,521	49,003	40,817	8,185	-16.7%
OVERHEAD ALLOCATION	(82,688)	(92,476)	(100,807)	(8,330)	9.0%
ADJUSTED NET OPERATING SUBSIDY	(14,167)	(43,473)	(59,989)	16,516	38.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TAXICAB BUDGET
FISCAL YEAR 2013
SECTION 6.02**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	849,975	881,000	865,000	(16,000)	-1.8%
TOTAL OPERATING REVENUES	849,975	881,000	865,000	(16,000)	-1.8%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	53,605	46,523	75,991	29,468	63.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	53,605	46,523	75,991	29,468	63.3%
TOTAL NON OPERATING REVENUE	53,605	46,523	75,991	29,468	63.3%
TOTAL COMBINED REVENUES	903,580	927,523	940,991	13,468	1.5%
OPERATING EXPENSES					
LABOR EXPENSES	497,778	473,413	463,995	(9,418)	-2.0%
FRINGE EXPENSES	56,608	110,601	146,290	35,689	32.3%
TOTAL PERSONNEL EXPENSES	554,386	584,014	610,285	26,271	4.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	13,821	13,000	9,600	(3,400)	-26.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	140,757	115,108	97,000	(18,108)	-15.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	154,577	128,108	106,600	(21,508)	-16.8%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	900	4,500	5,000	500	11.1%
TOTAL MATERIALS AND SUPPLIES	900	4,500	5,000	500	11.1%
DIESEL FUEL	4,186	6,600	7,100	500	7.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	4,764	6,000	5,000	(1,000)	-16.7%
TOTAL ENERGY	8,949	12,600	12,100	(500)	-4.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	102,080	105,825	106,200	375	0.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	820,892	835,047	840,185	5,138	0.6%
NET OPERATING SUBSIDY	29,083	45,953	24,815	21,138	-46.0%
OVERHEAD ALLOCATION	(82,688)	(92,476)	(100,807)	(8,330)	9.0%
ADJUSTED NET OPERATING SUBSIDY	(53,605)	(46,523)	(75,991)	29,468	63.3%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET
FISCAL YEAR 2013
SECTION 6.03**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	179,135	140,000	140,000	-	0.0%
TOTAL OPERATING REVENUES	179,135	140,000	140,000	-	0.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(39,438)	(3,050)	(16,002)	(12,952)	424.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(39,438)	(3,050)	(16,002)	(12,952)	424.7%
TOTAL NON OPERATING REVENUE	(39,438)	(3,050)	(16,002)	(12,952)	424.7%
TOTAL COMBINED REVENUES	139,696	136,950	123,998	(12,952)	-9.5%
OPERATING EXPENSES					
LABOR EXPENSES	82,185	76,000	81,198	5,198	6.8%
FRINGE EXPENSES	1,964	1,850	-	(1,850)	-100.0%
TOTAL PERSONNEL EXPENSES	84,149	77,850	81,198	3,348	4.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	24,689	30,000	20,000	(10,000)	-33.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	24,689	30,000	20,000	(10,000)	-33.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	30,291	27,100	22,300	(4,800)	-17.7%
GENERAL AND ADMINISTRATIVE	567	2,000	500	(1,500)	-75.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	139,696	136,950	123,998	(12,952)	-9.5%
NET OPERATING SUBSIDY	39,438	3,050	16,002	(12,952)	424.7%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	39,438	3,050	16,002	(12,952)	424.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Summary of Debt-Service Activities Proposed Budget Fiscal Year 2013 Section 7.01

Overview

This section reviews the debt service and lease/leaseback activities of MTS's operating budget. There are three different MTS financing programs: MTS Tower, 1995 light rail vehicle (LRV) lease/leaseback, and the 2004 pension obligation bonds.

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 \$750,000 for fiscal year 2013. Debt-service payments run through 2020. This annual expense is offset to some degree by approximately \$285,000 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.

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 2013 is \$7,572,000 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.

Debt service for the fixed rate bonds for fiscal year 2013 is \$3,153,000. This amount is budgeted in MTS bus operations with \$1,323,000 (interest component) budgeted in debt service and \$1,830,000 (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 funds.

The second part encompasses Series B variable rate bonds (\$38,800,000). MTS refinanced these bonds in 2009, paying down the balance by \$8,800,000 and obtaining a five year variable loan from Dexia for \$30,000,000. MTS paid a total of \$17,200,000 of debt service in through fiscal year 2012 and anticipates making an additional \$5,200,000 in fiscal year 2012, leaving a remaining balance of \$7,600,000. The debt service for fiscal year 2013 is \$7,600,000 and will retire this debt.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
DEBT SERVICE SCHEDULE
FISCAL YEARS 2013 - 2033
SECTION 7.02**

Fiscal Year	1995 LRV Leaseback (Debt Service)	MTS Tower (Operations)	2004 Fixed Pension Obligation (Operations)	2009 Variable Pension Obligation (Operations)	Grand Total MTS Debt Service
2013	7,571,925	749,612	3,152,800	7,600,000	19,074,336
2014	7,566,990	736,704	3,153,882	-	11,457,576
2015	5,689,623	750,550	3,154,100	-	9,594,273
2016	8,947,150	731,665	3,152,065	-	12,830,880
2017	10,164,233	739,617	3,152,884	-	14,056,734
2018	9,515,874	743,537	3,153,500	-	13,412,911
2019	9,491,982	744,055	3,153,671	-	13,389,708
2020	9,799,027	372,148	3,154,074	-	13,325,249
2021	11,425,068	-	3,154,015	-	14,579,083
2022	11,737,712	-	3,156,746	-	14,894,458
2023	12,192,239	-	3,156,881	-	15,349,121
2024	12,162,881	-	1,892,509	-	14,055,390
2025	12,131,266	-	-	-	12,131,266
2026	1,412,525	-	-	-	1,412,525
2027	-	-	-	-	0
2028	-	-	-	-	0
2029	-	-	-	-	0
2030	-	-	-	-	0
2031	-	-	-	-	0
2032	-	-	-	-	0
2033	-	-	-	-	0
Total	129,808,496	5,567,888	36,587,127	7,600,000	179,563,510

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Summary of Significant Capital Activities Proposed Budget Fiscal Year 2013 Section 8.01

Development of the MTS Fiscal Year 2013 CIP

The CIP process began in October 2011 with the "call for projects". Each MTS agency, MTS Administration, San Diego Transit Corporation, San Diego Trolley, Inc., Chula Vista Transit and SANDAG, submitted its capital project requests in priority order. The lists were consolidated for review by Finance staff. A meeting of members of the CIP Budget Development Committee was held to review and to develop a CIP recommendation for fiscal year 2013 ensuring that operationally critical projects were funded. The Chief Executive Officer approved the prioritization of those capital requests. The fiscal year 2013 MTS Capital Improvement Program (CIP) was approved by the MTS Board of Directors on March 15, 2012, sections 2.05 and 2.06 detail the approved fiscal year 2013 CIP.

The recommended CIP assumes \$41.5 million for preventive maintenance. The remaining projects compete for the balance of available funding after the preventive maintenance has been taken into consideration.

The capital project list in Section 2.06 represents the five-year, unconstrained need for the MTS operators. After the most critical projects for fiscal year 2013 were funded, the remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. The fiscal year 2013 funding levels represent 65.0 percent of the total project needs after funding preventative maintenance.

Of the \$74.9 million available after Preventative Maintenance, ADA eligible operating expenses and SANDAG Planning Studies, \$35.3 million (47 percent) has been dedicated to revenue vehicle fleet replacement and \$29.5 million (39 percent) has been dedicated to the development of major facility and construction projects.

Section 8.03 lists the descriptions of MTS administered projects that were determined to be the most critical to fund for the upcoming fiscal year. These projects are funded with \$13.7 million in federal funds. The remaining amount for capital projects is funded with various non-federal funds totaling \$33.1 million. As a result the remaining \$28.1 million of capital funding has been dedicated to SANDAG administered construction projects which have been omitted from Section 8.03.

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, FTA guidelines allow a grantee to allocate a maximum of 10% of Section 5307 Formula funds to be used for operating costs associated with providing Para transit service as a complement to MTS fixed route service.

Our fiscal year 2013 allocation for the MTS Section 5307 Program is \$40.0 million. This would be matched with local funds of \$10.0 million. This program would provide an estimated \$50.0 million to fund fiscal year 2013 MTS and SANDAG capital projects, preventative maintenance, and eligible ADA expenses.

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 2013, the Section 5309 Funds allocated to MTS is \$13.4 million. These Section 5309 Program funds are matched with local funds of \$3.4 million, which translates into \$16.8 million to fund fiscal year 2013 preventative maintenance.

Additional FY13 Funding:

An additional \$900,000 in federal Sections 5307 was 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 \$225,000, which means that this program would provide an additional \$1.1 million to fund fiscal year 2013 capital projects.

Prior to finalizing the recommendation, all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded, while prior year capital programming remains tied up and unused. As a result of this review, staff identified and transferred \$4.9 million to the fiscal year 2013 CIP.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
THROUGH FISCAL YEAR 2013
SECTION 8.02**

Project Number	Project Title	Funded Budget Through FY13	Expenses Through April 2012	Remaining Budget Through FY12	FUNDING SOURCES							
					5307	5309	TDA	TransNet	STA	TSGP	Prop 1B	Non Federal Transfer/ Others
11185	LRV Interior/Exterior Rehabilitation	\$ 3,100	\$ 2,699	\$ 281	\$ 683	\$ 1,685	\$ 732	\$ -	\$ -	\$ -	\$ -	\$ -
11167	LRV Tires	3,630	2,904	722	1,593	1,248	710	-	79	-	-	-
11183	System Rail, Tie and Ballast	1,295	976	180	404	588	323	-	-	-	-	-
11184	Bus Video Cameras	5,364	3,982	(24)	1,126	-	504	-	60	2,474	1,200	-
11200	Misc. Capital with no Federal Funding	1,595	483	463	-	-	888	-	386	-	-	313
11206	Rail Profile Grinding	1,838	1,496	(183)	540	778	520	-	-	-	-	-
11213	SDTC KMD Building Improvements	254	166	88	195	-	49	-	11	-	-	-
11214	LRV HVAC Overhaul	3,429	211	-	2,380	363	686	-	-	-	-	-
11216	LRV Electronic Components	1,540	1,031	-	360	584	596	-	-	-	-	-
11223	LRV Station CCTV Components (Phase 2)	2,049	1,756	(35)	-	-	38	-	-	511	1,500	-
11251	LRV Gearbox Overhaul Kits	2,500	1,767	250	1,600	400	500	-	-	-	-	-
11254	LRV Brake Overhaul	2,525	952	495	640	500	1,385	-	-	-	-	-
11255	Broadway WYE Switch Machines	155	150	4	-	80	20	-	55	-	-	-
11263	Signal Event Recorder Upgrade	78	77	1	62	16	-	-	-	-	-	-
11267	LRV Procurement	240,000	139,594	5,073	-	-	21,017	98,536	9,834	-	102,873	7,741
11271	LRV On Board CCTV	4,794	2,322	899	-	-	338	-	-	1,758	2,700	-
11272	SBMF Acquisition	9,236	9,236	-	5,487	-	3,448	-	300	-	-	-
11277	Enhance Infrastructure	201	-	-	-	-	-	-	-	-	201	-
11278	APC's for Trolley	1,500	960	19	1,200	-	300	-	-	-	-	-
11280	MTS CNG Station Improvements- IAD, KMD,	6,014	6,014	1	2,816	1,565	1,448	-	-	-	-	186
11286	IAD Bus Wash Replacement	450	-	450	329	-	121	-	-	-	-	-
11290	RTMS Expansion	3,235	-	2,037	-	800	1,435	-	-	-	-	1,000
11294	Building A- roll up door replacement	100	16	34	-	-	50	-	-	-	-	50
11299	Escalator and Elevator Capital expenses	500	38	125	-	-	250	-	-	-	-	250
11300	Transit Center Signage Project	200	-	200	-	-	200	-	-	-	-	-
11301	Building A- A/C and heating replacement	265	44	48	-	-	265	-	-	-	-	-
11302	SD-100 Main Breaker Replacement	650	75	575	520	-	130	-	-	-	-	-
11303	PG Auto Land Acquisition	1,626	1,626	-	-	-	1,626	-	-	-	-	-
11304	Buffer/ Coupler Overhaul (SD-100)	1,480	-	-	788	-	712	-	-	-	-	-
11305	Keamey Mesa ADA Land Acquisition- Holland	7,736	7,762	(59)	-	-	7,588	-	168	-	-	-
11306	Para-Transit Vehicles	6,811	3,675	188	5,449	-	1,362	-	-	-	-	-
11307	NEW IT System	2,600	12	1,288	982	-	1,618	-	-	-	-	-
11309	New Wheel Truing Machine/ Wheel scan	2,850	120	1,586	1,760	-	1,090	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
THROUGH FISCAL YEAR 2013
SECTION 8.02**

Project Number	Project Title	Funded Budget Through FY13	Expenses Through April 2012	Remaining Budget Through FY12	FUNDING SOURCES							
					5307	5309	TDA	TransNet	STA	TSGP	Prop 1B	Non Federal Transfer/ Others
11310	Metropolitan Transit System Bus Replacement	38,348	11,959	24	22,939	3,000	8,480	-	-	-	-	1,928
11311	Regional Scheduling System Upgrade	1,000	-	1,000	-	-	1,000	-	-	-	-	-
11312	RTMS Back Office Upgrade	1,000	-	1,000	-	-	1,000	-	-	-	-	-
11314	La Mesa Village Trolley Access Improvement	420	-	420	336	-	84	-	-	-	-	-
11315	Network Infrastructure	890	83	18	-	-	890	-	-	-	-	-
11316	La Mesa Boulevard Bus Shelters	70	62	8	56	-	14	-	-	-	-	-
11318	Teleinfo - Interactive Voice Response System	130	-	130	-	-	130	-	-	-	-	-
11319	Cyber Security Project	100	30	70	-	-	-	-	-	100	-	-
11320	Compass Card	635	-	-	264	-	371	-	-	-	-	-
11321	Barrier System at SYTC	458	-	457	-	-	-	-	-	458	-	-
11322	CCI Handheld Units	458	-	458	-	-	-	-	-	458	-	-
11323	Transit Store Security Improvement	100	-	100	-	-	-	-	-	100	-	-
11324	CCTV System Upgrade	1,764	8	1,756	-	-	-	-	-	1,764	-	-
11325	iLON Replacement	80	-	-	-	-	-	-	-	-	-	80
11326	Track Tamping Machine Upgrade	30	-	-	-	-	30	-	-	-	-	-
11327	Portable Compressor	20	-	-	-	-	20	-	-	-	-	-
11328	SD100 Traction Motor Overhaul	660	-	-	-	-	660	-	-	-	-	-
11329	S70 Passenger Window Retrofit	660	-	-	-	-	660	-	-	-	-	-
11330	MVE/Orange Line Signal Print Verification	500	-	-	-	-	207	-	-	-	-	293
11331	PCIDs for Station Renewal	495	-	-	-	-	377	-	-	-	-	118
11332	SD100 Operator Seats Replacement	325	-	-	-	-	325	-	-	-	-	-
11333	ADA and Rural RCS Radio Replacement	320	-	-	-	-	-	-	-	-	-	320
11334	Roof Replacement on Building B and C	200	-	-	-	-	200	-	-	-	-	-
11335	Facilities Station Cleaning Equipment Replacement	150	-	-	-	-	-	-	-	-	-	150
11336	TransitWatch Re-write	75	-	-	-	-	75	-	-	-	-	-
11337	MTS (IAD) Sever Room HVAC Improvements	60	-	-	-	-	60	-	-	-	-	-
11338	Electric Utility Shop Vehicle	15	-	-	-	-	15	-	-	-	-	-
11419	MCS Medium/Small DART fixed buses	3,702	3,698	5	1,260	-	315	-	1,669	-	-	458
ADA PM	FY13 ADA CAPITAL EXPENSES	3,995	-	-	3,995	-	-	-	-	-	-	-
PM	FY13 PREVENTATIVE MAINTENANCE	41,500	-	-	17,699	13,437	8,300	-	-	-	-	2,084
TOTAL		\$ 415,757	\$ 205,982	\$ 20,130	\$ 75,443	\$ 25,024	\$ 73,148	\$ 98,536	\$ 12,561	\$ 7,623	\$ 108,474	\$ 14,950

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2013
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 coinciding agency and monitored by MTS administration.

Project	Title	Budget (\$'000's)	Federal	Local	Other	Project Manager
11165	<u>LRV Body Rehabilitation</u> This project allows for LRVs will undergo paint and body rehabilitation.	\$ 140	\$ -	\$ 140	\$ -	Lee Summerlott
11200	<u>Misc. Capital</u> This project provides for unforeseen the completion of capital projects throughout the year.	250	-	250	-	Paul Jablonski
11206	<u>Rail Grinding</u> The LRV line tracks will be designed for custom profile for the purpose of extending the life of the rails.	190	-	190	-	Fred Byle
11216	<u>Light Rail Vehicle Electronic Components</u> This project will rehabilitate or replace electrical components on the LRV fleet.	360	-	360	-	Lee Summerlott
11254	<u>LRV Brake Overhaul</u> This project will facilitate the rehabilitation of brakes on LRVs.	300	-	300	-	Lee Summerlott
11267	<u>LRV Procurement</u> This project will procurement 57 lowfloor LRVs.	15,723	-	15,723	-	Paul Jablonski
11290	<u>RTMS South Bay and East County Divisions</u> This project will provide dispatch equipment, automatic vehicle location system, and automated passenger counters for South Bay.	1,000	-	1,000	-	Stevan White
11294	<u>Building A Rollup Door Replacements</u> The replacement of the rollup overhead doors in Trolley building A.	50	-	50	-	Fred Byle
11299	<u>Elevator and Escalator Modifications</u> This project will provide replace escalator and elevator equipment at various transit locations.	250	-	250	-	Fred Byle
11301	<u>Building "A" Air-condition and Heater Replacement</u> This project will provide for the procurement and installation of a replacement air conditioning and heating system for Trolley building A.	140	-	140	-	Fred Byle
11306	<u>Paratransit Vehicles</u> This project provides for the purchase of replacement of ADA buses and vans for the Para transit bus fleet.	2,940	2,352	588	-	Dan McCaslin
11307	<u>New IT System</u> This project will allow for the procurement of a new agency wide technology system.	1,300	982	318	-	Stevan White
11309	<u>New Wheel Truing Machine - construction</u> This project will replace the current wheel truing machine in service.	650	-	650	-	Michael Diana
11310	<u>MTS Bus Replacement</u> This project provides for the purchase of replacement buses for the bus fleet.	16,689	10,392	6,297	-	Claire Spielberg
11315	<u>Network Infrastructure</u> This project will replace aging network infrastrutue equipment to support application service delivery throughout MTS building facilities.	510	-	510	-	Stevan White
11321	<u>Barrier System at SYTC</u> This project will install fencing and turnstiles at San Ysidro Station.	458	-	458	-	Bill Burke
11322	<u>CCI Handheld Units</u> This project will procure hardware and software for handheld units code compliance inspectors.	458	-	458	-	Bill Burke
11323	<u>Transit Store Security Improvement</u> This project will make security improvement for our Transit Store.	100	-	100	-	Frank Doucette
11324	<u>CCTV System Upgrade</u> This project will upgrade our existing CCTV System.	1,764	-	1,764	-	Michael Diana
11325	<u>iLON Replacement</u> This project will provide upgradeand recertification service for the iLON fire safety system at SDSU trolley station.	80	-	80	-	Stevan White
11326	<u>Track Tamping Machine Upgrade</u>	30	-	30	-	Fred Byle

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2013
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 coinciding agency and monitored by MTS administration.

Project	Title	Budget (\$'000's)			Project Manager
		Federal	Local	Other	
	This project will upgrade laser lining system on the track tamping machine.				
11327	<u>Portable Compressor</u> The project is for purchase of a portable compressor.	20	20	-	Fred Byle
11328	<u>SD100 Traction Motor overhaul</u> This project will overhaul of SD100 Traction motors.	660	660	-	Lee Summerhoff
11329	<u>S70 Passenger Window Retrofit</u> This project will retrofit S70 Bonded Windows with Non Bonded Windows.	660	660	-	Lee Summerhoff
11330	<u>MVE / Orange Line Signal Print Verification & Revisions</u> This project will upgrade crossing approaches, signals, and update drawings.	500	500	-	Fred Byle
11331	<u>PCIDs For Station Renewal</u> This project will procure additional Platform Card Interface Device at stations.	495	495	-	Scott Donnell
11332	<u>SD100 Operator Seats Replacement</u> This project will replace the operator seats for our SD100 fleet.	325	325	-	Tom Tupita
11333	<u>ADA and Rural RCS Radio Replacement</u> This project will replace radios for ADA and Rural buses.	320	320	-	Dan McCaslin
11334	<u>Roof replacement on Builds B and C</u> This project will repair leaky roofs on SDTI building B and C.	200	200	-	Fred Byle
11335	<u>Facilities Station Cleaning Equipment Replacement</u> This project will replace 3 scrubbers, one vacuum reclaim, 4 power washers.	150	150	-	Fred Byle
11336	<u>TransitWatch re-write</u> This project will rewrite the TransitWatch software.	75	75	-	Stevan White
11337	<u>MTS (IAD) Server Room HVAC Improvements</u> This project will upgrade the HVAC system for IAD Server room.	60	60	-	Frank Doucette
11338	<u>Electric Utility Shop Vehicle</u> This project will procure a electric vehicle for the utility shop.	15	15	-	Andy Trujillo
Totals		\$ 46,861	\$ 33,135	\$ -	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2013
SECTION 9.01**

	<u>Federal</u>	<u>TDA</u>	<u>STA</u>	<u>State - Other</u>	<u>TransNet</u>	<u>Other Local</u>	<u>Other Non Operating</u>	<u>Reserves/ Carryovers</u>	<u>Total</u>
SDTC	20,820,293	27,019,056	3,223,765	-	17,846,650	1,067,426	-	-	69,977,190
SDTI	13,436,963	8,343,094	-	-	5,000,000	-	-	-	26,780,057
MCS 801 - South Central	1,473,063	11,279,296	-	-	-	-	-	-	12,752,359
MCS 802 - JARC Otay	264,572	269,705	-	-	-	-	-	-	534,277
MCS 803 - JARC Mid City	158,427	160,109	-	-	-	-	-	-	318,537
MCS 820 - East County	-	6,420,414	-	-	-	-	-	-	6,420,414
MCS 830 - Commuter Express	-	267,942	-	-	-	1,210,030	-	-	1,477,972
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	2,077,878	-	-	-	-	-	-	2,077,878
MCS 840 - Regional Transit Center Maintenance	-	246,668	-	-	-	-	-	-	246,668
MCS 850 - ADA Access	4,977,632	4,564,734	-	1,320,000	688,000	181,102	-	-	11,731,467
MCS 856 - ADA Certification	-	216,964	-	-	-	-	-	-	216,964
MCS 875 - Coaster Connection	-	89,516	-	-	-	89,516	-	-	179,032
MCS 880 - Rural	434,837	139,390	-	-	-	-	-	-	574,227
Chula Vista Transit	-	3,516,250	-	-	-	-	-	-	3,516,250
Coronado Ferry	-	167,949	-	-	-	-	-	-	167,949
Administrative Pass Thru	-	344,180	-	-	-	-	-	-	344,180
Subtotal Operations	41,565,787	65,123,146	3,223,765	1,320,000	23,534,650	2,548,074	-	-	137,315,422
Taxicab	-	-	-	-	-	-	-	75,991	75,991
SD&AE	-	-	-	-	-	-	-	(16,002)	(16,002)
Subtotal Other Activities	-	-	-	-	-	-	-	59,989	59,989
Administrative	-	-	1,800,000	-	-	-	7,571,926	(1,800,000)	7,571,926
Grand Total	41,565,787	65,123,146	5,023,765	1,320,000	23,534,650	2,548,074	7,571,926	(1,740,011)	144,947,337

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2013
SECTION 9.02**

	FTA 5307 Planning	FTA 5307 Preventative Maintenance	JARC	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA	TDA Article 8.0	STA Formula
SDTC	-	20,266,835	553,458	-	27,019,056	-	-	3,223,765
SDTI	-	13,436,963	-	-	8,343,094	-	-	-
MCS 801 - South Central	-	1,473,063	-	-	11,279,296	-	-	-
MCS 802 - JARC Olay	-	-	264,572	-	269,705	-	-	-
MCS 803 - JARC Mid City	-	-	158,427	-	160,109	-	-	-
MCS 820 - East County	-	-	-	-	6,420,414	-	-	-
MCS 830 - Commuter Express	-	-	-	-	0	-	267,942	-
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	2,077,878	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	246,668	-	-	-
MCS 850 - ADA Access	-	4,977,632	-	-	928,053	3,636,680	-	-
MCS 856 - ADA Certification	-	-	-	-	-	216,964	-	-
MCS 875 - Coaster Connection	-	-	-	-	89,516	-	-	-
MCS 880 - Rural	-	-	-	434,837	139,390	-	-	-
Chula Vista Transit	-	-	-	-	3,516,250	-	-	-
Coronado Ferry	-	-	-	-	-	-	167,949	-
Administrative Pass Thru	-	-	-	-	344,180	-	-	-
Subtotal Operations	-	40,154,493	976,457	434,837	60,833,611	3,853,644	435,891	3,223,765
Taxicab	-	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	-	-	1,800,000
Grand Total	0	40,154,493	976,457	434,837	60,833,611	3,853,644	435,891	5,023,765

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2013
SECTION 9.02

	<u>Medical</u>	<u>TransNet Operating 40%</u>	<u>TransNet Access ADA</u>	<u>TransNet SuperLoop</u>	<u>City of San Diego</u>	<u>SANDAG Inland Breeze</u>	<u>Other 4S Ranch</u>	<u>Other Local</u>
SDTC	-	15,449,289	-	2,397,361	278,000	-	-	-
SDTI	-	5,000,000	-	-	-	-	-	-
MCS 801 - South Central	-	-	-	-	-	-	-	-
MCS 802 - JARC Otay	-	-	-	-	-	-	-	-
MCS 803 - JARC Mid City	-	-	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	-	-	-	-
MCS 830 - Commuter Express	-	-	-	-	-	1,000,000	210,030	-
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-	-
MCS 850 - ADA Access	1,320,000	-	688,000	-	181,102	-	-	-
MCS 856 - ADA Certification	-	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-	89,516
MCS 880 - Rural	-	-	-	-	-	-	-	-
Chula Vista Transit	-	-	-	-	-	-	-	-
Coronado Ferry	-	-	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-	-
Subtotal Operations	1,320,000	20,449,289	688,000	2,397,361	459,102	1,000,000	210,030	89,516
Taxicab	-	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	-	-	-
Grand Total	<u>1,320,000</u>	<u>20,449,289</u>	<u>688,000</u>	<u>2,397,361</u>	<u>459,102</u>	<u>1,000,000</u>	<u>210,030</u>	<u>89,516</u>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2013
SECTION 9.02

	CNG Credits	Other Non Operating	Reserves/ Carryovers	Total
SDTC	789,426	-	-	69,977,190
SDTI	-	-	-	26,780,057
MCS 801 - South Central	-	-	-	12,752,359
MCS 802 - JARC Otay	-	-	-	534,277
MCS 803 - JARC Mid City	-	-	-	318,537
MCS 820 - East County	-	-	-	6,420,414
MCS 830 - Commuter Express	-	-	-	1,477,972
MCS 831 - Murphy Canyon	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	2,077,878
MCS 840 - Regional Transit Center Maintenance	-	-	-	246,668
MCS 850 - ADA Access	-	-	-	11,731,467
MCS 856 - ADA Certification	-	-	-	216,964
MCS 875 - Coaster Connection	-	-	-	179,032
MCS 880 - Rural	-	-	-	574,227
Chula Vista Transit	-	-	-	3,516,250
Coronado Ferry	-	-	-	167,949
Administrative Pass Thru	-	-	-	344,180
Subtotal Operations	789,426	-	-	137,315,422
Taxicab	-	-	75,991	75,991
SD&AE	-	-	(16,002)	(16,002)
Subtotal Other Activities	-	-	59,989	59,989
Administrative	-	7,571,926	(1,800,000)	7,571,926
Grand Total	789,426	7,571,926	(1,740,011)	144,947,337

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>MTS Consolidated</u>		
Operating Revenue		
Passenger Revenue	93,662,436	40100-40990
Advertising Revenue	540,000	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	4,770,806	41600-42990
Total Operating Revenue	98,973,242	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	40,154,493	45125
FTA - JARC	978,457	45170
FTA 5311 - Rural	234,837	45190
FTA 5311(f) - Rural	200,000	45195
Total Federal Revenue	41,565,787	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	60,833,611	46110
TDA - Article 4.5 (ADA)	3,853,644	46120
TDA - Article 8.0	435,891	46130
Total TDA Revenue	65,123,146	
TransNet Revenue		
TransNet - 40% Operating Support	20,449,289	47110
TransNet - Access ADA	688,000	47130
TransNet - SuperLoop	2,397,361	47140
Total TransNet Revenue	23,534,650	
State Transit Assistance (STA) Revenue		
STA - Formula	5,023,765	46220
Total STA Revenue	5,023,765	
Other State Revenue		
MediCal	1,320,000	46340
Total Other State Revenue	1,320,000	
Other Local Revenue		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	210,030	48115
City of San Diego	459,102	48120
Other Local	89,516	48140
CNG Credits	789,426	48140
Total Other Local Revenue	2,548,074	
Total Subsidy Revenue	139,115,422	
Other Funds / Reserves		
Lease/Leaseback Income	7,571,926	49110
Contingency Reserves	(1,800,000)	49510
Other Reserves	-	
Carryovers	59,989	
Total Other Funds / Reserves	5,831,915	
Total Non Operating Revenue	144,947,337	
Total Revenue	243,920,579	
Total Expenses	243,920,579	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Administrative</u>		
Operating Revenue		
Passenger Revenue		40100-40990
Advertising Revenue	540,000	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	3,088,828	41600-42990
Total Operating Revenue	3,628,828	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	48110
TDA - Article 4.5 (ADA)		48120
TDA - Article 8.0		48130
Total TDA Revenue	-	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula	1,800,000	46220
Total STA Revenue	1,800,000	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	1,800,000	
Other Funds / Reserves		
Lease/Leaseback Income	7,571,928	49110
Contingency Reserves	(1,800,000)	49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	5,771,928	
Total Non Operating Revenue	7,571,928	
Total Revenue	11,200,752	
Total Expenses	11,200,752	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Operations Consolidated</u>		
Operating Revenue		
Passenger Revenue	93,662,438	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	676,980	41600-42990
Total Operating Revenue	94,339,418	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	40,154,493	45125
FTA - JARC	976,457	45170
FTA 5311 - Rural	234,837	45190
FTA 5311(f) - Rural	200,000	45195
Total Federal Revenue	41,565,787	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	60,833,811	46110
TDA - Article 4.5 (ADA)	3,853,644	46120
TDA - Article 8.0	435,891	46130
Total TDA Revenue	65,123,146	
TransNet Revenue		
TransNet - 40% Operating Support	20,449,289	47110
TransNet - Access ADA	688,000	47130
TransNet - SuperLoop	2,397,361	47140
Total TransNet Revenue	23,534,650	
State Transit Assistance (STA) Revenue		
STA - Formula	3,223,765	46220
Total STA Revenue	3,223,765	
Other State Revenue		
MediCal	1,320,000	46340
Total Other State Revenue	1,320,000	
Other Local Revenue		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	210,030	48115
City of San Diego	459,102	48120
Other Local	89,516	48140
CNG Credits	789,426	48140
Total Other Local Revenue	2,548,074	
Total Subsidy Revenue	137,316,422	
Other Funds / Reserves		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	137,316,422	
Total Revenue	231,654,837	
Total Expenses	231,654,838	
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	INTERNAL MTS CODE
<u>Bus Operations (San Diego Transit Corp)</u>		
Operating Revenue		
Passenger Revenue	28,403,719	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	10,000	41600-42990
Total Operating Revenue	28,413,719	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	20,266,835	45125
FTA - JARC	553,458	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	20,820,293	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	27,019,056	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	27,019,056	
TransNet Revenue		
TransNet - 40% Operating Support	15,449,289	47110
TransNet - Access ADA		47130
TransNet - SuperLoop	2,397,361	47140
Total TransNet Revenue	17,846,650	
State Transit Assistance (STA) Revenue		
STA - Formula	3,223,765	46220
Total STA Revenue	3,223,765	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego	278,000	48120
Other Local		48140
CNG Credits	789,426	48140
Total Other Local Revenue	1,067,426	
Total Subsidy Revenue	69,977,180	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	69,977,180	
Total Revenue	98,390,910	
Total Expenses	98,390,909	
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	INTERNAL MTS CODE
<u>Rail Operations (San Diego Trolley)</u>		
Operating Revenue		
Passenger Revenue	35,878,421	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	666,980	41600-42990
Total Operating Revenue	36,545,401	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	13,436,963	45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	13,436,963	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	8,343,094	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	8,343,094	
TransNet Revenue		
TransNet - 40% Operating Support	5,000,000	47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	5,000,000	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	26,780,057	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	26,780,057	
Total Revenue	63,325,458	
Total Expenses	63,325,458	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations Consolidated</u>		
Operating Revenue		
Passenger Revenue	26,399,531	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41600-42990
Total Operating Revenue	26,399,531	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	6,450,695	45125
FTA - JARC	423,000	45170
FTA 5311 - Rural	234,837	45190
FTA 5311(f) - Rural	200,000	45195
Total Federal Revenue	7,308,531	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	21,611,030	46110
TDA - Article 4.5 (ADA)	3,853,644	46120
TDA - Article 8.0	267,942	46130
Total TDA Revenue	25,732,616	
TransNet Revenue		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	688,000	47130
TransNet - SuperLoop	-	47140
Total TransNet Revenue	688,000	
State Transit Assistance (STA) Revenue		
STA - Formula	-	48220
Total STA Revenue	-	
Other State Revenue		
MediCal	1,320,000	46340
Total Other State Revenue	1,320,000	
Other Local Revenue		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	210,030	48115
City of San Diego	181,102	48120
Other Local	89,516	48140
CNG Credits	-	48140
Total Other Local Revenue	1,480,648	
Total Subsidy Revenue	36,529,795	
Other Funds / Reserves		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	36,529,795	
Total Revenue	62,929,327	
Total Expenses	62,929,327	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations - Fixed Route Consolidated</u>		
Operating Revenue		
Passenger Revenue	24,414,436	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41580
Other Income	-	41800-42990
Total Operating Revenue	24,414,436	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	1,473,063	45125
FTA - JARC	423,000	45170
FTA 5311 - Rural	234,837	45190
FTA 5311(f) - Rural	200,000	45195
Total Federal Revenue	2,330,899	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	20,593,461	48110
TDA - Article 4.5 (ADA)	-	48120
TDA - Article 8.0	267,942	48130
Total TDA Revenue	20,861,402	
TransNet Revenue		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	-	47130
TransNet - SuperLoop	-	47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula	-	48220
Total STA Revenue	-	
Other State Revenue		
MediCal	-	48340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	210,030	48115
City of San Diego	-	48120
Other Local	-	48140
CNG Credits	-	48140
Total Other Local Revenue	1,210,030	
Total Subsidy Revenue	24,402,332	
Other Funds / Reserves		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	24,402,332	
Total Revenue	48,816,768	
Total Expenses	48,816,768	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations - Paratransit Consolidated</u>		
Operating Revenue		
Passenger Revenue	1,985,095	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41800-42990
Total Operating Revenue	1,985,095	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	4,977,832	45125
FTA - JARC	-	45170
FTA 5311 - Rural	-	45190
FTA 5311(f) - Rural	-	45195
Total Federal Revenue	4,977,832	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	1,017,569	46110
TDA - Article 4.5 (ADA)	3,853,844	46120
TDA - Article 8.0	-	46130
Total TDA Revenue	4,871,213	
TransNet Revenue		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	688,000	47130
TransNet - SuperLoop	-	47140
Total TransNet Revenue	688,000	
State Transit Assistance (STA) Revenue		
STA - Formula	-	46220
Total STA Revenue	-	
Other State Revenue		
MediCal	1,320,000	46340
Total Other State Revenue	1,320,000	
Other Local Revenue		
SANDAG - Inland Breeze	-	48110
Other - 4S Ranch	-	48115
City of San Diego	181,102	48120
Other Local	89,518	48140
CNG Credits	-	48140
Total Other Local Revenue	270,618	
Total Subsidy Revenue	12,127,463	
Other Funds / Reserves		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	12,127,463	
Total Revenue	14,112,559	
Total Expenses	14,112,559	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (801 - South Central)</u>		
Operating Revenue		
Passenger Revenue	18,961,485	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41580
Other Income	-	41800-42980
Total Operating Revenue	18,961,485	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	1,473,063	45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	1,473,063	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	11,279,296	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	11,279,296	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	12,752,359	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	12,752,359	
Total Revenue	29,713,844	
Total Expenses	29,713,844	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (802 - JARC Otay)</u>		
Operating Revenue		
Passenger Revenue	737,242	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	737,242	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC	264,572	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	264,572	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	269,705	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	269,705	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	534,277	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	534,277	
Total Revenue	1,271,519	
Total Expenses	1,271,519	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (803 - JARC Mid-City)</u>		
Operating Revenue		
Passenger Revenue	90,201	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	90,201	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC	158,427	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	158,427	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	160,109	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	160,109	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	318,537	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	318,537	
Total Revenue	408,738	
Total Expenses	408,738	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (820 - East County)</u>		
Operating Revenue		
Passenger Revenue	4,348,660	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	4,348,660	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	6,420,414	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	6,420,414	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	6,420,414	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	6,420,414	
Total Revenue	10,769,074	
Total Expenses	10,769,074	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (830 - Commuter Express)</u>		
Operating Revenue		
Passenger Revenue	1,125,866	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	1,125,866	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	0	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0	267,942	46130
Total TDA Revenue	267,942	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	210,030	48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	1,210,030	
Total Subsidy Revenue	1,477,972	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,477,972	
Total Revenue	2,603,838	
Total Expenses	2,603,838	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (831 - Murphy Canyon Express)</u>		
Operating Revenue		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	-	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local	-	48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	-	
Total Revenue	-	
Total Expenses	-	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (835 - Central)</u>		
Operating Revenue		
Passenger Revenue	1,010,595	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	1,010,595	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	2,077,878	48110
TDA - Article 4.5 (ADA)		48120
TDA - Article 8.0		48130
Total TDA Revenue	2,077,878	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	2,077,878	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	2,077,878	
Total Revenue	3,088,473	
Total Expenses	3,088,473	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (840 - Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	246,668	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	246,668	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	246,668	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	246,668	
Total Revenue	246,668	
Total Expenses	246,668	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (880 - Rural)</u>		
Operating Revenue		
Passenger Revenue	140,388	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41800-42990
Total Operating Revenue	140,388	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural	234,837	45190
FTA 5311(f) - Rural	200,000	45195
Total Federal Revenue	434,837	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	139,390	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	139,390	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	674,227	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	674,227	
Total Revenue	714,613	
Total Expenses	714,613	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (850 - ADA Access)</u>		
Operating Revenue		
Passenger Revenue	1,872,793	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	1,872,793	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	4,977,832	45125
FTA - JARC		45170
FTA 5311 - Rural		45180
FTA 5311(f) - Rural		45195
Total Federal Revenue	4,977,832	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	928,053	48110
TDA - Article 4.5 (ADA)	3,636,680	48120
TDA - Article 8.0		48130
Total TDA Revenue	4,564,734	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA	688,000	47130
TransNet - SuperLoop		47140
Total TransNet Revenue	688,000	
State Transit Assistance (STA) Revenue		
STA - Formula		48220
Total STA Revenue	-	
Other State Revenue		
MediCal	1,320,000	48340
Total Other State Revenue	1,320,000	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego	181,102	48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	181,102	
Total Subsidy Revenue	11,731,467	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	11,731,467	
Total Revenue	13,604,281	
Total Expenses	13,604,281	
Net of Revenues over Expend	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (856 - ADA Certification)</u>		
Operating Revenue		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)	216,984	46120
TDA - Article 8.0		46130
Total TDA Revenue	216,984	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	216,984	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	216,984	
Total Revenue	216,984	
Total Expenses	216,984	
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	INTERNAL MTS CODE
<u>Contracted Bus Operations (875 - Coaster Connection (SVCC))</u>		
Operating Revenue		
Passenger Revenue	112,302	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	112,302	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	89,516	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	89,516	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local	89,516	48140
CNG Credits		48140
Total Other Local Revenue	89,516	
Total Subsidy Revenue	179,032	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	179,032	
Total Revenue	291,334	
Total Expenses	291,334	
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	INTERNAL MTS CODE
<u>Chula Vista Transit</u>		
Operating Revenue		
Passenger Revenue	2,980,764	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41800-42990
Total Operating Revenue	2,980,764	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	3,516,250	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	3,516,250	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	3,516,250	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	3,516,250	
Total Revenue	6,497,014	
Total Expenses	6,497,014	
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	INTERNAL MTS CODE
<u>Coronado Ferry</u>		
Operating Revenue		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		48110
TDA - Article 4.5 (ADA)		48120
TDA - Article 8.0	167,949	48130
Total TDA Revenue	167,949	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	167,949	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	167,949	
Total Revenue	167,949	
Total Expenses	167,949	
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	INTERNAL MTS CODE
<u>Administrative Pass Thru</u>		
Operating Revenue		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45180
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	344,180	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	344,180	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	344,180	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	344,180	
Total Revenue	344,180	
Total Expenses	344,180	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Other Activities - Consolidated</u>		
Operating Revenue		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	1,005,000	41600-42990
Total Operating Revenue	1,005,000	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	-	45125
FTA - JARC	-	45170
FTA 5311 - Rural	-	45190
FTA 5311(f) - Rural	-	45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	46110
TDA - Article 4.5 (ADA)	-	46120
TDA - Article 8.0	-	46130
Total TDA Revenue	-	
TransNet Revenue		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	-	47130
TransNet - SuperLoop	-	47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula	-	46220
Total STA Revenue	-	
Other State Revenue		
MediCal	-	46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze	-	48110
Other - 4S Ranch	-	48115
City of San Diego	-	48120
Other Local	-	48140
CNG Credits	-	48140
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	59,989	
Total Other Funds / Reserves	59,989	
Total Non Operating Revenue	59,989	
Total Revenue	1,064,989	
Total Expenses	1,064,989	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Taxicab Administration</u>		
Operating Revenue		
Passenger Revenue		40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	885,000	41600-42990
Total Operating Revenue	885,000	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		48110
TDA - Article 4.5 (ADA)		48120
TDA - Article 8.0		48130
Total TDA Revenue	-	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		48220
Total STA Revenue	-	
Other State Revenue		
MediCal		48340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves	75,991	
Carryovers		
Total Other Funds / Reserves	75,991	
Total Non Operating Revenue	75,991	
Total Revenue	940,991	
Total Expenses	940,991	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>San Diego and Arizona Eastern Railroad</u>		
Operating Revenue		
Passenger Revenue		40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	140,000	41600-42990
Total Operating Revenue	140,000	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
Total TDA Revenue	-	
TransNet Revenue		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		47140
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		46220
Total STA Revenue	-	
Other State Revenue		
MediCal		46340
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves	(16,002)	
Carryovers		
Total Other Funds / Reserves	(16,002)	
Total Non Operating Revenue	(16,002)	
Total Revenue	123,998	
Total Expenses	123,998	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FIVE YEAR FINANCIAL PROJECTIONS
FISCAL YEAR 2013
SECTION 10.01**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	PROJECTED FY14	PROJECTED FY15	PROJECTED FY16	PROJECTED FY17
TOTAL OPERATING REVENUES	\$ 92,660	\$ 97,115	\$ 98,973	\$ 100,825	\$ 102,385	\$ 103,975	\$ 105,592
RECURRING SUBSIDY FUNDING	117,214	123,680	130,716	136,622	140,407	144,344	148,437
TOTAL RECURRING REVENUES	\$ 209,874	\$ 220,795	\$ 229,689	\$ 237,447	\$ 242,792	\$ 248,319	\$ 254,029
BASE COMBINED OPERATOR TRANSP. SERVICES	\$ 196,786	\$ 196,720	\$ 206,642	\$ 215,872	\$ 222,762	\$ 229,594	\$ 236,482
ADMINISTRATIVE EXPENSES	25,907	27,626	28,742	29,678	30,625	31,564	32,511
OTHER ACTIVITIES	961	972	964	996	1,028	1,060	1,092
TOTAL RECURRING OPERATING EXPENSES	\$ 223,654	\$ 225,317	\$ 236,349	\$ 246,546	\$ 254,415	\$ 262,218	\$ 270,085
ANNUAL RECURRING EXCESS (DEFICIT) OF REVENUE OVER EXPENSES	\$ (13,779)	\$ (4,522)	\$ (6,660)	\$ (9,100)	\$ (11,623)	\$ (13,899)	\$ (16,056)
NON RECURRING REVENUES	13,598	9,705	6,660	8,221	8,221	8,221	8,221
NET DEBT SERVICE/LEASE REVENUE/(EXPENSE)	-	-	-	-	-	-	-
ANNUAL EXCESS (DEFICIT) OF REVENUES OVER EXPENSES	\$ (182)	\$ 5,182	\$ 0	\$ (879)	\$ (3,402)	\$ (5,678)	\$ (7,835)

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2013
SECTION 10.02**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	VARIANCE	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	26,055,592	27,812,589	28,403,719	591,150	2.1%
RAIL OPERATIONS	34,672,527	35,107,518	35,878,421	770,903	2.2%
CONTRACTED SERVICES - FIXED ROUTE	22,177,470	23,905,997	24,414,436	508,439	2.1%
CONTRACTED SERVICES - PARATRANSIT	1,858,558	1,901,248	1,985,095	83,848	4.4%
CHULA VISTA TRANSIT	2,534,382	2,913,748	2,980,764	67,016	2.3%
TOTAL PASSENGER REVENUES	87,298,527	91,641,080	93,662,436	2,021,356	2.2%
PASSENGERS					
BUS OPERATIONS	27,251,212	29,045,343	29,801,873	756,530	2.6%
RAIL OPERATIONS	31,612,879	32,943,978	33,802,054	858,076	2.6%
CONTRACTED SERVICES - FIXED ROUTE	22,250,366	23,501,286	24,113,413	612,127	2.6%
CONTRACTED SERVICES - PARATRANSIT	461,364	476,703	489,119	12,416	2.6%
CHULA VISTA TRANSIT	3,184,350	3,352,438	3,439,757	87,319	2.6%
TOTAL PASSENGERS	84,760,171	89,319,749	91,646,217	2,326,469	2.6%
AVERAGE FARE					
BUS OPERATIONS	0.956	0.958	0.953	(0.004)	-0.5%
RAIL OPERATIONS	1.097	1.066	1.061	(0.004)	-0.4%
CONTRACTED SERVICES - FIXED ROUTE	0.997	1.017	1.012	(0.005)	-0.5%
CONTRACTED SERVICES - PARATRANSIT	4.028	3.988	4.059	0.070	1.8%
CHULA VISTA TRANSIT	0.796	0.869	0.867	(0.003)	-0.3%
TOTAL AVERAGE FARE	1.030	1.026	1.022	(0.004)	-0.4%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2013
SECTION 10.02**

	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	VARIANCE	% CHANGE BUDGET/ AMENDED
REVENUE MILES					
BUS OPERATIONS	8,113,826	8,207,055	8,601,031	393,976	4.8%
RAIL OPERATIONS	7,518,512	7,554,169	7,766,032	211,863	2.8%
CONTRACTED SERVICES - FIXED ROUTE	8,122,663	8,191,453	8,298,789	107,336	1.3%
CONTRACTED SERVICES - PARATRANSIT	3,053,862	2,972,848	3,030,610	57,762	1.9%
CHULA VISTA TRANSIT	1,030,197	1,030,524	1,024,202	(6,322)	-0.6%
TOTAL REVENUE MILES	27,839,060	27,956,048	28,720,665	764,617	2.7%
TOTAL MILES					
BUS OPERATIONS	9,716,603	9,384,831	9,795,312	410,481	4.4%
RAIL OPERATIONS	7,607,927	7,634,873	7,848,649	213,776	2.8%
CONTRACTED SERVICES - FIXED ROUTE	9,766,186	9,804,273	9,964,802	160,529	1.6%
CONTRACTED SERVICES - PARATRANSIT	4,420,323	4,293,915	4,378,375	84,460	2.0%
CHULA VISTA TRANSIT	1,137,922	1,138,249	1,131,502	(6,747)	-0.6%
TOTAL MILES	32,648,961	32,256,140	33,118,640	862,500	2.7%
REVENUE HOURS					
BUS OPERATIONS	747,862	755,425	790,390	34,966	4.6%
RAIL OPERATIONS	416,527	427,929	435,632	7,703	1.8%
CONTRACTED SERVICES - FIXED ROUTE	747,897	756,703	765,483	8,780	1.2%
CONTRACTED SERVICES - PARATRANSIT	177,032	169,083	172,302	3,219	1.9%
CHULA VISTA TRANSIT	100,725	100,526	100,130	(396)	-0.4%
TOTAL REVENUE HOURS	2,190,044	2,209,665	2,263,937	54,272	2.5%
TOTAL HOURS					
BUS OPERATIONS	787,877	796,557	831,188	34,632	4.3%
RAIL OPERATIONS	422,922	433,852	441,661	7,809	1.8%
CONTRACTED SERVICES - FIXED ROUTE	801,451	807,053	817,824	10,771	1.3%
CONTRACTED SERVICES - PARATRANSIT	255,256	247,599	252,431	4,831	2.0%
CHULA VISTA TRANSIT	105,942	105,745	105,329	(416)	-0.4%
TOTAL HOURS	2,373,449	2,390,807	2,448,434	57,627	2.4%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2013
SECTION 10.02**

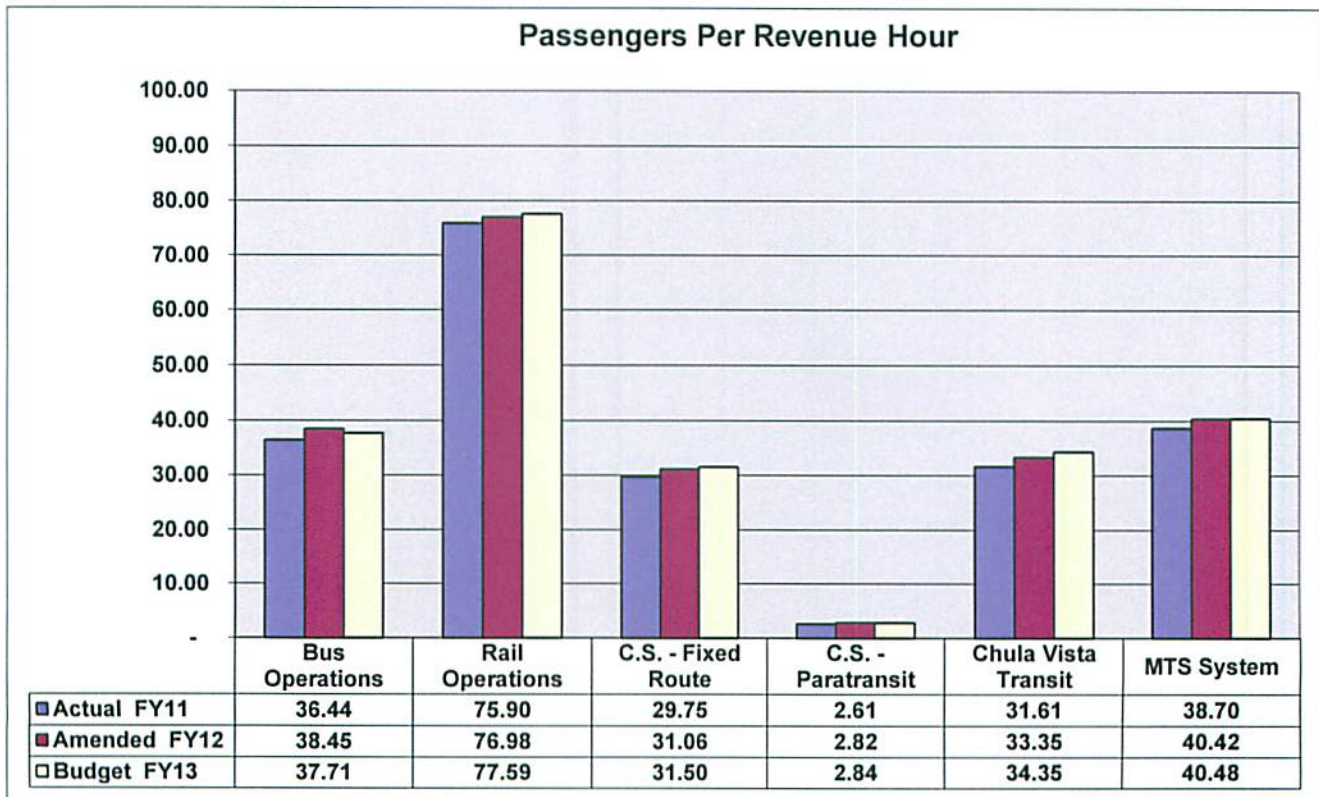
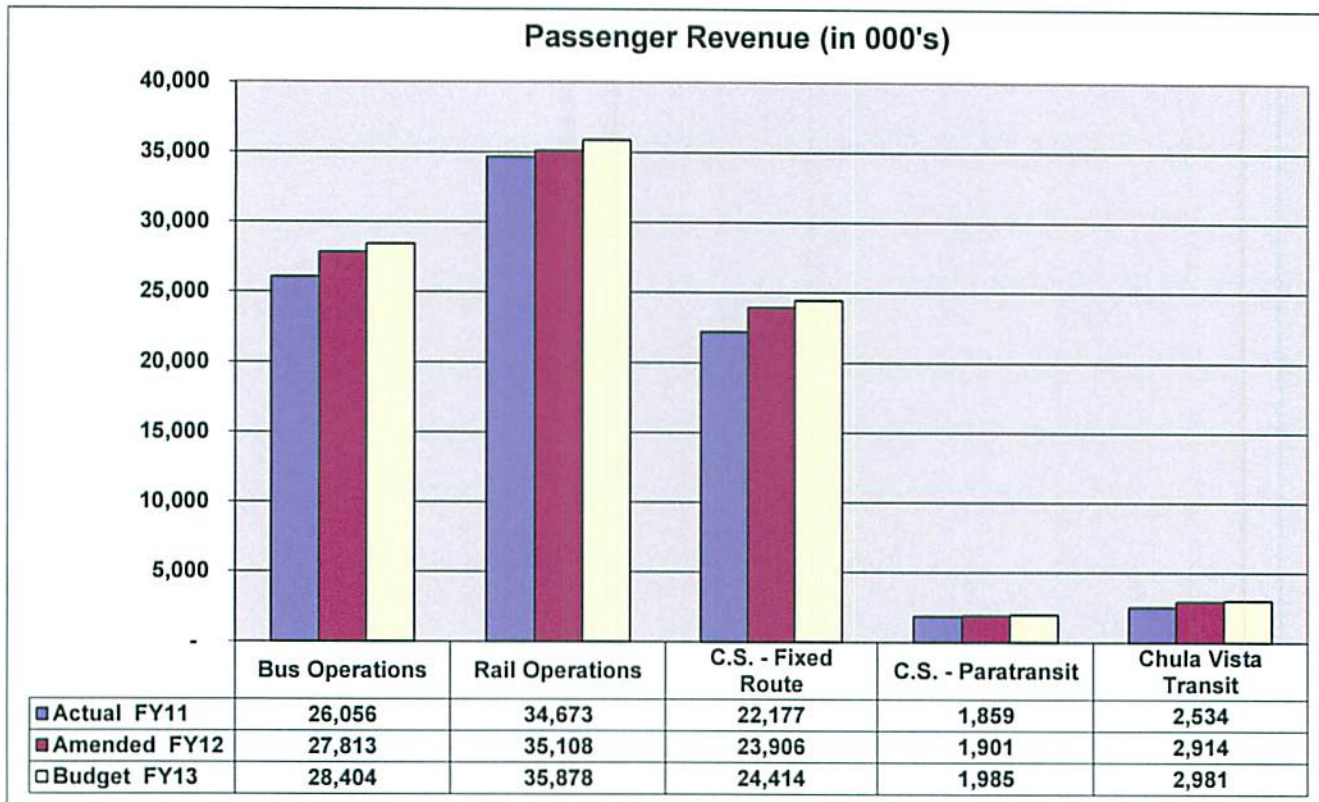
	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING COSTS *					
BUS OPERATIONS	93,843,465	90,519,890	98,390,909	7,871,019	8.7%
RAIL OPERATIONS	58,764,848	61,721,601	63,325,458	1,603,857	2.6%
CONTRACTED SERVICES - FIXED ROUTE	46,341,808	47,958,214	48,816,768	858,554	1.8%
CONTRACTED SERVICES - PARATRANSIT	13,193,864	13,334,689	14,112,559	777,870	5.8%
CHULA VISTA TRANSIT	6,104,278	6,360,699	6,497,014	136,315	2.1%
CORONADO FERRY	147,583	160,911	167,949	7,038	4.4%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
TOTAL OPERATING COSTS	218,740,026	220,400,184	231,654,838	11,254,653	5.1%
TOTAL PASSENGERS / REVENUE HOUR					
BUS OPERATIONS	36.4	38.4	37.7	(0.7)	-1.9%
RAIL OPERATIONS	75.9	77.0	77.6	0.6	0.8%
CONTRACTED SERVICES - FIXED ROUTE	29.8	31.1	31.5	0.4	1.4%
CONTRACTED SERVICES - PARATRANSIT	2.6	2.8	2.8	0.0	0.7%
CHULA VISTA TRANSIT	31.6	33.3	34.4	1.0	3.0%
TOTAL PASSENGERS / REVENUE HOUR	38.7	40.4	40.5	0.1	0.1%
TOTAL FAREBOX RECOVERY					
BUS OPERATIONS	27.8%	30.8%	29.0%	-1.9%	-6.0%
RAIL OPERATIONS	59.2%	57.1%	57.0%	-0.1%	-0.2%
CONTRACTED SERVICES - FIXED ROUTE	47.9%	49.9%	50.0%	0.2%	0.3%
CONTRACTED SERVICES - PARATRANSIT	14.3%	14.6%	14.4%	-0.2%	-1.4%
CHULA VISTA TRANSIT	41.5%	45.8%	45.9%	0.1%	0.2%
TOTAL FAREBOX RECOVERY	40.0%	41.7%	40.6%	(0.01)	-2.7%

* Includes the administrative overhead allocation of expenses.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2013
SECTION 10.02**

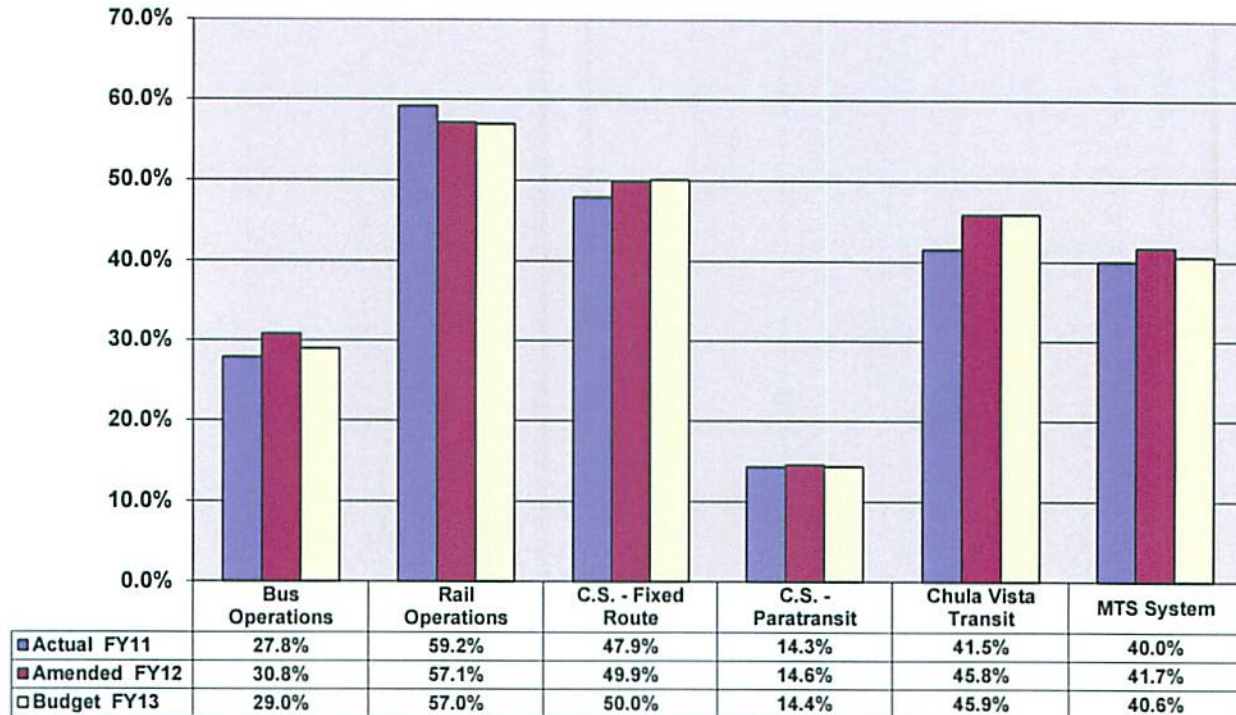
	ACTUAL FY11	AMENDED BUDGET FY12	PROPOSED BUDGET FY13	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING SUBSIDY					
BUS OPERATIONS	67,636,293	62,697,320	69,977,191	7,279,871	11.6%
RAIL OPERATIONS	23,564,752	25,949,535	26,780,057	830,522	3.2%
CONTRACTED SERVICES - FIXED ROUTE	24,164,338	24,052,216	24,402,331	350,115	1.5%
CONTRACTED SERVICES - PARATRANSIT	11,335,309	11,433,441	12,127,463	694,022	6.1%
CHULA VISTA TRANSIT	3,569,897	3,446,951	3,516,250	69,299	2.0%
CORONADO FERRY	139,368	160,911	167,949	7,038	4.4%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
TOTAL OPERATING SUBSIDY	130,754,136	128,084,655	137,315,422	9,230,867	7.2%
TOTAL SUBSIDY / PASSENGER					
BUS OPERATIONS	2.48	2.16	2.35	0.19	8.8%
RAIL OPERATIONS	0.75	0.79	0.79	0.00	0.6%
CONTRACTED SERVICES - FIXED ROUTE	1.09	1.02	1.01	(0.01)	-1.1%
CONTRACTED SERVICES - PARATRANSIT	24.57	23.98	24.79	0.81	3.4%
CHULA VISTA TRANSIT	1.12	1.03	1.02	(0.01)	-0.6%
TOTAL SUBSIDY / PASSENGER	1.54	1.43	1.50	0.06	4.5%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2013
SECTION 10.02**

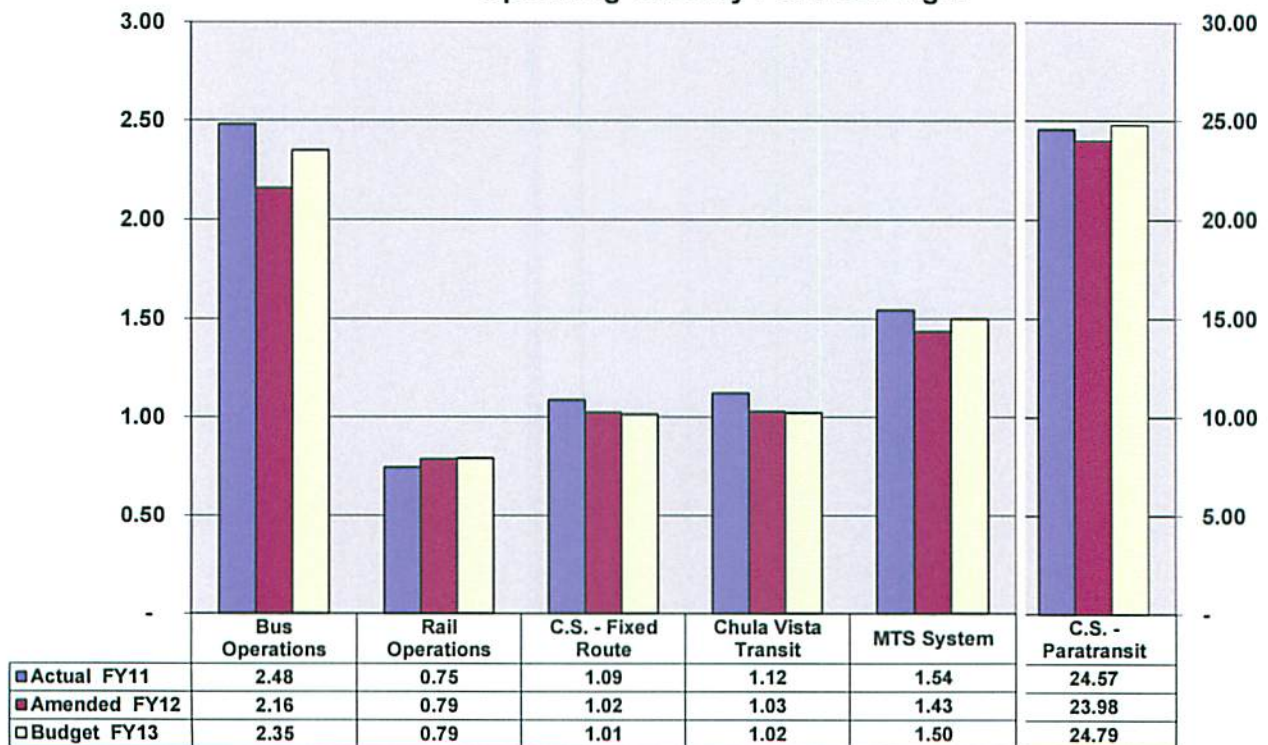


**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2013
SECTION 10.02**

Farebox Recovery Ratio



Operating Subsidy Per Passenger



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
PROPOSED FISCAL YEAR 2013 BUDGET
SECTION 10.3**

	Midyear Budget	Position	Net	Proposed	Net Positions	Frozen
	FY 2012	Shifts	Changes	FY 2013	Requiring	Positions
	FTE's	FTE's	FTE's	FTE's	Funding Adjs	FTE's
<u>MTS Administration</u>						
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0	0.0
EXECUTIVE	3.0	0.0	1.0	4.0	1.0	0.0
FINANCE	19.0	0.0	0.0	19.0	0.0	0.0
HUMAN RESOURCES	16.0	-1.0	0.0	15.0	0.0	0.0
INFORMATION TECHNOLOGY	16.0	0.0	0.0	16.0	0.0	-1.0
LEGAL	1.0	0.0	0.0	1.0	0.0	0.0
MARKETING	9.5	0.0	0.0	9.5	0.0	-1.0
PLANNING	11.5	0.0	-0.5	11.0	-0.5	-1.0
PROCUREMENT	11.0	0.0	0.0	11.0	0.0	-1.0
RIGHT OF WAY	3.0	0.0	0.0	3.0	0.0	0.0
RISK	3.0	1.0	0.0	4.0	0.0	0.0
SECURITY	43.0	0.0	0.0	43.0	0.0	0.0
STORES (Admin)	1.0	0.0	0.0	1.0	0.0	0.0
STORES (BUS)	14.0	0.0	-1.0	13.0	-1.0	0.0
STORES (RAIL)	9.0	0.0	0.0	9.0	0.0	0.0
TELEPHONE INFORMATION SERVICES	22.5	-0.5	0.0	22.0	0.0	0.0
TRANSIT STORES	6.0	0.0	0.0	6.0	0.0	0.0
Subtotal MTS Administration	190.5	-0.5	-0.5	189.5	-0.5	-4.0
<u>Bus Operations</u>						
CONTRACT SERVICES	9.0	0.0	0.5	9.5	0.5	0.0
EXECUTIVE (BUS)	4.0	0.0	0.0	4.0	0.0	0.0
MAINTENANCE	170.0	0.0	0.0	170.0	0.0	0.0
MAINTENANCE-FACILITY	6.0	0.0	0.0	6.0	0.0	0.0
PASSENGER SERVICES	6.0	0.5	0.0	6.5	0.0	-1.0
REVENUE (BUS)	13.0	0.0	0.0	13.0	0.0	0.0
SAFETY	1.0	0.0	0.0	1.0	0.0	0.0
TRAINING	10.0	0.0	0.0	10.0	0.0	0.0
TRANSPORTATION (BUS)	526.0	0.0	11.0	537.0	11.0	0.0
Subtotal Bus Operations	745.0	0.5	11.5	757.0	11.5	-1.0
<u>Rail Operations</u>						
EXECUTIVE (RAIL)	8.0	0.0	0.0	8.0	0.0	-1.0
FACILITIES	67.0	0.0	0.0	67.0	0.0	-1.0
LIGHT RAIL VEHICLES	90.0	0.0	0.0	90.0	0.0	-2.0
MAINTENANCE OF WAYSIDE	39.0	0.0	0.0	39.0	0.0	-2.0
REVENUE (RAIL)	41.2	0.0	-1.0	40.2	-1.0	0.0
TRACK	18.0	0.0	0.0	18.0	0.0	-1.0
TRANSPORTATION (RAIL)	185.8	0.0	11.0	196.8	11.0	0.0
Subtotal Rail Operations	449.0	0.0	10.0	459.0	10.0	-7.0
<u>Other MTS Operations</u>						
TAXICAB	10.0	0.0	0.0	10.0	0.0	0.0
Subtotal Other MTS Operations	10.0	0.0	0.0	10.0	0.0	0.0
Grand Total	1,394.5	0.0	21.0	1,415.5	21.0	-12.0

San Diego Metropolitan Transit System

RESOLUTION NO. 12-10

Resolution Approving the Fiscal Year 2013 Budget

WHEREAS, MTS staff has coordinated with the staffs 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, DETERMINED, AND ORDERED by the San Diego Metropolitan Transit System Board of Directors, hereinafter "Board," as follows:

1. That the Budget for fiscal year (FY) 2013, 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 \$500,000 between object accounts so long as the total amount authorized to be spent for an object account by the FY 2013 Budget is not exceeded by more than \$500,000, the total amount authorized to be spent by the FY 2013 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 \$500,000; 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 2013 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 Board; 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 2013 budget are approved; and

PASSED AND ADOPTED, by the Board of Directors this ____ day of _____ 2012
by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
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



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 45

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

COMPASS CARD UPDATE (ROB SCHUPP)

RECOMMENDATION:

That the Board of Directors receive a report on Compass Card implementation.

Budget Impact:

None.

DISCUSSION:

The San Diego Association of Governments (SANDAG) and MTS began transitioning from paper fare products to the Compass Card smart card in early 2009. All monthly products have been successfully transitioned to Compass Card. In July 2012, an effort will begin to transition Day Pass users to Compass Card. This is the last large segment of riders using paper tickets. The report will include an overview of major Compass Card milestones, upcoming outreach events to support the conversion from paper day passes to Compass Cards, and future Compass Card products.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Rob Schupp, 619.557.4511, Rob.Schupp@sdmts.com





1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 46

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

SERVICE PERFORMANCE MONITORING REPORT FOR JULY 2011 THROUGH
MARCH 2012 (DEVIN BRAUN)

RECOMMENDATION:

That the Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42 establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. The policy states that services will be evaluated annually; however, this information is provided for the first nine months of FY 12 in order to see more recent data. The analysis will show any trends for the current fiscal year and help to track performance throughout the year.



Objective: Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

- **Total Passengers**

Route Categories	YTD FY 2010	YTD FY 2011	YTD FY 2012	Chg. 10-11	Chg. 11-12	% Chg. 10-11	% Chg. 11-12
Premium Express	207,760	218,934	229,059	11,174	10,125	5.4%	4.6%
Express	1,628,071	1,571,071	1,737,818	(57,000)	166,747	-3.5%	10.6%
Light Rail	22,750,414	23,449,389	24,639,240	698,975	1,189,851	3.1%	5.1%
Urban Frequent	28,226,100	27,242,631	28,739,978	(983,469)	1,497,347	-3.5%	5.5%
Urban Standard	8,458,994	9,515,677	10,198,734	1,056,683	683,057	12.5%	7.2%
Circulator	623,578	599,113	627,111	(24,465)	27,998	-3.9%	4.7%
Rural	19,021	25,837	37,270	6,816	11,433	35.8%	44.3%
Demand-Responsive	261,795	266,488	262,447	4,693	(4,041)	1.8%	-1.5%
Total MTS Passengers	62,175,733	62,889,140	66,471,657	713,407	3,582,517	1.1%	5.7%
Bus Ridership	39,163,524	39,173,263	41,569,970	9,739	2,396,707	0.0%	6.1%

Fixed-route bus ridership is up 6.1% for the first nine months of FY 12 compared to the first nine months of FY 11. We continue to see higher ridership on all fixed-route buses and trolley lines. This is more than likely the result of an improved economy combined with higher gas prices. Unemployment was at 11.9% in May 2011 and has been as low as 10.9% in recent months.

MTS operated 0.7% more revenue hours in FY 12 than in FY 11, which is an increase of only 10,277 hours. The increased hours are the result of added service to deal with the higher passenger demands. Ridership has grown faster than service levels, which means that vehicles are more crowded.

Demand-responsive routes (MTS Access) showed a slight decrease of 1.5% or 4,041 passengers. We believe this is due to the higher cost of the service (\$9 round trip) compared to fixed-route fares, and passengers are riding fixed-route when possible.

- **Average Weekday Passengers**

Route Categories	YTD FY 2010	YTD FY 2011	YTD FY 2012	Chg. 10-11	Chg. 11-12	% Chg. 10-11	% Chg. 11-12
Premium Express	1,115	1,150	1,205	35	55	3.2%	4.8%
Express	7,809	7,590	8,394	(220)	804	-2.8%	10.6%
Light Rail	90,143	93,345	98,401	3,202	5,056	3.6%	5.4%
Urban Frequent	120,959	119,471	125,714	(1,488)	6,243	-1.2%	5.2%
Urban Standard	37,297	43,180	46,365	5,883	3,185	15.8%	7.4%
Circulator	3,486	3,414	3,554	(72)	140	-2.1%	4.1%
Rural	153	212	259	59	47	38.3%	22.1%
Demand-Responsive	1,277	1,298	1,267	21	(31)	1.6%	-2.4%
Average Weekday Passengers	262,240	269,660	285,159	7,420	15,499	2.8%	5.7%
Bus Passengers Only	170,820	175,017	185,491	4,197	10,474	2.5%	6.0%

The total average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For the first nine months of FY 12, there is a 5.7% increase in average weekday riders which equates to a gain of 15,499 passengers per average weekday. The largest percentage increase was the Express category with a 10.6%

increase in average weekday riders (804 riders). The largest increase in the number of daily passengers was found in the Urban Frequent category with an increase of 5.2% or 6,243 passengers per weekday.

- **Passengers per Revenue Hour**

Route Categories	YTD FY 2010	YTD FY 2011	YTD FY 2012	Chg. 10-11	Chg. 11-12	% Chg. 10-11	% Chg. 11-12
Premium Express	23.1	22.6	21.3	(0.6)	(1.3)	-2.5%	-5.7%
Express	28.4	30.8	33.8	2.4	3.0	8.4%	9.8%
Light Rail	169.4	179.8	188.5	10.5	8.7	6.2%	4.8%
Urban Frequent	34.1	35.9	37.6	1.8	1.7	5.3%	4.6%
Urban Standard	25.2	27.9	29.5	2.7	1.6	10.5%	5.9%
Circulator	15.7	15.8	16.4	0.2	0.6	1.0%	3.6%
Rural	5.74	7.97	11.19	2.2	3.2	38.8%	40.4%
Demand-Responsive	2.03	2.07	2.08	0.0	0.0	1.8%	0.5%
System Riders per Rev. Hour	40.5	43.0	45.2	2.6	2.1	6.3%	5.0%
Bus Riders per Rev. Hour	30.8	32.6	34.2	1.8	1.6	5.9%	5.0%

Passengers per revenue hour describes how the revenue hours (in-service hours and layover hours) that were added or removed related to ridership increases or decreases. Increasing riders per revenue hour shows the system is more efficient—carrying more passengers with the same number of buses. For the first nine months of FY 12, passengers per revenue hour were 45.2, which is a 2.1-riders-per-revenue-hour increase (or 5.0%).

For fixed-route buses only, riders per revenue hour increased from 32.6 to 34.2, which is a rate change of 5.0%.

The decrease in the Premium Express rate can be attributed in part to the Route 830 Pilot Project (Tierrasanta to 32nd Street Naval Station) which has been discontinued. In addition, some service was added to Route 810 to alleviate overcrowding causing a slight decline in productivity.

- **Passengers per In-Service Hour**

Route Categories	YTD FY 2010	YTD FY 2011	YTD FY 2012	Chg. 10-11	Chg. 11-12	% Chg. 10-11	% Chg. 11-12
Premium Express	24.70	24.25	23.55	(0.5)	(0.7)	-1.8%	-2.9%
Express	34.46	37.45	40.99	3.0	3.5	8.7%	9.4%
Light Rail	202.16	213.12	224.66	11.0	11.5	5.4%	5.4%
Urban Frequent	42.46	44.30	45.89	1.8	1.6	4.3%	3.6%
Urban Standard	33.83	37.04	39.45	3.2	2.4	9.5%	6.5%
Circulator	24.29	24.67	28.01	0.4	3.3	1.6%	13.5%
Rural	5.35	7.97	9.96	2.6	2.0	49.0%	24.9%
Demand-Responsive							
System Riders per In-Svc. Hour	54.17	57.18	59.89	3.0	2.7	5.6%	4.7%
Bus Riders per In-Svc. Hour	38.9	40.9	42.9	2.0	2.0	5.3%	4.9%

Passengers per in-service hour is related to passengers per revenue hour but shows how many passengers are carried while the bus is in service and not on layover. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service instead of how effective MTS is at grouping trips and breaks together for a vehicle to operate (revenue hours).

System-wide riders per in-service hour increased by 2.7 riders per in-service hour (or 4.7%) and is now at 59.89. Only Premium Express had a slightly lower rate due to the addition of Route 830, which had low ridership during the reporting period.

- On-Time Performance

Route Categories	Service Change				
	Sept. 10	Jan 11	June 11	Sept 11	Jan 12
Premium Express	98.2%	97.9%	100.0%	99.6%	93.8%
Express	84.1%	70.3%	71.3%	87.5%	80.6%
Light Rail	90.3%	90.6%	91.9%	90.9%	89.8%
Urban Frequent	84.8%	84.2%	82.4%	82.1%	83.5%
Urban Standard	86.7%	83.7%	83.6%	83.7%	86.2%
Circulator	79.9%	87.2%	90.0%	90.2%	75.9%
Rural	N/A	N/A	N/A	N/A	N/A
Demand-Responsive	N/A	N/A	N/A	N/A	N/A
MTS System	85.8%	84.3%	84.2%	85.2%	84.4%

On-time performance is calculated as departing within 5 minutes of the scheduled time.

On-time performance is measured by service change in order to realize the results of scheduling changes. Overall, on-time performance has remained around 84% to 86%. MTS's goal for on-time performance is 85% for urban frequent routes and 90% for all other routes.

Due to increased ridership, traffic, wheelchair boardings, construction, and other outside factors, on-time performance has seen a slight decline in the last fiscal year. However, improvement in on-time performance remains an important goal for MTS. Where budget allows, the Scheduling Department builds in extra time to handle the higher loads and to deal with the extraneous circumstances on certain trips. In addition, the MTS On-Time Task Force meets to discuss ways of improving on-time performance without added cost. Such changes as the new cart/baggage policy, removing seats from buses, and headsigns asking passengers to exit the rear of the bus have helped to stem the delays passengers experience on the bus.

MTS Rail continues to deal with wheelchair-lift uses as one of the biggest causes of delays. In addition, on-time performance will continue to be affected by construction related to the Trolley Renewal Project. When the lines are reconstructed, operational, and available for use of low-floor light rail vehicles, on-time performance is expected to greatly improve.

- Preventable Accidents per 100,000 Miles

Operator	FY 10	FY 11	YTD FY 12	Chg. 10-11	Chg. 11-12
MTS Bus	1.73	1.58	1.54	-8.5%	-2.7%
MTS Contract Services	1.00	0.96	0.92	-3.6%	-4.7%
MTS Rail	0.01	0.00	0.05	-100.0%	N/A

MTS Bus and MTS Contract Services preventable accidents are slightly down for FY 12. MTS Rail has had 3 preventable accidents in FY 12 compared to none in FY 11.

- Complaints per 100,000 Passengers

Operator	FY 11	YTD FY 12	Chg. 11-12
MTS Bus	7.8	5.2	-32.8%
MTS Contract Services FR	7.4	7.7	3.1%
MTS Rail	1.78	1.39	-21.7%
General System	N/A	0.68	N/A

Complaints for MTS Bus have fallen by 32.8% at 5.2 complaints per 100,000 passengers carried. Contract services fixed-route complaints have remained very steady with only a slight increase in the rate. MTS Rail has also seen a decrease in the number of complaints received, down 21.7%.

We have begun tracking complaints that apply to the MTS System rather than an operator. These complaints are in addition to any complaints that the operators receive and are related to planning issues, Web site problems, and general MTS policies and procedures. For the first nine months of FY 12, the MTS General System saw 0.68 complaints per 100,000 passengers.

Objective: Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed as efficiently as possible and do not exceed budgetary constraints.

- In-Service Hours (weekly)

Operator	January		Difference	
	2011	2012	Number	Percent
MTS Bus	11,828	11,856	29	0.2%
MTS Contract Service Fixed-Route	12,899	12,993	94	0.7%
System	24,727	24,849	123	0.5%

Service levels have slightly increased from the last fiscal year. MTS is operating approximately 123 more hours per week, which is a 0.5% increase. The increases have come from some slight service adjustments to deal with high-load factors.

- **In-Service Miles (weekly)**

Operator	January		Difference	
	2011	2012	Number	Percent
MTS Bus	158,608	158,821	213	0.1%
MTS Contract Service Fixed-Route	179,356	182,213	2,857	1.6%
System	337,964	341,034	3,070	0.9%

Service levels have slightly increased from last fiscal year. MTS operates approximately 3,070 more in-service miles per week, which is a 0.9% increase. These increases have come from slight service adjustments to deal with high-load factors.

- **Weekday Peak-Vehicle Requirement**

Operator	Jan 2011	Jan 2012	Chg. 11-12
MTS Bus	189	188	-1
MTS Contract Services Fixed-Route	233	234	+1
MTS Rail	97	97	0

The Weekday Peak-Vehicle Requirement shows the maximum number of vehicles that are on the road at any time in order to provide the levels of service that have been planned. MTS bus had an overall decrease of one vehicle while Contract Services increased by one peak bus in the same time period. These changes can be attributed to added running time (for increases) and scheduling efficiencies (for decreases).

- **In-Service Speeds (mph)**

Operator	Jan 2011	Jan 2012	Chg. 11-12
MTS Bus	13.4	13.4	NC
MTS Contract Services FR	13.9	14.0	+0.1

In-service speeds have remained very constant year-over-year.

- **In-Service/Total Miles**

Operator	Jan 2011	Jan 2012	Chg. 11-12
MTS Bus	87.6%	87.4%	-0.23%
MTS Contract Services FR	N/A	N/A	N/A
MTS Rail	N/A	N/A	N/A

In-service miles per total miles is only calculated for MTS bus operations as the contractor is responsible for bus and driver assignments (run-cutting) for contract routes. MTS bus ratios have been generally consistent over time with only a minor decrease in the ratio. MTS Rail does not incur out-of-service mileage.

- In-Service/Total Hours

Operator	Jan. 2011	Jan. 2012	Chg. 11-12
MTS Bus	77.0%	76.9%	-0.07%
MTS Contract Services FR	N/A	N/A	N/A
MTS Rail	N/A	N/A	N/A

As with the mileage statistic, in-service hours per total hours can only be calculated for MTS bus operations. Efficiency of scheduling has shown that the in-service to total-vehicle-hours ratio has remained practically steady over the two service periods reported for MTS bus operations.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Devin Braun, 619.595.4916, devin.braun@sdmts.com



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

Agenda Item No. 47

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 21, 2012

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR APRIL 2012 (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors receive an MTS operations budget status report for April 2012.

Budget Impact

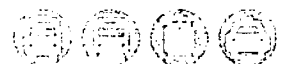
None at this time.

DISCUSSION:

This report summarizes MTS's operating results for April 2012 compared to the amended fiscal year 2012 budget. Attachment A-1 combines the operations, administration, and other activities results for April 2012. Attachment A-2 details the April 2012 combined operations results, and Attachments A-3 to A-8 present budget comparisons for each MTS operation. Attachment A-9 details budget comparisons for MTS Administration, and A-10 provides April 2012 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company/debt service).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, the year-to-date April 2012 MTS net-operating income unfavorable variance totaled \$356,000 (-0.3%). Operations produced a \$445,000 (-0.4%) unfavorable variance, and the administrative/other activities areas were favorable by \$90,000.



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 San Marcos, and the County of San Diego.

MTS COMBINED RESULTS

Revenues

Year-to-date combined revenues through April 2012 were \$80,228,000 compared to the year-to-date budget of \$80,811,000 representing a \$583,000 (-0.7%) negative variance. This is primarily due to an unfavorable variance within passenger revenue.

Expenses

Year-to-date combined expenses through April 2012 were \$184,292,000 compared to the year-to-date budget of \$184,519,000 resulting in a \$227,000 (0.1%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$93,644,000 compared to a year-to-date budgetary figure of \$93,280,000 producing an unfavorable variance of \$365,000 (-0.4%). This is primarily due to unfavorable year-to-date variances within Administration.

Outside Services and Purchased Transportation. Total outside services for the first ten months of the fiscal year totaled \$59,098,000 compared to a budget of \$59,944,000, resulting in a year-to-date favorable variance of \$846,000 (1.4%). This is primarily due to other outside service expense favorable variances within administration as well as favorable experience with repairs and maintenance costs within operations.

Materials and Supplies. Total year-to-date materials and supplies expenses totaled \$6,669,000 compared to a budgetary figure of \$6,545,000 resulting in an unfavorable expense variance of \$124,000 (-1.9%). This is primarily due to unfavorable variances within rail operations.

Energy. Total year-to-date energy costs were \$19,733,000 compared to the budget of \$19,272,000 resulting in a year-to-date unfavorable variance of \$461,000 (-2.4%). Year-to-date energy rates are as follows:

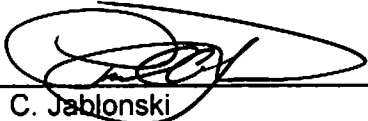
- Diesel: cost per gallon was \$3.40 versus a budgeted rate of \$3.45
- Gasoline: cost per gallon was \$3.53 versus a budgeted rate of \$3.44
- CNG: cost per therm was \$0.860 versus a budgeted rate of \$0.909

Risk Management. Total year-to-date expenses for risk management were \$2,991,000 compared to the year-to-date budget of \$3,273,000 resulting in a favorable variance totaling \$282,000 (8.6%).

General and Administrative. Year-to-date general and administrative costs, including vehicle and facilities leases, were \$50,000 (2.2%) favorable to budget totaling \$2,156,000 through April 2012 compared to a year-to-date budget of \$2,206,000.

YEAR-TO-DATE SUMMARY

The April 2012 year-to-date net-operating income totaled an unfavorable variance of \$356,000 (-0.3%). These factors include unfavorable variances in passenger revenue, other operating revenue, personnel costs, materials and supplies, and energy partially offset by favorable variances in outside services, general and administrative, and risk management.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mike Thompson, 619.557.4557, mike.thompson@sdmts.com

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 75,701	\$ 76,196	\$ (496)	-0.7%
Other Revenue	4,528	4,615	(87)	-1.9%
Total Operating Revenue	\$ 80,228	\$ 80,811	\$ (583)	-0.7%
Personnel costs	\$ 93,644	\$ 93,280	\$ (365)	-0.4%
Outside services	59,098	59,944	846	1.4%
Transit operations funding	-	-	-	-
Materials and supplies	6,669	6,545	(124)	-1.9%
Energy	19,733	19,272	(461)	-2.4%
Risk management	2,991	3,273	282	8.6%
General & administrative	1,314	1,395	81	5.8%
Vehicle/facility leases	843	811	(32)	-3.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	0	0	(0)	-56.5%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 184,292	\$ 184,519	\$ 227	0.1%
Operating income (loss)	\$ (104,064)	\$ (103,708)	\$ (356)	-0.3%
Total public support and nonoperating revenues	1,442	1,192	250	21.0%
Income (loss) before capital contributions	\$ (102,623)	\$ (102,517)	\$ (106)	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 75,701	\$ 76,196	\$ (496)	-0.7%
Other Revenue	472	509	(37)	-7.2%
Total Operating Revenue	\$ 76,173	\$ 76,705	\$ (532)	-0.7%
Personnel costs	\$ 80,961	\$ 80,917	\$ (44)	-0.1%
Outside services	51,299	51,807	507	1.0%
Transit operations funding	-	-	-	-
Materials and supplies	6,656	6,519	(137)	-2.1%
Energy	19,208	18,779	(430)	-2.3%
Risk management	2,738	2,933	194	6.6%
General & administrative	201	192	(9)	-4.6%
Vehicle/facility leases	685	690	5	0.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	19,842	19,842	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 181,591	\$ 181,678	\$ 87	0.0%
Operating income (loss)	\$ (105,418)	\$ (104,973)	\$ (445)	-0.4%
Total public support and nonoperating revenues	2,066	1,951	115	5.9%
Income (loss) before capital contributions	\$ (103,352)	\$ (103,022)	\$ (330)	0.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 22,772	\$ 22,960	\$ (188)	-0.8%
Other Revenue	9	8	0	5.5%
Total Operating Revenue	\$ 22,781	\$ 22,968	\$ (187)	-0.8%
Personnel costs	\$ 54,502	\$ 54,593	\$ 91	0.2%
Outside services	1,434	1,603	168	10.5%
Transit operations funding	-	-	-	-
Materials and supplies	3,754	3,768	13	0.4%
Energy	4,784	4,802	18	0.4%
Risk management	1,415	1,435	20	1.4%
General & administrative	113	115	2	1.3%
Vehicle/facility leases	198	198	0	0.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	7,333	7,333	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 73,534	\$ 73,848	\$ 314	0.4%
Operating income (loss)	\$ (50,753)	\$ (50,880)	\$ 126	0.2%
Total public support and nonoperating revenues	(1,617)	(1,629)	11	-0.7%
Income (loss) before capital contributions	\$ (52,370)	\$ (52,508)	\$ 138	-0.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 29,584	\$ 29,486	\$ 98	0.3%
Other Revenue	464	501	(37)	-7.4%
Total Operating Revenue	\$ 30,048	\$ 29,987	\$ 61	0.2%
Personnel costs	\$ 25,550	\$ 25,421	\$ (129)	-0.5%
Outside services	3,134	3,189	55	1.7%
Transit operations funding	-	-	-	-
Materials and supplies	2,896	2,744	(151)	-5.5%
Energy	7,171	6,902	(269)	-3.9%
Risk management	1,310	1,484	174	11.7%
General & administrative	78	64	(15)	-22.8%
Vehicle/facility leases	196	200	4	1.8%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	11,270	11,270	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 51,606	\$ 51,275	\$ (331)	-0.6%
Operating income (loss)	\$ (21,559)	\$ (21,288)	\$ (271)	-1.3%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (21,559)	\$ (21,288)	\$ (271)	1.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 19,560	\$ 19,749	\$ (190)	-1.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 19,560	\$ 19,749	\$ (190)	-1.0%
Personnel costs	\$ 346	\$ 346	\$ (0)	-0.1%
Outside services	33,438	33,595	157	0.5%
Transit operations funding	-	-	-	-
Materials and supplies	5	3	(1)	-30.0%
Energy	5,169	4,990	(179)	-3.6%
Risk management	-	-	-	-
General & administrative	1	3	2	67.9%
Vehicle/facility leases	13	14	1	5.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	842	842	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 39,813	\$ 39,793	\$ (20)	-0.1%
Operating income (loss)	\$ (20,254)	\$ (20,044)	\$ (210)	-1.0%
Total public support and nonoperating revenues	89	-	89	-
Income (loss) before capital contributions	\$ (20,164)	\$ (20,044)	\$ (121)	0.6%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
MULTIMODAL OPERATIONS (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,424	\$ 1,565	\$ (141)	-9.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,424	\$ 1,565	\$ (141)	-9.0%
Personnel costs	\$ 107	\$ 107	\$ (0)	-0.3%
Outside services	8,520	8,589	68	0.8%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,849	1,805	(45)	-2.5%
Risk management	13	13	-	0.0%
General & administrative	2	3	1	40.3%
Vehicle/facility leases	278	278	(0)	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	298	298	(0)	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 11,068	\$ 11,092	\$ 24	0.2%
Operating income (loss)	\$ (9,644)	\$ (9,527)	\$ (117)	-1.2%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ (9,644)	\$ (9,527)	\$ (117)	1.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 2,361	\$ 2,436	\$ (75)	-3.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 2,361	\$ 2,436	\$ (75)	-3.1%
Personnel costs	\$ 267	\$ 261	\$ (5)	-2.0%
Outside services	4,484	4,543	59	1.3%
Transit operations funding	-	-	-	-
Materials and supplies	2	3	2	47.2%
Energy	235	279	45	16.0%
Risk management	-	-	-	-
General & administrative	6	7	1	13.6%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	99	99	-	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 5,092	\$ 5,193	\$ 101	1.9%
Operating income (loss)	\$ (2,732)	\$ (2,757)	\$ 26	0.9%
Total public support and nonoperating revenues	3,447	3,447	-	0.0%
Income (loss) before capital contributions	\$ 715	\$ 690	\$ 26	3.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CORONADO FERRY
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	133	133	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
Total Operating Expenses	\$ 133	\$ 133	\$ -	0.0%
Operating income (loss)	\$ (133)	\$ (133)	\$ -	0.0%
Total public support and nonoperating revenues	147	161	(13)	-8.4%
Income (loss) before capital contributions	\$ 14	\$ 28	\$ (13)	-48.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	3,194	3,203	(10)	-0.3%
Total Operating Revenue	\$ 3,194	\$ 3,203	\$ (10)	-0.3%
Personnel costs	\$ 12,136	\$ 11,832	\$ (304)	-2.6%
Outside services	7,721	8,036	315	3.9%
Transit operations funding	-	-	-	-
Materials and supplies	9	22	13	60.1%
Energy	517	484	(33)	-6.7%
Risk management	233	318	85	26.8%
General & administrative	1,028	1,113	86	7.7%
Vehicle/facility leases	157	121	(36)	-30.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(19,920)	(19,920)	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 1,880	\$ 2,007	\$ 126	6.3%
Operating income (loss)	\$ 1,313	\$ 1,197	\$ 117	-9.7%
Total public support and nonoperating revenues	(625)	(760)	135	-17.8%
Income (loss) before capital contributions	\$ 689	\$ 437	\$ 252	57.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2012
APRIL 30, 2012
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	862	903	(41)	-4.5%
Total Operating Revenue	\$ 862	\$ 903	\$ (41)	-4.5%
Personnel costs	\$ 548	\$ 531	\$ (17)	-3.2%
Outside services	78	102	24	23.1%
Transit operations funding	-	-	-	-
Materials and supplies	4	4	(0)	-11.7%
Energy	7	9	1	14.8%
Risk management	20	22	2	10.0%
General & administrative	85	89	4	4.6%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	78	78	0	0.0%
Depreciation	-	-	-	-
Total Operating Expenses	\$ 821	\$ 835	\$ 14	1.7%
Operating income (loss)	\$ 41	\$ 68	\$ (27)	39.8%
Total public support and nonoperating revenues	-	-	-	-
Income (loss) before capital contributions	\$ 41	\$ 68	\$ (27)	-39.8%



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

June 21, 2012

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 9, 2012, through June 12, 2012.

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EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1455.0-12	LAUGHLIN, FALBO, LEVY & MORESI	LEGAL SERVICES - WORKERS COMPENSATION	\$50,000.00	5/22/2012
L0955.1-10	UTC FIRE & SECURITY	ADDITIONAL VIDEO STORAGE	\$31,025.50	5/22/2012
G1334.2-11	SOHAGI LAW GROUP, PLC	LEGAL SERVICES - APPELLATE WORK & ENVIRO	\$25,000.00	5/25/2012
G1406.1-12	GENERAL INFORMATION SYSTEM	SOFTWARE PROGRAMMING AND ENGINEERING	\$48,872.00	5/25/2012
G1252.1-09	DELL MARKETING LP	YEAR 3 TRUE UP	\$12,057.72	5/30/2012
G1473.0-12	CANON BUSINESS SOLUTIONS, INC.	COPIERS FOR 10TH FLOOR AND TRANSIT STORE	\$12,342.42	5/31/2012

REVENUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
S200-12-534	OCOTILLO EXPRESS LLC	CONSTRUCTION AND MAINTENANCE AGREEMENT	(\$7,500.00)	5/11/2012
B0562.1-11	QUALCOMM, INC.	FUND EXTRA TRIPS ON ROUTE 921	(\$19,222.00)	5/22/2012
G0006.4-90	COUNTY OF SAN DIEGO	AMENDMENTS TO SUBLEASES	(\$8,450.00)	5/22/2012
L5199.1-99	7-ELEVEN, INC.	LEASE AGREEMENT 9805 PROSPECT AVE	(\$3,400.00)	5/22/2012
L5730.0-12	HMS CONSTRUCTION INC.	JROE NCTD PERMIT GENERAL CIVIL CONST SER	\$0.00	5/22/2012
S200-12-528	OUTDOOR DIMENSIONS	ROE PERMIT TO HANG BANNERS AT GROSSMONT	\$0.00	5/22/2012
S200-12-531	PETERSON CHASE GENERAL	ROE PERMIT BRIDGE RAIL REPAIR GROSSMONT	(\$1,000.00)	5/22/2012
G1436.1-12	ACE PARKING	LEASE AGREE TRIANGLE PARCEL	(\$35,650.00)	5/24/2012
L1085.0-12	CRM STUDIOS	ROE PERMIT TO FILM ONBOARD LRV	(\$605.00)	5/24/2012
L1064.0-12	HERZOG CONTRACTING, CORP.	JROE NCTD GENERAL RR CONST. SVCS	\$0.00	5/25/2012
M6694.0-12	KENNETH BERNARD DBA SAN DIEGO	LEASE AGRMT 9694 SF OF YARD SPACE	(\$940.00)	5/25/2012
S20097028.2	A.I.C., INC.	SECOND AMEND TO LEASE AGRMT JACKSON DR	(\$350.00)	5/25/2012
G1299.2-10	UNIVERSAL PROTECTION SERVICE	ASSIGN TO UNIV. PROT. SVS. FROM HERITAGE	\$0.00	5/29/2012
B0536.1-10	CALTRANS DISTRICT 11	AGMT BTWN CALTRANS/MTS/SANDAG DEL LAGO	\$0.00	5/31/2012
L1088.0-12	RAY KINNE	ROE PERMIT WALL MURAL INSTALL 47TH ST	\$0.00	5/31/2012
L5257.0-12	LINEAR STRIPING, INC.	ROE FOR RE-STRIPING PROSPECT SQUARE	\$0.00	5/31/2012
L6669.0-12	BLUE PACIFIC ENGINEERING & CON	JROE PERMIT PENASQUITOS SLOPE REPAIRS	(\$500.00)	6/1/2012
L1087.0-12	COMPETITOR GROUP, INC.	ROE ROCK & ROLL MARATHON	\$0.00	6/4/2012
G1400.1-12	RICOH USA, INC.	NAME CHANGE FROM IKON TO RICOH	\$0.00	6/6/2012

REVENUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1447.0-12	CALTRANS	USE AND ACCESS AGREE POSITIVE TRAIN CONT	\$0.00	6/6/2012
L5732.0-12	SOUTHLAND ELECTRIC, INC.	JROE NCTD PERMIT GENERAL ELEC/CONST SVCS	\$0.00	6/6/2012
M6687.1-12	BOB STALL CHEVROLET	LEASE AGRMT FOR BALTIMORE LOT	(\$1,138.00)	6/6/2012
G1013.2-06	PUN & MCGEADY LLP	ASSIGN CONTRACT FROM CAPORICCI & LARSON	\$0.00	6/11/2012
S200-12-535	SAN DIEGO COUNTY BICYCLE COALI	ROE BIKE THE BAY 2012	(\$500.00)	6/11/2012

PURCHASE ORDERS (IFAS)

DATE	PO NUMBER	Organization	Subject	AMOUNT
5/9/2012	3189	VISIBLE INK	PCID WRAP STICKERS	\$2,909.25
5/10/2012	3190	FUSION STORM	720 PRM SATA DISK	\$13,565.99
5/11/2012	3191	DELL COMPUTER CORP	DELL DESKTOP WITH MONITORS	\$35,141.68
5/15/2012	3192	CDW GOVERNMENT	HP CLJ ENTERPRISE, TECH SUPPORT	\$2,032.08
5/16/2012	3193	CDW GOVERNMENT	AVL 1 YEAR MAINTENANCE	\$870.00
5/18/2012	3195	BLUE VIOLET NETWORKS	TESTING AND TROUBLE SHOOTING ANTENN	\$1,400.00
5/18/2012	PW001080	PRIMARY GENERAL INC.	OFFICE REPAIRS - TAXI ADMIN BLDG	\$8,693.00
5/18/2012	3194	GREEN PEARLE INTERNATIONAL, IN	ZIPPER ID HOLDERS	\$9,589.75
5/21/2012	3198	CDW GOVERNMENT	HP REF-FUSING, VISIONTEK RAD, KINGS	\$2,844.12
5/21/2012	3197	CRUZ ESTRELLA'S CADD AND DRAFT	AS-BUILT DRAWINGS - TRACTION PWR SU	\$2,026.07
5/22/2012	3199	VOIP SUPPLY	AUDICODES MEDIANT 1000B	\$3,386.62
5/24/2012	3200	CDW GOVERNMENT	CRUCIAL 256 MB 144 PIN	\$339.13
5/24/2012	3202	CDW GOVERNMENT	IRON KEY	\$1,192.08
5/24/2012	3201	FUSION STORM	GOVT UPG PROTECTION SUITE	\$1,848.50
5/31/2012	3204	UNITED RENTALS NORTHWEST	AIR HOSE KIT	\$1,412.30
5/31/2012	3203	UNITED RENTALS NORTHWEST	TOWABLE AIR COMPRESSOR	\$13,975.18
5/31/2012	3205	INC. ENSCO	CANT DEFICIENCY OPERATION	\$27,226.40
6/1/2012	3207	CDW GOVERNMENT	HP PRINTER PC BOARD	\$1,742.92
6/1/2012	3206	SOFTCHOICE CORPORATION	CSS LICENSE V6 E-CERTIFICATE	\$3,547.40

PURCHASE ORDERS (IFAS)

DATE	PO NUMBER	Organization	Subject	AMOUNT
6/7/2012	3208	L & L PRINTERS	MTS BUS AND TROLLEY BANKS	\$2,916.79
6/8/2012	3209	JONES ROACH & CARINGELLA, INC.	APPRAISAL FOR LOCKRIDGE TRACTION	\$6,500.00

WORK ORDERS

Doc #	Organization	Subject	Amount	Day
G1245.0-09.09.7	KIMLEY-HORN & ASSOC.	ENGINEERING DESIGN SVS - SY TRANS	\$7,000.00	5/11/2012
G0930.17-04.11	SANDAG	ORANGE & GREEN LINE FIBER OPTIC CAB	As Needed	5/14/2012
PWL136.0-12.01	HMS CONSTRUCTION, INC.	BROADWAY WYE FEEDER CABLER REPLACEM	\$68,886.47	5/25/2012
PWL136.0-12.02	HMS CONSTRUCTION, INC.	ARNELE TURN BACK SIGNAL PROJECT	\$55,838.79	5/31/2012
G1328.0-10.03	PB AMERICAS, INC.	GENERAL PLANNING 62ND/ENCANTO	\$24,000.00	6/11/2012