



Metropolitan Transit System

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

## \*REVISED Agenda

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

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 two 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.

#### RECOMMENDED ACTION

1. Roll Call
2. Approval of Minutes - April 18, 2013 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](http://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>San Diego and Arizona Eastern Railway Company (SD&amp;AE) Quarterly Reports and Ratification of Actions Taken by the SD&amp;AE Board of Directors at its Meeting on April 16, 2013</u><br>Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports for information; (2) ratify actions taken by the SD&AE Board at its quarterly meeting on April 16, 2013; and (3) ratify and appoint J. Brad Ovitt of Genesee & Wyoming as Chairperson replacing Randy Perry and Matthew Domen of SD&IV as Board member/Secretary replacing Bob Jones. | Receive/<br>Ratify |
| 7.  | <u>Vending Services - Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to: (1) execute MTS Doc. No. G1475.0-12 with Coca-Cola Refreshments as a revenue contract for vending services for a five-year base period with 5 one-year option terms (for a total of ten years); and (2) exercise each option year at the CEO's discretion.   | Approve            |
| 8.  | <u>Investment Report - March 2013</u><br>Action would receive a report for information.   | Receive            |
| 9.  | <u>Fiscal Year 2014 Capital Improvement Plan Amendment</u><br>Action would approve the amended fiscal year (FY) 2014 Capital Improvement Plan (CIP).  | Approve            |
| 10. | <u>Armored-Transport Services - Contract Award</u><br>Action would authorize the CEO to: (1) execute MTS Doc. No. G1497.0-13 with Sectran Security, Inc. for armored-transport services for a five-year base period with 2 one-year option terms (for a total of seven years); and (2) exercise each option year at the CEO's discretion.   | Approve            |
| 11. | <u>Purchase and Installation of Cisco Voice-Over Internet Protocol (VoIP) Phone System</u><br>Action would authorize the CEO to issue a purchase order to AT&T for the purchase of equipment and installation of an agency wide Cisco Voice-Over Internet Protocol (VoIP) phone system for MTS. This project will retire the existing Toshiba phone system and provide call center management functionality for TeleInfo and the Compass Card 511 Program. This procurement would be under the County of Merced's Contract No. 2009177.   | Approve            |
| 12. | <u>Brake Linings and Disc Brake Pads - Contract Award</u><br>Action would authorize the CEO to: (1) execute MTS Doc. No. B0593.0-13 with Neopart, LLC for the purchase of brake linings and disc brake pads for a three-year base period with 2 one-year option terms (for a total of five years); and (2) exercise each option year at the CEO's discretion.   | Approve            |
| 13. | <u>Light Rail Vehicle Antigraffiti Film - Contract Amendment</u><br>Action would authorize the CEO to execute MTS Doc. No. L1025.1-12 with NMS Management, Inc. to increase the amount of the contract due to the increased costs associated with replacing antigraffiti film on S70 Light Rail Vehicles (LRVs).  | Approve            |

## CONSENT ITEMS CONTINUED

- |     |   |         |
|-----|---|---------|
| 14. | <u>Motorola Regional Transit Management System - Contract Amendments</u><br>Action would authorize the CEO to execute: (1) MTS Doc. No. G0867.14-03 with Motorola, Inc. to extend the Regional Transit Management System (RTMS) warranty-support period from July 1, 2013, through June 30, 2014; and (2) MTS Doc. No. G0868.8-03 with North County Transit District (NCTD) for a Funds Transfer Agreement.                           | Approve |
| 15. | <u>Hastus Regional Scheduling System Upgrade - Contract Award</u><br>Action would authorize the CEO to: (1) execute MTS Doc. No. G1529.0-13 with GIRO for a HASTUS Regional Scheduling System (RSS) upgrade to Version 2013; and (2) exercise additional optional modules, as funding is available, and annual maintenance and support services.  | Approve |
| 16. | <u>Americans with Disabilities Act (ADA) Paratransit Client-Certification Services</u><br>Action would authorize the CEO to: (1) execute MTS Doc. No. G1507.0-13 with ADARIDE.com, LLC for Americans with Disabilities Act (ADA) paratransit client-certification services for a five-year base with five option years (for a total of ten years); and (2) exercise option services and terms in year blocks at the CEO's discretion. | Approve |
| 17. | <u>Security Services Agreement - Contract Amendment</u><br>Action would authorize CEO to execute MTS Doc. No. G1299.3-10 with Universal Protection Service (UPS) for security services.   | Approve |
| 18. | <u>Audit Report - Payroll Follow-up Review</u><br>Action would receive an internal audit follow-up report on payroll operations.  | Receive |
| 19. | <u>Audit Report - Information Technology Network Access/Security Follow-up Review</u><br>Action would receive an internal audit follow-up report on Information Technology (IT) network access/security.  | Receive |

## CLOSED SESSION

- |      |  |                 |
|------|--|-----------------|
| *24. | a. CLOSED SESSION - INITIATION OF LITIGATION Pursuant to California Government Code Section 54956.9(c) ( <u>One Potential Case</u> )   | Possible Action |
|      | b. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8<br><u>Property:</u> Encanto/62nd Street Trolley Station, San Diego, California (Assessor Parcel Nos. 549-071-18, 21, 38, and 39)<br><u>Agency Negotiators:</u> Karen Landers, General Counsel; Tim Allison, Manager of Real Estate Assets; and Paul Jablonski, Chief Executive Officer<br><u>Negotiating Parties:</u> AMCAL Multi-Housing, Inc.<br><u>Under Negotiation:</u> Price and Terms of Payment | Possible Action |

Oral Report of Final Actions Taken in Closed Session

## NOTICED PUBLIC HEARINGS

- |     |   |                 |
|-----|---|-----------------|
| 25. | <u>Fiscal Year 2014 Budget: Public Hearing and Adoption (Mike Thompson)</u><br>Action would: (1) hold a public hearing, receive testimony, and review and comment on the fiscal year 2014 budget information presented in this report; and (2) enact Resolution No. 13-12 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/<br>Adopt |
|-----|---|-----------------|

## DISCUSSION ITEMS

- |     |  |         |
|-----|--|---------|
| 30. | <u>East County Bus Maintenance Facility CNG Fueling Installation, Operation, and Maintenance - Contract Award (Elliot Hurwitz)</u><br>Action would authorize the CEO to execute MTS Doc. No. B0594.0-13 with Trillium USA, LLC (doing business as California Trillium Company) for the: (1) design procurement, installation, and start-up of a compressed natural gas (CNG) fuel station for the East County Bus Maintenance Facility. These services would start on July 1, 2013, and be completed on February 28, 2014; and (2) operation and maintenance of a CNG fuel station at the East County Bus Maintenance Facility for a five-year base period beginning February 28, 2014, through March 1, 2019, with up to three option years beginning March 2, 2019, through March 3, 2022. | Approve |
|-----|--|---------|

## REPORT ITEMS

- |     |   |             |
|-----|---|-------------|
| 45. | <u>Mid-Coast Corridor Transit Project Update (John Haggerty - SANDAG)</u><br>Action would receive a report for information.   | Receive     |
| 46. | <u>June 2013 Rock 'n' Roll Marathon Impacts (Denis Desmond)</u><br>Action would receive a report for information.   | Receive     |
| 47. | <u>Quarterly Service Performance-Monitoring Report (Denis Desmond)</u><br>Action would receive a report for information.  | Receive     |
| 48. | <u>Operations Budget Status Report for March 2013 (Mike Thompson)</u><br>Action would receive the MTS operations budget status report for March 2013.   | 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><br>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> May 30, 2013  |             |
| 66. | <u>Adjournment</u>  |             |

**\*\*Coca-Cola scholarship awards at 11:30 a.m. by the MTS Clock Tower\*\***





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## NOTICED PUBLIC HEARINGS

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on the fiscal year 2014 budget information presented in this report; and (2) enact  
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61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda  
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda,  
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furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda  
items may not again be addressed under Public Comments.
65. Next Meeting Date: May 30, 2013
66. Adjournment

**\*\*Coca-Cola scholarship awards at 11:30 a.m. by the MTS Clock Tower\*\***



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

1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101

April 18, 2013

MINUTES

**FINANCE WORKSHOP**

1. Roll Call

Chairman Roberts called the Finance Workshop to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Proposed Fiscal Year 2014 Operating Budget

Mike Thompson, Budget Manager discussed the Fiscal Year 2014 budget including subsidy revenue assumptions, MTS sustainability, passenger fare revenue assumptions, revenue projection, personnel expense assumptions, energy expense assumptions, expense projection, consolidated revenues less expenses, the contingency reserve policy, open items, the budget timeline and provided a staff recommendation.

Ms. Salas questioned regarding growth in revenue with regard to ridership. Mr. Thompson advised the ridership dropped from fiscal year 2012 to 2013 and it is expected to rise in fiscal year 2014 and the growth in ridership is driving the growth in revenue of \$1.3M. Mr. Roberts stated that a new system was put into place to properly account for ridership as the current calculation used is outdated, but it requires Federal approval.

Mary Salas asked with regard to pension contribution why there was a disparity. Mr. Roberts explained that some employees pay into Social Security and other employees do not. Paul Jablonski, Chief Executive Officer further explained that certain employees do not pay into Social Security and they contribute the equivalent of social security to their pension which is why it appears they contribute at a higher level where other groups pay into their pension as well as Social Security. Cliff Telfer, Chief Financial Officer stated that certain Union employees chose to contribute to their pension in exchange for receiving a higher wage pursuant to collective bargaining.

Mr. Roberts commented that there is a lot of good news in the budget with regard to the direction MTS is moving. MTS is starting to see an improvement on the revenue side and MTS puts a premium on adding service where needed and ultimately it will drive the passenger counts and revenue without raising fares.

Mr. Gloria asked for further explanation in the progress of one-time resources. Mr. Jablonski commented that MTS is being cautious with regard to the STA state funds and MTS has not designated those as recurring funds. The MTS Board agreed to consider a portion of the STA funds as recurring funds in order to add services, but not the full amount to prevent MTS from possibly getting into an uncomfortable position.

Mr. Gloria questioned with regard to the new systems in place to calculate ridership. Mr. Jablonski stated that the board previously approved automatic passenger counters and those

are up and operating with MTS currently getting counts, but the business of counting passengers on the rail side is regulated by the Federal Government. The current formula previously approved by the Federal Government for calculating passengers needs to be updated and this new formula needs to be

-presented to the Federal Government by SANDAG and approved by the Federal Government. Without a fare increase, passenger revenue doesn't go up if ridership doesn't go up. Revenue has increased and MTS believes ridership has also gone up since there have been no fare increases, but the way the current formula is set up, ridership is not properly reflected. The current formula was developed many years ago based on one ride tickets and since many day passes and monthly passes are purchased today, there is a very small sample driving the ridership number so the formula is not accurate in accounting for ridership.

Mr. Gloria questioned with regard to the student bus pass pilot program and asked if MTS needs to make any allowances for this in the budget at this time. Mr. Jablonski advised it is MTS's expectation that it will be of no cost to MTS. Mr. Roberts commented that the San Diego Unified School District has asked MTS to participate in a program for free passes for a couple thousand students. MTS will come back to the Board when it is known specifically what is being requested and there are many items in the proposal that need to be addressed.

Mr. Cunningham inquired about the Contingency Reserve Policy and if an increase of \$5M over a two year period is going to be a budgeted item to increase these reserves or if it would be funded by unexpected revenues. Mr. Roberts advised it would be a prudent thing to budget this amount. Mr. Jablonski advised the amount could fluctuate based on revenue but MTS is committed to increase the Contingency Reserve.

#### Action Taken

Mr. Minto moved to set a public hearing on May 16, 2013, for the purpose of reviewing and approving the proposed combined MTS fiscal year 2014 operating budget. Mr. McClellan seconded the motion, and the vote was 14 to 0 in favor with Mr. Alvarez absent.

#### 3. Public Comments

There were no public comments.

#### 4. a. Next Meeting Date

The MTS proposed fiscal year 2014 budget Public Hearing is May 16, 2013, at 9:00 a.m.

#### b. Adjournment

Chairman Mathis adjourned the Finance Workshop at 9:52 a.m.

### **BOARD MEETING**

#### 5. a. Roll Call

Chairman Mathis called the Board meeting to order at 9:52 a.m. A roll call sheet listing Board member attendance is attached.

b. Approval of Minutes

Mr. Cunningham moved to approve the minutes of the March 21, 2013, MTS Board of Directors meeting. Mr. Minto seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas abstaining and Mr. Alvarez absent.

c. Public Comments

Mike Werner – Mr. Werner advised he was charged two different fares on Route 7 and Route 1. Route 7 leaves 10:05 a.m. from La Mesa Blvd. The driver charged \$1.30 for fare and he had to renew his pass so he could not remember the cash fare and there was no label on the fare box. There were no schedules in the bus so he could not verify the fare. The driver advised he did not know the fare and his job was to drive the bus. He transferred to Route 1 and he was charged \$1.10. He filed a report with MTS and the report has seemed to have gotten lost. He used to have a relationship with Bill Burke. He discussed a Union Tribune article regarding Bill Burke's security team. He sent an email and certified letter to Bill Burke and had not received a response. Mr. Mathis asked that Mr. Werner speak with Sharon Cooney, Chief of Staff and Bill Burke, Director of Security and Chief of Police as they were both attending the meeting.

Diane Pitzel – Ms. Pitzel said she's speaking on behalf of rider's rights. She had spoken to Paul Jablonski and other employees with SANDAG. She spoke about "vehicular discrimination".

CONSENT ITEMS

6. Investment Report - January 2013

Action would receive a report for information.

7. Investment Report - February 2013

Action would receive a report for information.

8. CBS Outdoor Advertising - Contract Extension

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. T0068.9-91 with CBS Outdoor to extend the existing bus shelter advertising and maintenance contract until December 31, 2013.

9. Hi-Rail Bucket Trucks - Contract Award

Action would authorize the CEO to execute MTS Doc. No. L1147.0-13 with Altec Industries for the purchase of two hi-rail bucket trucks.

10. MTS Code Compliance Records Management System - Contract Award (Sole Source)

Action would authorize the CEO to execute MTS Doc. No. G1528.0-13 with Intellichoice, Inc. (doing business as eForce) for the purchase of a Code Compliance Records Management System (RMS) software, including the option to exercise additional programming support and two additional years of system maintenance (pending available funding).

11. Proposed Revisions to MTS Policy No. 36 (MTS Reserve Funds)

Action would approve revisions to MTS Policy No. 36 (MTS Reserve Funds), including amending the contingency reserve rate to 12.5%.

12. MTS Job Order Contract Work Order for Bus Pavement Replacement at 12th & Imperial Avenue

Action would authorize the CEO to execute Work Order No. MTSJOC1431-07 (under MTS Doc. No. PWL135.0-12) with ABC Construction, Inc. to remove the existing bus concrete paving and install new with curb and gutter.

13. Fiscal Year 2013 Transportation Development Act Claim Amendment

Action would adopt Resolution Nos. 13-9, 13-10, and 13-11 approving the revised fiscal year (FY) 2013 Transportation Development Act (TDA) Article 4.0, 4.5, and 8.0 claims.

Action on Consent Item 6-13

Mr. Minto moved to approve Consent Items 6-13. Mr. McClellan seconded the motion, and the vote was 14 to 0 in favor with Mr. Alvarez absent.

CLOSED SESSION

24. None.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) Amended Joint Powers Agreement (JPA)

Mr. Jablonski provided an overview regarding the amended LOSSAN JPA. He explained the issues with NCTD accepting the amendment. MTS previously approved the amended JPA with three amendments that were approved by the LOSSAN Board with very slight changes. MTS came to an agreement with NCTD and the Board approved the amended JPA with a new voting structure.

Brent Boyd, Senior Transportation Planner affirmed that MTS Resolution 13-2 applies, explained the voting structure of the three San Diego County Member agencies, provided recommendations and discussed Managing Agency status.

Mr. Minto asked if any former votes on the amended JPA need to be rescinded. Karen Landers, General Counsel advised that the resolution was very broad and vague and it still applies but MTS felt it was best to affirm that these minor modifications didn't invalidate the action the Board took in January, 2013.

Mr. Ewin advised LOSSAN Board member Jerry Rindone had been following this issue for some time and with the enabling legislation that provided this change and transfer of control of



responsibility for the corridor specifically for the Surfliner operations, this gives MTS a lot more flexibility and control of the rail corridor over time.

Action Taken

Mr. Minto moved to: (1) affirm that MTS Resolution No. 13-2 applies to and approves the final amended LOSSAN Joint Powers Agreement (JPA) approved by the LOSSAN Board on February 20, 2013; and (2) approve and authorize the (CEO) to execute an agreement concerning voting representation of the three San Diego County member agencies (MTS, North County Transit District [NCTD], and the San Diego Association of Governments [SANDAG]) on the LOSSAN Board). Ms. Emerald seconded the motion and the vote was 14 to 0 in favor with Mr. Alvarez absent.

31. Taxicab Contract Extensions for Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach

Bill Kellerman, Taxicab Administration Manager discussed the taxicab contract extensions for suburban cities and provided a recommendation.

Ms. Cooney advised MTS would work with the cities over the course of the next year to determine what approach will be taken with regard to regulations in their respective cities. The City of San Diego has expressed they want to hire a consultant to study the transition as well as to perform changes as to how regulations occur in city of San Diego and it may take more than one year. Staff is working on a proposal which would allow MTS to continue to regulate the suburban cities without the city of San Diego. It is a work in progress but MTS will continue to work with the staff at the suburban cities.

Mr. McClellan asked if and when San Diego takes over taxicab if the San Diego cabs would still have permission to go to the suburban cities to pick up fares in these cities. Mr. Kellerman said that has yet to be determined, but currently the MTS medallion is set up where the San Diego taxis can currently pick up in seven cities. If the city takes back taxicab they would no longer have an MTS medallion so it is not clear how it would impact the surrounding suburban cities. Mr. McClellan commented the drivers in the suburban cities would appreciate if San Diego taxis were not permitted to pick up riders in the suburban cities and the suburban drivers don't have a chance to pick up those fares. Ms. Cooney advised this would be negotiated with the suburban cities.

Public Comments

Margo Tanquay – Ms. Tanquay strongly suggested that the MTS Board approve the one year extensions for the suburban cities. She advised of procedural issues within each of the suburban cities with regard to regulations and inspections.

Action Taken

Mr. Minto moved to approve a one-year extension of existing agreements for the Taxicab Administration with the cities of Santee, El Cajon, La Mesa, Poway, Lemon Grove, and Imperial Beach. Ms. Bragg seconded the motion and the vote was 14 to 0 in favor with Mr. Alvarez absent.

32. Exercise Option for Purchase of Additional Low-Floor Light Rail Vehicles from Siemens Industry, Inc. (Karen Landers)

Mr. Jablonski discussed the prior procurement with the Utah Transit Authority, the contract with Siemens, the option exercise strategy, Siemens pricing, pricing conditions, the option exercise process and provided a recommendation. Ms. Landers stated that because of the nature of how the option exercise is structured MTS has not committed any funding at this point. MTS staff will come back to the Board at a later date with the specifics of the number of cars, price and if there were any additional mobilization costs before a specific release for production is issued.

Public Comments

Margo Tanquay – Ms. Tanquay said the trolley passenger numbers have increased across the Board. She discussed cost and advised it was a wise decision to exercise this option to purchase additional cars.

Action Taken

Ms. Emerald moved to authorize the CEO to execute MTS Doc. No. L0914.10-10 to exercise the option to purchase up to 45 additional low-floor light rail vehicles (LRVs). Mr. McClellan seconded the motion and the vote was 14 to 0 in favor with Mr. Alvarez absent.

REPORT ITEMS

45. Compass Card

Ms. Cooney discussed the Compass Card fare system, the smart card technology, the types of passes and products, fare structure, fare revenue and ridership. She discussed the intensive outreach effort with the conversion of day pass to Compass to address the illegal resale of day passes. She discussed that Compass would be moved to MTS as fares are such a significant portion of MTS's operating revenue and important to MTS's customers so it is important for MTS to control this program. She discussed the moving phases of Compass from SANDAG to MTS.

Ms. Rios asked how old a child needs to be in order to ride free on MTS's transportation on the weekends. Rob Schupp, Director of Marketing advised that two children under twelve can ride free on the weekend.

Mr. Gloria asked if Ms. Cooney could discuss stored value and college passes. Ms. Cooney advised stored value is a selling point as consumers don't want to carry cash, they may be infrequent users and load value on a card and every time they ride they only tap their card to delete the cost of fare. Mr. Jablonski advised that MTS is doing surveys how customers would like to use stored value. Ms. Cooney advised that MTS works with various colleges with some subsidized and some not and with UCSD it's all on the Compass Card or other schools put a sticker on their ID and they show this in order to ride. UCSD would like the Compass Card and their student ID to be one with the same and UCSD is working with Cubic directly to try to implement this way of usage.

Mr. Gloria inquired about the cost of a Compass Card. Ms. Cooney advised you can still purchase a paper card on the bus, but you have to pay \$2 extra and this is to incentivize someone to purchase a Compass Card. If a rider trades their paper day pass at the Transit Store for a Compass Card they would get back their \$2.

Mr. Gloria asked about MTS's relationship with Albertson's in regard to selling the Compass Card. Ms. Cooney advised their employees have been very committed and supportive of MTS. MTS is concerned that Albertson's could pull out if it is not the right business decision. The contract will expire in a few years.

Mr. Gloria asked if passes could have different graphics. Mr. Schupp advised MTS has done special Compass Cards in the past with special graphics. Ms. Cooney discussed limited use.

Mr. Minto asked what happens if the system goes down and the fare box doesn't read the card. Ms. Cooney said there is a redundant system in place now. James Towle-Dreisbach of SANDAG advised that the value is on the card and not in a back office system, but if there is equipment failure the policy of MTS is that riders will board for no charge and a new bus will be called in and that there are very low failure rates.

Mr. Minto asked if there was a way to track stolen cards. Mr. Towle-Dreisbach advised the system only collects data with regard to riding patterns, but not the individual using the card and there are robust privacy laws. Serial #'s are tracked. If there is a theft, certain serial #'s can be deactivated rendering the stolen cards unusable.

Ms. Zapf asked if the cards could be registered and Ms. Cooney answered that they could in the event of theft and making the card reloadable and reusable.

Ms. Zapf asked with regard to development of the Compass Card Technology. Mr. Jablonski advised MTS was the third agency in the country to implement smart card technology. He stated that there is a weekly Compass Card meeting to discuss status and issues.

Ms. Zapf asked about potential use of a Compass Card to control parking in trolley lots. Mr. Jablonski stated there may be something where if you have a Compass Card who can have access to the parking lot and if not a person would have to pay to park in the lot.

#### Public Comments

Margo Tanquay – Ms. Tanquay said MTS is in a unique position of being a directional agency to cross the bridge to the transit center. She watched the trolley passes being sold and the Albertson's in the East Village is wonderful.

Lorraine Leighton – Ms. Leighton discussed her troubles loading the Compass Card.

Diane Pitzel – Ms. Pitzel said it would be nice to access proof of use of the Compass Card for reimbursement purposes. Mr. Towle-Dreisbach advised Compass Cards users can register their cards and through the website users can get their transaction history or can call the Compass Card center.

#### Action Taken

Mr. Minto moved to receive a report for information. Mr. McClellan seconded the motion and the vote was 11 to 0 in favor with Messrs. Alvarez, Cunningham, Roberts and Ms. Emerald absent.

60. Chairman's Report

Mr. Mathis advised the San Diego Vintage Trolley, Inc. was formed to raise money to restore PCCs and currently MTS houses six of them and after taking a hard look at number and a need of space and the likelihood of being able to continue this program the Board of Directors to dispose of one of the cars and it will go the San Diego Electric Railway Association in National City and they will pay any costs associated with moving the car and the overall is the cut down the number of cars from six to four.

61. Audit Oversight Committee (AOC) Chairman's Report

Mr. Ewin advised the Board the preliminary work on the Audit will begin in the middle of May, 2013 and there are three meetings planned.

62. Chief Executive Officer's Report

Mr. Jablonski reported he was in Washington, D.C. to meet with MTS's delegation, senators and others regarding the 13c issue and MTS's grants. He led a delegation to speak to the staff of Senators Feinstein and Boxer and met with Representative Peters, Vargas, Davis and staff. They all understand the issue and are supportive and will collaborate on how they will be most effective. They met with Representative George Miller from the Oakland area who is the ranking member of the Labor Committee in the House, a longtime member and very in tune with labor issues. His staff understands this is affecting California and that something needs to be done. He discussed the amount of money being affected and so the issue is getting more acute as time goes on, but what is more concerning is that the Department of Labor is not keeping to their schedule and those requests have not gone out and it has now been almost a 5 month delay, but hopefully now there will be political influence to move things along. He discussed interim certification.

63. Board Member Communications

There were no Board member communications.

64. Additional Public Comments on Items Not on the Agenda

Dale Chaulk – He discussed Route 41 being habitually late and missing his connection of the Route 30 bus in Old Town because the Green Line was late. The 30 bus doesn't wait for passengers when the Green Line is late. He stated that because of the late hour the 30 bus should wait for the Green Line before pulling out. Mr. Jablonski advised MTS will look into this issue and will try to do something about it and there is no reason that the last 30 bus of the evening cannot wait for the last Green Line to arrive.

65. Next Meeting Date

The next regularly scheduled Board meeting is May 16, 2013.

66. Adjournment

Chairman Mathis adjourned the meeting at 11:08 a.m.





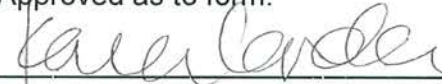
Chairperson  
San Diego Metropolitan Transit System

Filed by:



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

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

Attachments: 1. Roll Call Sheet

METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): April 18, 2013

CALL TO ORDER (TIME): 9:02 a.m.

RECESS: N/A

RECONVENE: N/A

CLOSED SESSION: N/A

RECONVENE: N/A

PUBLIC HEARING: N/A

RECONVENE: N/A

ORDINANCES ADOPTED: 36 (Revised)

ADJOURN: 11:08 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input type="checkbox"/> (Faulconer) <input type="checkbox"/>		
BRAGG	<input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:09 a.m.	10:25 a.m.
EMERALD	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:05 a.m.	10:24 a.m.
EWIN	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:02 a.m.	10:24 a.m.
GASTIL	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
GLORIA	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:02 a.m.	11:08 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
MINTO	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
OVROM	<input checked="" type="checkbox"/> (Denny) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
RIOS	<input checked="" type="checkbox"/> (VACANT) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
SALAS	<input checked="" type="checkbox"/> (Ramirez) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
ZAPF	<input checked="" type="checkbox"/> (Faulconer) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.

SIGNED BY THE CLERK OF THE BOARD: 

CONFIRMED BY THE GENERAL COUNSEL: 





AGENDA ITEM NO.

3

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

## 1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	MAY 16, 2013		
Name	JOHN L. WOOD		
Address			
Telephone			
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.	3		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

## 4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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

## Agenda Item No. 6

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY (SD&AE) QUARTERLY REPORTS AND RATIFICATION OF ACTIONS TAKEN BY THE SD&AE BOARD OF DIRECTORS AT ITS MEETING ON APRIL 16, 2013

#### RECOMMENDATION:

That the Board of Directors:

1. receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports (Attachment A) for information;
2. ratify actions taken by the SD&AE Board at its quarterly meeting on April 16, 2013; and
3. ratify and appoint J. Brad Ovitt of Genesee & Wyoming as Chairperson replacing Randy Perry and Matthew Domen of SD&IV as Board member/Secretary replacing Bob Jones. (See Attachment B – Curricula vitae of potential SD&AE Board members.)

#### Budget Impact

None.

#### DISCUSSION:

##### Quarterly Reports

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV, Museum, and PIR have provided operations reports during the first quarter of 2013 (Attachment A).



### SD&AE Property Matters

Under its adopted policy for dealing with the SD&AE Railway, the MTS Board of Directors must review all property matters acted on by the SD&AE Board. At its meeting of April 16, 2013, the SD&AE Board considered and approved:

- S200-13-558: Right of Entry Permit to LB Civil Construction, Inc. for 24<sup>th</sup> Street and Civic Center Drive freeway and ramp improvements in the City of National City.
- S200-13-561: Right of Entry Permit to Davey Tree Surgery Company for tree maintenance and wood power-pole inspections along various portions of the SD&AE right-of-way.
- S200-13-566: Right of Entry Permit to NX Utilities, LLC for installing fiber-optic cabling at 28<sup>th</sup> Street in the City of San Diego.

### Appointment of Corporate Officers

On April 16, 2013, the SD&AE Board of Directors approved forwarding a recommendation to the MTS Board of Directors to appoint J. Brad Ovitt, Senior Regional Vice President of Genesee & Wyoming, Inc. (formerly RailAmerica), as the Chairperson to replace the position vacated by Randy Perry and to appoint Matthew Domen, Assistant General Manager of SD&IV, as Secretary replacing Bob Jones. Genesee & Wyoming has acquired RailAmerica and has reorganized existing staff within its regions. Due to this reorganization, Mr. Perry and Mr. Jones have been reassigned within Genesee & Wyoming and therefore have resigned as SD&AE Board members.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Karen Landers, 619.557.4512, [Karen.Landers@sdmts.com](mailto:Karen.Landers@sdmts.com)

Attachments: A. SD&AE Meeting Agenda & Materials  
B. Curricula vitae of potential SD&AE Board member replacements } **For Board only due to volume**

# AGENDA

San Diego and Arizona Eastern (SD&AE) Railway Company  
Board of Directors Meeting

April 16, 2013  
9:00 a.m.

Executive Committee Room  
James R. Mills Building  
1255 Imperial Avenue, 10th Floor

San Diego & Arizona Eastern  
Railway Company

A Nevada Nonprofit  
Corporation

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

BOARD OF DIRECTORS  
Randy Perry, Chairman  
Bob Jones  
Paul Jablonski

OFFICERS  
Paul Jablonski, President  
Bob Jones, Secretary  
Linda Musengo, Treasurer

GENERAL COUNSEL  
Karen Landers

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 prior to the meeting and are to be returned at the end of the meeting.

## ACTION RECOMMENDED

1. Approval of the Minutes of January 15, 2013  
Action would approve the SD&AE Railway Company Minutes of 1/15/13. Approve
2. Statement of Railway Finances (Linda Musengo)  
Action would receive a financial report for three quarters ended 3/31/13. Receive
3. Report on San Diego and Imperial Valley (SD&IV) Railroad Operations (Matt Domen)  
Action would receive a report for information. Receive
4. Report on Pacific Southwest Railway Museum (Diana Hyatt)  
Action would receive a report for information. Receive
5. Report on the Desert Line (Chas McHaffie)  
Action would receive a report for information. Receive
6. Real Property Matters (Tim Allison)
  - a. Summary of SD&AE Documents Issued Since January 15, 2013  
Action would receive a report for information. Receive
  - b. Easement for a Water Pipeline – H Street, Chula Vista  
Action would approve issuing an easement to Sweetwater Authority for a proposed 16-inch water pipeline crossing under SD&AE tracks located on H Street between Bay Boulevard and Marina Parkway in Chula Vista, California. Approve
  - c. Ancillary Real Estate Actions for the Trolley Renewal Project – SDG&E Service Easement for Traction Power Substation Power  
Action would authorize the President to execute any and all ancillary real estate documents and agreements that are needed for the MTS Trolley Renewal Project. Approve
7. Election of SD&AE Chairperson and Board Member (Karen Landers)  
Action would discuss electing a new Chairperson and Board member for the SD&AE Board of Directors and forward a recommendation to the MTS Board of Directors for approval. Possible Action
8. Board Member Communications
9. Public Comments
10. Next Meeting Date: July 16, 2013
11. Adjournment

# MINUTES

## BOARD OF DIRECTORS MEETING OF THE SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

January 15, 2013

A meeting of the Board of Directors of the San Diego & Arizona Eastern (SD&AE) Railway Company, a Nevada corporation, was held at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, on January 15, 2013, at 9:04 a.m.

The following persons, constituting the Board of Directors, were present: Bob Jones, Randy Perry, and Paul Jablonski. Also in attendance were members from:

San Diego Metropolitan Transit System:

Tim Allison, Karen Landers, Wayne Terry,  
Linda Musengo

San Diego & Imperial Valley Railroad:

Matt Domen

Pacific Southwest Railway Museum:

Diana Hyatt, Michael Edwards

Pacific Imperial Railroad, Inc.:

Chas McHaffie, Donald Stoecklein

Motor Transport Museum:

Carl Calvert

1. Approval of Minutes

Mr. Jablonski moved to approve the Minutes of the October 16, 2012, SD&AE Railway Board of Directors meeting. Mr. Jones seconded the motion, and it was unanimously approved.

3. Report on San Diego & Imperial Valley Railroad (SD&IV) Operations (taken out of order)

Matt Domen reviewed the report of activities for the 4th quarter of 2012 (attached to the agenda item).

Action Taken

Mr. Jones moved to receive the report for information. Mr. Jablonski seconded the motion, and it was unanimously approved.

4. Report on Pacific Southwest Railway Museum Operations

Diana Hyatt reviewed the 4th quarter of 2012 report (attached to the agenda item).

Action Taken

Mr. Jones moved to receive the report for information. Mr. Jablonski seconded the motion, and it was unanimously approved.

**5. Report on the Desert Line**

Chas McHaffie and Donald Stoecklein reviewed the 4th quarter of 2012 report (attached to the agenda item). Mr. Stoecklein added that PIR is continuing with its finance plan.

**Action Taken**

Mr. Jones moved to receive the report for information. Mr. Jablonski seconded the motion, and it was unanimously approved.

**6. Real Property Matters****a. Summary of SD&AE Documents Issued Since October 16, 2012**

Tim Allison, MTS Manager of Real Estate Assets, submitted the documents described below that have been processed by staff since the October 16, 2012, meeting.

- **S200-13-538:** Right of Entry Permit to Land Forms Construction for construction of the Lemon Grove Promenade Project.
- **S200-13-541:** Right of Entry Permit to SECC Corporation to construct fiber facilities at 24<sup>th</sup> Street in National City.
- **S200-13-549:** Right of Entry Permit to SCS Timber Resources to perform vegetation abatement at MP 94 on the Desert Line near Jacumba.
- **S200-13-550:** Right of Entry Permit to R Dugan Construction Inc. to construct storm drainage facilities at 22<sup>nd</sup> Street, San Diego.
- **S200-13-551:** Right of Entry Permit to Orion Construction Corporation to construct sidewalk improvements from 65<sup>th</sup> Street to 68<sup>th</sup> Street in the Encanto neighborhood in the City of San Diego.
- **S200-13-552:** Right of Entry Permit to Aguirre Engineering Inc. to perform surveying for various SANDAG capital projects.
- **S200-13-553:** Right of Entry Permit to Schilling Paradise Corporation to construct various dry utilities at 22<sup>nd</sup> Street, San Diego.
- **S200-13-554:** Right of Entry Permit to Malcolm Drilling Company, Inc. to construct shoring at 22<sup>nd</sup> Street, San Diego.
- **S200-13-555:** Right of Entry Permit to Shimmick Construction Co., Inc. to construct traction power substations for the Trolley Rehabilitation Project.
- **S200-13-557:** Right of Entry Permit to AES Property Services to perform graffiti removal maintenance along the orange line in El Cajon.
- **S200-13-559:** Right of Entry Permit to San Diego Gas and Electric to remove a transformer at the Lemon Grove Trolley Station.
- **S200-13-560:** Operating Agreement with Pacific Imperial Railroad, Inc. to operate freight on the Desert Line.

**Action Taken**

Mr. Jablonski moved to receive the report for information. Mr. Jones seconded the motion, and it was unanimously approved.

b. Right of Entry Permit Process Finances

Tim Allison stated that at the last meeting, the Board requested a review of the right of entry process and an analysis of staff time required to process permits. Mr. Allison explained the current process for reimbursable and nonreimbursable staff charges for work related to SD&AE and also examples of situations when fees are waived. He added that MTS Policy No. 50 (Engineering and Construction Cost Recovery) allows for a standard fee of \$500 for staff preparation time, approvals, and processing of the permit only once the other issues are resolved. Mr. Allison also explained the various types of staff support services and how the costs are recovered, including staff time, consultant expenses, and other expenses related to a particular third-party impact. Mr. Allison added that MTS does not have a current method to differentiate the type of staff time charged to SD&AE—all time is handled the same whether it is reimbursable or not—and similarly, there is no method to track individual permits or plan-review actions.

Discussion ensued about the ratio of cost recovery versus staff time. Mr. Allison stated that he feels that the \$500 fee is reasonable, and he is not recommending any charges at this time considering that the other expenses are covered over and above a permit fee if required. Mr. Allison added that the permit fee is a small amount of the overall costs for any third-party impact.

Mr. Jones suggested increasing the existing fee of \$500 to \$750 to stay current with the market and also to avoid having to make an even bigger increase down the road. Board members agreed that MTS Policy No. 50 should be revised by increasing the cost-recovery fee from \$500 to \$750 and to forward a recommendation to the MTS Board of Directors for final approval.

Action Taken

Mr. Jones moved to forward a recommendation to the MTS Board of Directors to revise MTS Policy No. 50 (Engineering and Construction Cost Recovery) to increase the cost-recovery standard fee from \$500 to \$750 to cover staff preparation time, approvals, and processing. Mr. Jablonski seconded the motion, and it was unanimously approved.

c. Motor Transport Museum Request for Spur Track Fee Waiver

Tim Allison explained that in April 2009, the SD&AE Board approved construction of a spur track from the main line into the Motor Transport Museum's (MTM's) facility based on full-cost recovery of all fees from the MTM (for plan review, agreement execution, and construction). Mr. Allison stated that the MTM is now requesting that the SD&AE Board waive those fees. Mr. Allison showed an overhead of the proximity involved and explained the MTM's plans to develop the spur track, inspections and rates, and service to the MTM. Mr. Allison clarified for Mr. Jablonski that the request before the Board today is for a waiver for MTM of all fees and costs to date—and also going forward—related to constructing the spur track.

Mr. Allison introduced Carl Calvert of the MTM.

• Public Speaker – Carl Calvert of the Motor Transport Museum (MTM)

Mr. Calvert explained the history of the Motor Transport Museum's (MTM's) historic site and plans for restoring the spur track for future service to and from the MTM. He stated that the MTM is a small, nonprofit operation and is free to visitors when it is open on the weekends. Mr. Calvert added that the MTM operates on less than \$5,000 per year and has already invested thousands of dollars to update the spur drawings (as required by MTS engineering). At this point, the MTM is only aware of permit fees totaling \$500 and MTS staff engineering costs totaling \$1,000. Mr. Calvert added that the MTM does not know what the additional costs will total going forward.

Chas McHaffie of PIR clarified for Mr. Jablonski that he feels that MTM is doing a great job. Discussion ensued regarding contractors, costs, and the steps necessary to start construction on the spur, which is anticipated to begin this year. Mr. Allison clarified that the MTM's request today is to waive all current fees and/or costs going forward.

Board members agreed to a compromise to waive the current outstanding bill of \$1,000 for staff engineering costs but not future direct costs for outside consultants (to ensure that the work is done correctly). Mr. Jones cautioned the MTM to have all specs reviewed prior to any construction. It was also suggested that qualified engineering experts could donate time in kind to help mitigate expenses—Mr. Jones added that Matt Domen is available to assist the MTM with leads for qualified engineering experts.

Action Taken

Mr. Jablonski moved to: (1) waive the Motor Transport Museum's (MTM's) current fee of \$1,000 connected with plan review and entitlement processing for the spur track, and (2) stipulate that all ongoing direct costs for outside consultant services charged to SD&AE are to be reimbursed by the MTM. Mr. Jones seconded the motion, and it was unanimously approved.

2. Statement of Railway Finances (taken out of order)

Linda Musengo reviewed the financial statement for the 4th quarter of 2012 (attached to the agenda item). Ms. Musengo added that the attachment does not reflect property sold in December for \$680,000, because the property value versus the actual proceeds from the sale still has to be determined.

Action Taken

Mr. Jones moved to receive the report for information. Mr. Perry seconded the motion, and it was unanimously approved.

7. Donation of Unused Rail Cars to the Pacific Southwest Railway Museum and the Baja California Railway Foundation or Affiliated Nonprofit Organization

Karen Landers explained that SD&AE received two requests for donations for unused rail and tank cars for their historical value. The first request is from the Pacific Southwest Railway Museum for Box Cars "SDAE 1084" and "SP 116033" that have been sitting for years in MTS's Maintenance of Way trolley yard. The second request is from the Baja California Railway Foundation for the donation of "Tank Car 1025," which was abandoned on the railway in Baja, California about 20 years ago.

Ms. Landers explained that the cars only have scrap value, they are a liability, and MTS, SDTI, and SD&AE have no use for the cars. Ms. Landers clarified that the Museum and the Baja California Railway Foundation have agreed to cover all costs associated with relocating the cars, and that staff will research the proper method for transferring ownership.

Action Taken

Mr. Jablonski moved to donate SD&AE's unused rail and tank cars with historical value to the Pacific Southwest Railway Museum (Box Cars "SDAE 1084" and "SP 116033") and the Baja California Railway Foundation or affiliated nonprofit organizations ("Tank Car 1025"). Mr. Jones seconded the motion, and it was unanimously approved.

8. Extension of Pacific Southwest Railway Museum Operating Agreement

Karen Landers stated that a new agreement has been drafted between Pacific Imperial Railroad, Inc. (PIR), MTS, and Pacific Southwest Railway Museum (Museum) wherein the Museum and PIR have worked out maintenance responsibilities (for passenger-excursion services on a portion of the Desert Line and operation of a museum on the Campo Depot property). Diana Hyatt added that the Museum will be responsible for the maintenance and dispatching of 14 miles of the line. Ms. Hyatt stated that when PIR is ready to run freight, the parties will revisit the responsibilities between the Museum and PIR and come to a mutual agreement.

Mr. Jablonski commented that it is nice to see the good working relationship between PIR and the Museum. He stated that there has to be a clear understanding of the rights and responsibilities on the line between the operators to eliminate ambiguity. Mr. Jablonski added that MTS buses will continue to be stored at the Campo Depot—Mr. Allison clarified that the buses are stored on MTS property. Don Stoecklein informed members that PIR turned over the power bills for the crossings to the Museum until PIR resumes freight, and this responsibility will be memorialized in the new agreement.

Action Taken

Mr. Jones moved to: (1) approve extending the operating agreement between PIR and the Pacific Southwest Railway Museum (PSRM) for passenger-excursion services on a portion of the Desert Line and operation of a museum on the Campo Depot property; and (2) execute such agreement consistent with the terms. Mr. Perry seconded the motion, and it was unanimously approved.

**9. Board Member Communications**

Mr. Jones announced that Rail America has been acquired by Genesee & Wyoming. He stated that Genesee & Wyoming is a leader in the short line industry, and that it is a pleasure to be acquired by a company with such a bright future. Mr. Jones explained that RailAmerica's property in San Diego and Ventura will now fall under the Mountain West region. Mr. Jones' office will be moving to Salem, Oregon. Mr. Jones introduced Brad Ovitt, Senior Vice President of the Mountain West region, and David Brown, Chief Operating Officer from Jacksonville.

Mr. Jones ensured a smooth transition and added that Matt Dornen will continue to be involved in the day-to-day operations. Mr. Jones and Mr. Perry will be stepping back to let Mr. Ovitt and Mr. Dornen take over at the next meeting in April. He added that he feels that this group has made a lot of progress and offered his help in any way in the future. Mr. Jablonski thanked Mr. Jones and Mr. Perry for their service on the Board.

**10. Public Comments**

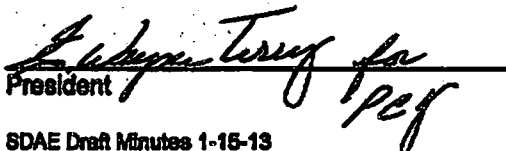
None.

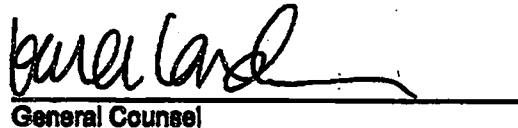
**11. Next Meeting Date**

The next meeting of the SD&AE Railway Company Board of Directors is on Tuesday, April 16, 2013.

**12. Adjournment**

The meeting was adjourned at 9:53 a.m.

  
President

  
General Counsel

SDAE Draft Minutes 1-15-13

Attachment: Handout - PSRM Letter to Don Stoecklein





## **Pacific Southwest Railway Museum**

**La Mesa Depot 4805 Hebo Drive La Mesa, CA 91941 618-485-7778**

**Mr. Don Stoecklein  
President  
Pacific Imperial Rail  
c/o Stoecklein Law Firm  
401 West A Street, Suite 1150  
San Diego, CA 92101**

**Re: Our meeting Friday, January 11, 2013**

**Dear Don:**

**Please accept this letter as a summary of our meeting held at your office last Friday, January 11, 2013. Those in attendance were: Sheila Lamire, PIR, Don Stoecklein, PIR, Greg Luiz, PSRM Director of Operations, Michael Edwards, PSRM Assistant Director of Operations and myself.**

**The primary objective for this meeting was to discuss the renewal of PSRM's operating agreement with the Metropolitan Transit System (MTS) and its impact upon the parallel operating agreement between MTS and PIR. This letter is intended to identify the responsibilities and establish the administrative infrastructure with regards to rail operations and traffic control as it pertains to the SDAE railway known as the Desert Line between MP 59.94 and MP 74. It was agreed upon that Pacific Southwest Railway Museum will be identified as the "Host Railroad" and control all rail operations between MP 59.94 and MP 74.0, specifically:**

- 1. All rail traffic will be dispatched by PSRM.**
- 2. PSRM will be responsible for training and qualifying dispatchers in accordance with Federal Railroad Administration (FRA) standards including supervision, testing and record keeping.**
- 3. PSRM will establish and maintain all operating rules, policies, timetables, general orders, track bulletins, road frequencies and procedures for all rail traffic operating between MP 59.94 and MP 74.0 in compliance with all FRA and FCC regulations.**
- 4. PSRM will be responsible for maintaining designated track, structures, and right-of-way to Class 2 Federal standards in compliance with all FRA regulations.**
- 5. PSRM will be responsible for vegetation abatement along the right of way and in compliance with Cal-Fire and California PUC requirements.**

6. PIR and PSRM agree that PSRM is unable to assume liability for the grade crossings without maintaining financial responsibility for the public utility service at the two automated grade crossing warning systems located at state highway 94 at the west and east ends of the Campo Valley respectively. PSRM will perform all FRA mandated monthly, quarterly, semi-annual and annual inspections and maintenance and any other inspections and maintenance as necessary.
7. The above points shall not inhibit or restrict PIR's ability to operate freight trains along museum's portion of the Desert Line. PIR freight trains will be dispatched in conjunction with PSRM trains and with minimal delay.
8. This agreement shall remain in effect until such time as it naturally expires or until such time as PIR begins revenue freight rail movement on a consistent basis.

Thank you for your time and attention to this matter. I look forward to a mutually benefitting relationship.

Sincerely,

A handwritten signature in black ink, appearing to read "Diana Hyatt", with a stylized flourish at the end.

Diana Hyatt  
President

## Agenda Item No. 2

San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting

April 16, 2013

**SUBJECT:**

**STATEMENT OF RAILWAY FINANCES**

**RECOMMENDATION:**

That the SD&AE Board of Directors receive a financial report for three quarters ended March 31, 2013.

Budget Impact

None.

**DISCUSSION:**

Attached are the financial results for three quarters of fiscal years 2013 and 2012, which includes the periods ended March 31, 2013, and 2012.

The current year-to-date income is \$18,022 unfavorable to budget due to a reduction in Right of Entry permits revenue in the 3<sup>rd</sup> quarter and a \$7,840 reversal of some Right of Entry fees related to projects that may not be completed. In addition, revenue for the SD&IV freight fee is budgeted ratably throughout the year, but the fee will not be received until the 4<sup>th</sup> quarter.

Income has increased by \$41,255 compared to the same period last year due to a significant increase in Right of Entry permits. Finally, SD&AE received \$683 from the Secretary of State related to checks sent to us in 1995 that were never cashed.

Expenses are \$23,860 unfavorable to budget due to Outside Services totaling \$18,995 paid to PGH Wong for engineering related to Right of Entry permits, and \$4,733 paid to RL Banks for consulting services related to the Desert Line project. The budget for Outside Services was decreased during the midyear adjustment because there had been no activity in that line item.

Expenses have increased by \$49,898 over the same period last year due to a \$22,656 increase in personnel costs related to increased Right of Entry fees and a \$29,740 increase in Outside Services as stated above. The net loss for the first three quarters of FY 13 was \$24,765 compared to a net loss of \$16,123 for the same period in FY 12.

Attachment: SD&AE Operating Statement 3rd Quarter FY 13

**SD&AE operating statement FY2013-12**

	FY2013						FY2012	
	Q1 2013	Q2 2013	Q3 2013	YTD	Budget	Variance	Q1 - Q3	Variance
<b>Revenue</b>								
Right of entry permits	\$ 13,400	\$29,689	\$ (5,040)	\$ 38,049	\$44,889	(6,840)	6,121	31,928
Lease income	19,563	16,497	22,826	58,886	54,068	4,818	50,242	8,643
Other income	-	-	683	683	16,683	(16,000)	-	683
SD&IV 1% freight fee	-	-	-	-	-	-	-	-
<b>Total revenue</b>	<b>32,963</b>	<b>46,186</b>	<b>18,469</b>	<b>97,618</b>	<b>115,640</b>	<b>(18,022)</b>	<b>56,363</b>	<b>41,255</b>
<b>Expense</b>								
Personnel costs	25,179	30,410	21,379	76,968	75,260	(1,708)	54,312	(22,656)
Outside services	-	-	29,740	29,740	5,000	(24,740)	-	(29,740)
Energy costs	-	-	-	-	-	-	-	-
Risk management	5,752	5,752	3,637	15,141	17,029	1,888	17,865	2,724
Misc operating expenses	534	-	-	534	1,234	700	309	(225)
Depreciation	-	-	-	-	-	-	-	-
<b>Total expense</b>	<b>31,465</b>	<b>36,162</b>	<b>54,757</b>	<b>122,383</b>	<b>98,523</b>	<b>(23,860)</b>	<b>72,486</b>	<b>(49,898)</b>
<b>Net income/(loss)</b>	<b>\$ 1,498</b>	<b>\$ 10,025</b>	<b>\$ (36,288)</b>	<b>\$ (24,765)</b>	<b>\$ 17,117</b>	<b>(41,882)</b>	<b>\$ (16,123)</b>	<b>(8,643)</b>

<b>Reserve balance 2012</b>	<b>\$916,413</b>
Allocated interest earnings	1,651
Operating profit/(loss)	(24,765)
Improvement expense 2013	-
<b>Reserve balance 2013-est</b>	<b>\$893,298</b>

## **Agenda Item No. 3**

**San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting**

**April 16, 2013**

**SUBJECT:**

**REPORT ON SAN DIEGO AND IMPERIAL VALLEY (SD&IV) RAILROAD OPERATIONS**

**RECOMMENDATION:**

**That the SD&AE Board of Directors receive a report for information.**

**Budget Impact**

**None.**

**DISCUSSION:**

**An oral report will be given during the meeting.**

**Attachment: Periodic Report for the 1st Quarter of 2013**



SD&AE Board  
C/O MTS  
1255 Imperial Avenue, Suite 1000  
San Diego, California 92101

April 2, 2013

## Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company; activities of interest for the 1st Quarter of 2013 are listed as follows:

### 1. Labor

At the end of March 31, 2013 the San Diego & Imperial Railroad had 10 employees:

- 1 General Manager
- 1 Asst. General Manager
- 1 Asst. Trainmaster
- 1 Manager - Marketing & Sales
- 1 Office Manager
- 1 Mechanical Manager
- 1 Roadmaster
- 1 Maintenance of Way Employee
- 2 Train Service Employees

### 2. Marketing

Volume in the 1st Quarter rose 38% as compared to 2012. Bridge traffic had a 44% increase, primarily driven by a rise in LPG traffic. Traffic terminating or originating on the SDIY rose 7% as compared to this time last year. Primary driver was sand products moving to Kleen Blast.

### 3. Reportable Injuries/Environmental

Days through year to date, March 31, 2013, there were no FRA Reportable injuries or environmental incidents on the SDIV Railroad.

Days FRA Reportable Injury Free: 4933

#### 4. Summary of Freight

	2013	2012	2011
Total rail carloads that moved by SDIY Rail Service in the quarter.	1227	756	1418
Total railroad carloads Terminating/Originating Mexico in the quarter.	1043	584	1167
Total railroad carloads Terminating/Originating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	184	172	251
Total customers directly served by SDIY in the quarter	10	10	10
Regional Truck trips that SDIY Railroad Service replaced in the quarter	3681	2268	4254

Respectfully,

Randy Perry  
General Manager

## **Agenda Item No. 4**

San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting

April 16, 2013

**SUBJECT:**

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

**RECOMMENDATION:**

That the SD&AE Board of Directors receive a report for information.

**Budget Impact**

None.

**DISCUSSION:**

A report will be presented during the meeting.

**Attachment: Quarterly Report**





# Pacific Southwest Railway Museum

La Mesa Depot 4685 Nabo Drive La Mesa, CA 91941 619-465-7776

April 5, 2013

SD&AE Board  
c/o Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101

Re: First Quarter, 2013

Dear SD&AE Board:

During the first quarter of 2013, the Pacific Southwest Railway Museum carried 3,081 passengers with no FRA reportable accidents or injuries. Total income from SD&AE property for first quarter, 2013 was \$ 20,934.32, a check for \$418.69 is attached to the hard copy of this letter. By comparison, PSRM carried:

3,001 passengers during the first quarter of 2012  
924 passengers during the first quarter of 2011  
1,006 passengers during the first quarter of 2010  
2,483 passengers during the first quarter of 2009  
2,987 passengers during the first quarter of 2008

752 of our riders during the first quarter of 2013 were redeeming Groupon vouchers as compared to 410 Groupon riders during the same quarter of 2012.

On Sunday, January 6, 2013 the Christmas Train event took place in Tecate, B.C., Mexico. Since the collapse of tunnel 3 in Mexico on December 25, 2009, the museum has been unable to provide a train for this event. However, PSRM continues to be an ardent supporter of this event, its dedicated volunteers and its' leader, Margaret Coval who continues the work in memory of her late husband Charles Coval.

During the first quarter of 2013, the museum held one special event over a three day period known as the Bunny Trains. These trains attracted 734 passengers, primarily families with young children to visit the museum and enjoy some Easter fun including an egg hunt in our Display Building.

Track maintenance and monthly signal inspections continue. The primary focus remains upgrading the track in the curves as well as tie renewal where necessary. A re-application of pre-emergent and weed killer was scheduled for late March and actually took place on April 3, 2013. A truckload of ties has been ordered in expectation of more tie replacement along the right of way between tunnel 4 and Campo for the remainder of this year.

Highlights for second quarter 2013 will be the Chefs Fire Up the Iron Horse wine and food pairing event in our Display Building on Saturday, April 20; Father's Day BBQ and train ride on Sunday, June 16 and a modification to our summer schedule beginning on Saturday, June 22. From June 22 through Sunday, September 1, 2013, the museum will operate two evening trains on Saturday, one departing the Campo Depot at 5:00 pm and one departing at 7:00 pm and will not operate any passenger trains on Sundays during this time period. The regular Golden State train schedule will resume on Saturday, September 7, 2013.

Sincerely,

A handwritten signature in black ink, appearing to read "Diana Hyatt", with a long horizontal flourish extending to the right.

Diana Hyatt  
President

Enc.

## **Agenda Item No. 5**

**San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting**

**April 16, 2013**

**SUBJECT:**

**REPORT ON THE DESERT LINE**

**RECOMMENDATION:**

**That the SD&AE Board of Directors receive a report for information.**

**Budget Impact**

**None.**

**DISCUSSION:**

**A report will be presented during the meeting.**

**Attachment: Quarterly Report**



# PERIODIC REPORT

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April 9, 2013

The periodic report to the SD&AE Railway Company is produced quarterly by the Pacific Imperial Railroad for the SD&AE Board, in fulfillment of contractual requirements and to document activity in the restoration of the line to regional service along with its ongoing improvement for future generations.

# **Pacific Imperial Railroad**

## **First Quarter 2013**

### **CONTENTS**

- I. GOVERNMENTAL**
- II. DESERT LINE**
- III. REPORTABLE INJURIES / ACCIDENTS /  
ENVIRONMENTAL INCIDENTS**
- IV. MARKETING**
- V. FREIGHT ACTIVITY**

## **I. GOVERNMENTAL**

### **a. Department of Transportation – Surface Transportation Board – March 3, 2013**

**Pacific Imperial Railroad, Inc. filed a verified notice of exemption under 49 CFR 1150.31 to change operators from San Diego & Imperial Valley Railroad Company, Inc. (SDIY to PIR over a 70.1 mile rail line between milepost 59.60 in Division, California and milepost 129.61 in Plaster City, California (Desert Line), which exemption went effective on March 3, 2013. Copy attached.**

### **b. Department of Transportation – Surface Transportation Board – March 27, 2013**

**Pursuant to 49 U.S.C. § 10502(a) and 49 C.F.R. § 1180 2(d)(7), Pacific Imperial Railroad, Inc. submitted its counsel for filing a notice of its exemption from 49 U.S.C. § 11323(a)(6) for the assignment of trackage rights over a rail line of Union Pacific Railroad Company (UP) between Plaster City, California (Milepost No. 129.61) and Seeley, California (Milepost No. 140.0), a distance of 10.39 miles in Imperial County, California (Trackage Rights Line).**

## **II. DESERT LINE STATUS**

### **a. Reconstruction Plan**



- i. **Inspections – PIR is currently evaluating various consultants capable of providing the expertise to provide Bridge Inspection, Bridge Management Program, Track Inspection and Tunnel Inspection, inclusive of a Track Strength, Track Geometry and Rail Profile Measurement Report.**
  - ii. **Construction – PIR has taken two bids to establish estimates of the costs associated with the reconstruction of the bridges, tunnels, and rail infrastructure on the Desert Line. Currently bids are on hold pending more detailed information to be generated as the result of Inspections as referenced in II(a)(i) above.**
- b. **Financing Plan – PIR has executed agreements with Investment Bankers and hired a Chief Executive Officer, Ernie Dalhman, founder of Dalhman & Rose, to assist the company in its capital raising functions.**

### **III. REPORTABLE**

#### **INJURIES/ACCIDENTS/ENVIRONMENTAL INCIDENTS**

- a. **There have not been any reportable accidents.**
- b. **There have not been any reportable injuries.**
- c. **There have not been any reportable environmental incidents.**

### **IV. MARKETING**

- a. PIR is currently preparing a Marketing Plan by utilizing information gathered in surveys generated from the numerous Maquiladora manufactures.**
- b. The PIR generated Marketing Plan is intended to establish the capacity required for the Desert Line, including freight container movement, freight size (20 foot-40 foot-53 foot containers) and the freight costs associated with the movement of the freight from the Maquiladora region and into the Maquiladora region.**

#### **V. FREIGHT ACTIVITY**

- a. Currently PIR has not commenced revenue generation pending completion of the Inspections and Construction above.**



CFR Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
239.101(a)(1)(ii)—Maintenance of Current Emergency Telephone Numbers.	2 railroads .....	2 current lists .....	1 hour .....	2
239.101(a)(3)—Joint Operations by Railroads—Joint Emergency Preparedness Plan (EPP).	5 railroad pairs .....	1 joint plan .....	16 hours .....	16
239.101(a)(5)—Liaison with Emergency Responders—Updated Plans Containing Emergency Responder Liaison Information.	25 railroads .....	25 updated plans .....	40 hours .....	1,000
239.101(a)(7)(ii)—Passenger Safety Information—Plans and Posting of Safety Awareness Messages.	3 new railroads/3 commuter railroads.	1,300 cards/3 plans/3 safety messages/3 plans/3 safety messages.	5 minutes/16 hours/48 hours/8 hours/24 hours.	396
239.105—Debriefing and Critique After Each Passenger Train Emergency Situation or Full Scale Simulation.	25 railroads .....	44 debriefing/critique sessions	27 hours .....	1,188
239.301—Operational (Efficiency) Tests of On-board and Control Center Employees and Records of Tests.	25 railroads .....	25,000 tests/records .....	15 minutes .....	6,250

**Total Responses:** 43,536.  
**Total Estimated Annual Burden:** 11,520 hours.

**Type of Request:** Extension of a Currently Approved Collection.  
Pursuant to 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties that it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

**Authority:** 44 U.S.C. 3501–3520.  
Issued in Washington, DC on January 15, 2013.  
Rebecca Pennington,  
Chief Financial Officer, Federal Railroad Administration  
[FR Doc. 2013–01168 Filed 1–22–13; 8:45 am]  
BILLING CODE 4910–03–P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35709]

#### Pacific Imperial Railroad, Inc.—Change in Operator Exemption—Rail Line of San Diego and Arizona Eastern Railway Company

Pacific Imperial Railroad, Inc. (PIR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to change operators from San Diego & Imperial Valley Railroad Company, Inc. (SDIY) to PIR over a 70.01-mile rail

<sup>1</sup> SDIY was authorized to operate the Desert Line in San Diego & Imperial Valley Railroad—

line between milepost 59.60 in Division, Cal., and milepost 129.81 in Plaster City, Cal. (Desert Line). The Desert Line is owned by San Diego and Arizona Eastern Railway Company (SD&AE). The change in operators for the line is being accomplished through SDIY's assignment of its authority to operate the Desert Line to PIR, with the consent of SD&AE and its parent, San Diego Metropolitan Transit Development Board. This change in operators is exempt under 49 CFR 1150.31(a)(3).<sup>2</sup>

PIR certifies that its projected annual revenues as a result of this transaction will not exceed those that would qualify it as a Class III rail carrier. However, because its projected annual revenues will exceed \$5 million, PIR certified to the Board that, pursuant to the notice requirements of 49 CFR 1150.32(e), it has provided notice to employees on the affected line and that notice was not served on the national offices of any rail labor union because no employees on the affected line belonged to a rail labor union. Under 49 CFR 1150.32(e), this exemption cannot become effective until March 3, 2013, 60 days after the latest certification that PIR provided the required notice to employees.<sup>3</sup>

**Exemption from 49 U.S.C. 10901 & 11301, FD 30487 (ICC served Aug. 17, 1994).**

<sup>2</sup> To qualify for a change of operators exemption, an applicant must give notice to shippers on the line. See 49 CFR 1150.32(b). In a letter filed January 2, 2013, PIR certified to the Board that, at present, there are no shippers on the Desert Line; therefore, no service of this notice is required on shippers.

<sup>3</sup> PIR supplemented the certification in its verified notice by letters filed on December 27, 2012 and January 2, 2013. On January 9, 2013, PIR clarified that the employees of SDIY are not

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions for stay must be filed no later than February 22, 2013 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to Docket No. FD 35709, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, one copy of each pleading must be served on Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604–1112.

Board decisions and notices are available on our Web site at [www.stb.dot.gov](http://www.stb.dot.gov).

Decided: January 17, 2013.

By the Board, Rachel D. Campbell,  
Director, Office of Proceedings.

Jeffrey Harzig,  
Clearance Clerk.

[FR Doc. 2013–01168 Filed 1–22–13; 8:45 am]  
BILLING CODE 4910–01–P

members of a union; thus, union notification was not required.

## Agenda Item No. 6a

San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting

April 16, 2013

**SUBJECT:**

**SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE JANUARY 15, 2013**

**RECOMMENDATION:**

That the SD&AE Railway Company Board of Directors receive a report for information.

**Budget Impact**

None.

**DISCUSSION:**

Since the January 15, 2013, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- **S200-13-558:** Right of Entry Permit to LB Civil Construction, Inc. for 24<sup>th</sup> Street and Civic Center Drive freeway and ramp improvements in the City of National City.

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- **S200-13-561:** Right of Entry Permit to Davey Tree Surgery Company for tree maintenance and wood power-pole inspections along various portions of the SD&AE right-of-way.
- **S200-13-566:** Right of Entry Permit to NX Utilities, LLC for installing fiber-optic cabling at 28<sup>th</sup> Street in the City of San Diego.

## Agenda Item No. 6b

San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting

April 16, 2013

**SUBJECT:**

EASEMENT FOR A WATER PIPELINE – H STREET, CHULA VISTA

**RECOMMENDATION:**

That the SD&AE Railway Company Board of Directors approve issuing an easement to Sweetwater Authority for a proposed 16-inch water pipeline crossing under SD&AE tracks located on H Street between Bay Boulevard and Marina Parkway in Chula Vista, California.

**Budget Impact**

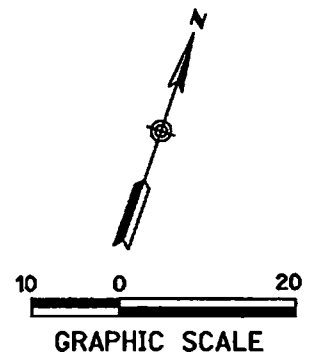
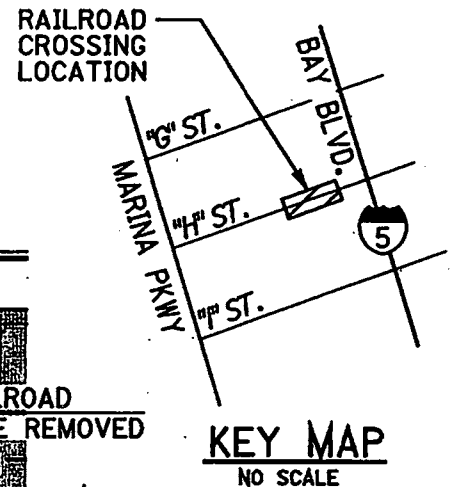
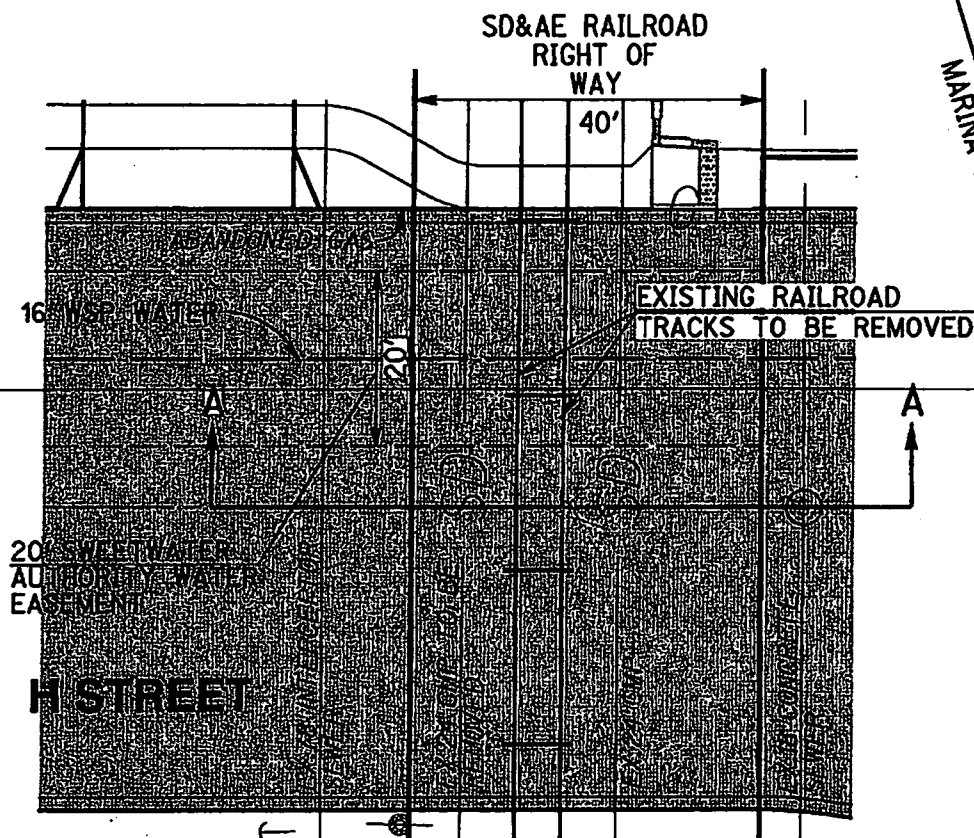
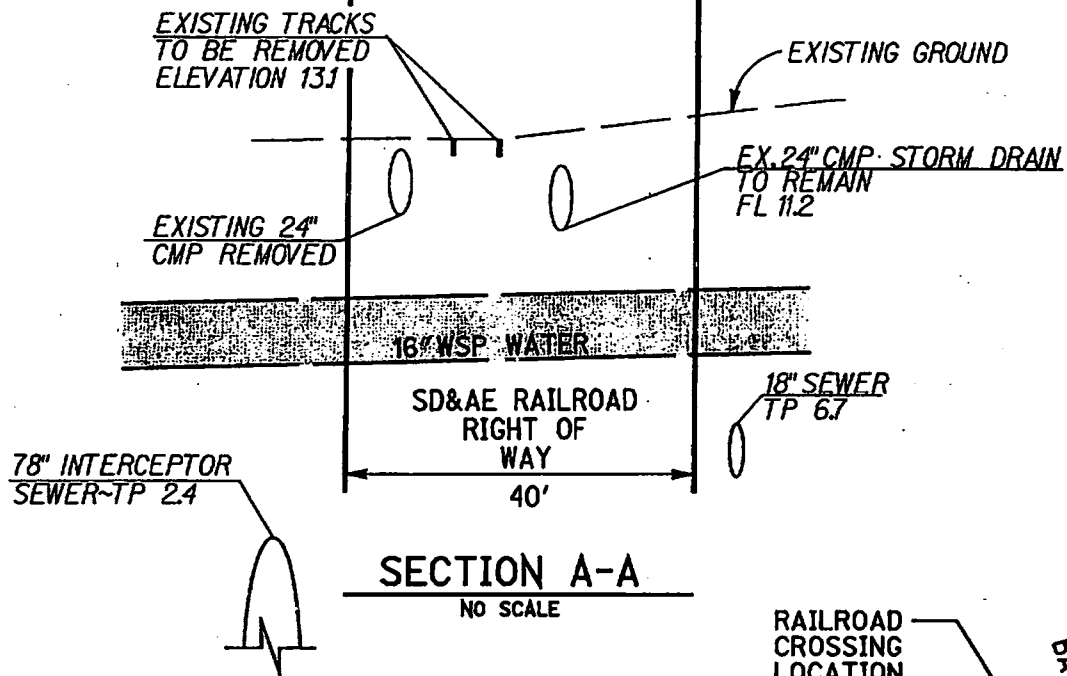
If approved, the initial income to SD&AE would be a one-time fee based on an appraisal from an MAI-certified appraiser. Sweetwater Authority would also reimburse MTS for processing fees incurred in preparing and processing the easement.

**DISCUSSION:**

Sweetwater Authority requests the issuance of an easement for an underground crossing under SD&AE tracks located on H Street between Bay Boulevard and Marina Parkway in Chula Vista. The underground crossing would serve as an upgrade to Sweetwater Authority's system. (Attachment 6b-2 is an exhibit of the proposed project.)

Previously, the SD&AE Board approved a new public at-grade crossing at this location to extend H Street for new development west of the Coronado Branch. The water pipeline is part of the public improvements to serve this overall development.

Attachment: Exhibit of Proposed Project



**H STREET EXTENSION PROJECT AND PROPOSED WATER LINE AT RAILROAD ROW, CPUC CROSSING NO. 036C-7.78 (MILEPOST 7.78)**



## Agenda Item No. 6C

San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting

April 16, 2013

### SUBJECT:

ANCILLARY REAL ESTATE ACTIONS FOR THE TROLLEY RENEWAL PROJECT –  
SDG&E SERVICE EASEMENT FOR TRACTION POWER SUBSTATION POWER  
SUPPLY

### RECOMMENDATION:

That the SD&AE Railway Company Board of Directors authorize the President to execute any and all ancillary real estate documents and agreements that are needed for the MTS Trolley Renewal Project.

#### Budget Impact

Staff support and expenses covered by various San Diego Association of Governments (SANDAG) and MTS capital projects supporting the Trolley Renewal Project.

### DISCUSSION:

The Trolley Renewal Project is a system-wide rehabilitation and upgrade of the existing Trolley System. The project includes the purchase of new low-floor vehicles, rehabilitation and retrofit of stations and transit centers throughout the system, new crossovers and upgraded signaling, replacement of the overhead catenary wire, track work and rail replacement, slope repair, and traction power substation replacement and rehabilitation.

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The new low-floor trolley vehicles are planned to be deployed throughout the system, replacing the oldest trolley vehicles. These new cars consume more energy than the older models. The project team determined that additional traction power substations be constructed along the Orange and Blue Lines to provide additional power to the traction power system.

San Diego Gas and Electric (SDG&E) requires easements for the new service-supply infrastructure that feeds the new substations. There are 17 new substations planned; 9 of these locations are on SD&AE-owned property. (The attached easement example is substantially the same for all the locations.) Additionally, there may be other minor actions required by the SD&AE Board to complete the project. The Board is asked to grant the authority to the President to execute these agreements without additional Board action.

Attachment: Easement example

Recording Requested by  
San Diego Gas & Electric Company

When recorded, mail to:

San Diego Gas & Electric Company  
8335 Century Park Court, Suite 100  
San Diego, CA 92123-1569  
Attn: Real Estate Records - CP11D

SPACE ABOVE FOR RECORDER'S USE

Project No.: 161067-150

Const. No.: 2958951

A.P. No. : 638-130-04

Sketch No.: OS-15182

MTS Doc. No. S200-13-563

Transfer Tax None

SAN DIEGO GAS & ELECTRIC COMPANY

EASEMENT

SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY A NEVADA NON-PROFIT CORPORATION (Grantor), grants to SAN DIEGO GAS & ELECTRIC COMPANY, a corporation (Grantee), an easement and right of way in, upon, over, under and across the lands hereinafter described, to erect, construct, change the size of, improve, reconstruct, relocate, repair, maintain and use facilities consisting of:

1. Underground facilities and appurtenances for the transmission and distribution of electricity.
2. Communication facilities, and appurtenances.

The above facilities will be installed at such locations and elevations upon, along, over and under the hereinafter described easement as Grantee may now or hereafter deem convenient or necessary. Grantee also has the right of ingress and egress, to, from and along this easement in, upon, over and across the hereinafter described lands. Grantee further has the right, but not the duty to clear and keep this easement clear from explosives, buildings, structures and materials.

The property in which this easement and right of way is hereby granted is situated in the City of San Diego, County of San Diego, State of California described as follows:

That portion of Lot A86 of San Ysidro, according to Map thereof No. 1174, filed in the Office of the County Recorder of said County of San Diego, lying within the 100 foot San Diego and Arizona Eastern Railway Right of Way as shown and delineated on Sheet 5 of Record of Survey Map No. 15490, filed April 24, 1997 at File No. 97-189329 in said Office of the County Recorder of said County of San Diego.

The easement in the aforesaid property shall be a strip of land, including all of the area lying between the exterior sidelines, which sidelines shall be three (3) feet, measured at right angles, on each exterior side of each and every facility installed, the approximate location being shown and delineated as "UTILITY FACILITIES" on the Exhibit "A", attached hereto and made a part hereof.

Grantor shall not erect, place or construct, nor permit to be erected, placed or constructed, any building or other structure, plant any tree, drill or dig any well, within this easement.

Grantor shall not increase or decrease the ground surface elevations within this easement after installation of Grantee's facilities, without prior written consent of Grantee, which consent shall not unreasonably be withheld.

Grantor further grants to Grantee the right to assign any or all of the rights granted in this easement in whole or in part to other companies providing utility or communication facilities/services.

Grantee shall have the right but not the duty, to trim or remove trees and brush along or adjacent to this easement and remove roots from within this easement whenever Grantee deems it necessary. Said right shall not relieve Grantor of the duty as owner to trim or remove trees and brush to prevent danger or hazard to property or persons.

CONDUITS CARRY HIGH VOLTAGE ELECTRICAL CONDUCTORS, therefore Grantor shall not make or allow any excavation or fill to be made within this easement WITHOUT FIRST NOTIFYING SAN DIEGO GAS & ELECTRIC COMPANY BY CALLING (619) 696-2000, and OBTAINING PERMISSION.

The legal description for this easement was prepared by San Diego Gas & Electric Company pursuant to Section 8730 of the Business and Professions Code, State of California.

This easement shall be binding upon and inure to the benefit of successors, heirs, executors, administrators, permittees, licensees, agents or assigns of Grantor and Grantee.

IN WITNESS WHEREOF, Grantor executed this instrument this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

SAN DIEGO & ARIZONA EASTERN RAILWAY  
COMPANY, A NEVADA NON-PROFIT  
CORPORATION

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Drawn: Hutter

Checked: CH

Date: 03/08/2013

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_, SS.

On \_\_\_\_\_, before me \_\_\_\_\_  
\_\_\_\_\_ (name, title of officer), appeared \_\_\_\_\_  
\_\_\_\_\_

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_



638  
13

SHT 1 OF 2

Seaward Ave,

P283835

3313 Handhole

P182364

SAN YSIDRO  
MAP NO. 1174

Ped Path

UTILITY FACILITIES

TRACKS

New Meter Station

MTDB Right of Way

MTDB Right of Way

San Diego &  
Arizona Eastern Railway Co.

LOT-A86

LOT-A87

UG ELEC. EXHIBIT "A"

REF: Lic. 543

<b>SAN DIEGO GAS &amp; ELECTRIC</b> SAN DIEGO, CALIFORNIA		ORIGINATOR: JStaley	OK TO INSTALL:	PROJECT NO. 161067-150		
<b>MTS Traction Station</b>  Seaward Ave. (San Ysidro) San Diego, CA		SURVEYED BY: NONE	R/W OK:	CONST. NO.		
		DRAWN BY: JHutter	DATE:	2958951		
		DATE: 03/08/2013	THOS. BROS. 1350-F4	DRAWING NO.		
		SCALE: NONE		<b>0S-15182</b>		
NO.	SUPPLEMENTS			DATE:	BY	APP'D

## **Agenda Item No. 7**

**San Diego and Arizona Eastern (SD&AE)  
Railway Company  
Board of Directors Meeting**

**April 16, 2013**

**SUBJECT:**

**ELECTION OF SD&AE CHAIRPERSON AND BOARD MEMBER**

**RECOMMENDATION:**

That the SD&AE Board of Directors discuss electing a new Chairperson and Board member for the SD&AE Board of Directors and forward a recommendation to the MTS Board of Directors for approval.

**Budget Impact**

None.

**DISCUSSION:**

Randy Perry and Bob Jones will be resigning as SD&AE Chairperson and Board member, respectively, and therefore, the SD&AE Board needs to elect a new Chairperson to replace Mr. Perry and a new Board member to replace Mr. Jones. Mr. Perry and Mr. Jones are recommending consideration of Brad Ovitt and of RailAmerica and Matt Domen of San Diego and Imperial Valley (SD&IV) Railroad.

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# **J. Brad Ovitt**

## **Work History**

**12/28/2012 to Present**

**Senior Regional VP  
Mountain West Region  
Genesee and Wyoming, Inc.**

**2/2010 to 12/2012**

**Regional Vice President  
RailAmerica Northeast Region**

**2/2007 to 2/2010**

**Regional Vice President  
RailAmerica Midwest Region**

**8/2006 to 2/2007**

**Vice President-Operations  
RailAmerica Central Business Unit  
Indianapolis, IN**

**12/2003 to 8/2006**

**General Manager  
North Carolina & Virginia Railroad  
Chesapeake & Albemarle Railroad  
Virginia Southern Railroad  
214 N. Railroad St.  
Ahoskie, NC 27910**

**3/1998 to 12/2003**

**Assistant General Manager  
Chief Mechanical Officer  
Trainmaster  
Locomotive Engineer  
Conductor**

**New England Central Railroad  
2 Federal St.  
St. Albans, VT 05478**

**3/1993 to 3/1998**

**Correctional Officer  
State of VT Department of Corrections  
Northwest State Correctional Facility  
PO Box 279-1  
Swanton, VT 05488**

**5/1987 to 3/1993**

**Assistant Signal Maintainer  
Central Vermont Railroad  
2 Federal St.  
St. Albans, VT 05478**

## **Education, Relevant Work Experience and Training**

- RailAmerica Leadership Training
- Past member, Rail Association of Canada
- Past board member, RAC Safety and Operations Management Committee
- Past board member, OH Rail Association
- Past Vice President, Virginia Rail Association
- Past Vice Chairman; NC Operation Lifesaver Board of Directors
- Past Member, NC Shortline Association
- Business Planning Experience
- Labor negotiation training
- Derailment investigation and prevention training
- Designated Supervisor of Locomotive Engineers
- Supervisor's Drug and Alcohol Training
- Locomotive Engineer School
- Roadway Worker Certified
- RailAmerica Basic Ground School
- Fifth Generation Railroader

**2009**

### **Executive Certificates earned from The University of Notre Dame On-Line**

- 1. Leading teams and organizations**
- 2. Effective Leadership**
- 3. Executive Leadership Strategies**
- 4. Executive Certificate in Leadership and Management**

**1993**

**VT Correctional Academy  
Pittsford, VT**

**1982 to 1983**

**Castleton State College  
Castleton, VT  
Criminal Justice Major**

**1978 to 1982**

**Bellows Free Academy  
St. Albans, VT**



# MATTHEW JOHN DOMEN

1501 National Ave Suite 200 • San Diego Ca, 92113  
(619) 239-3262 Office • (619) 961-8038 Cell  
matt.domen@gwrr.com

Resourceful problem solver capable of cultivating productive solutions in challenging situations. Strong communicator with a collaborative, team oriented mindset experienced in contributing ethical importance, successful team leadership, and organizational techniques to the workplace.

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## PROFESSIONAL DEVELOPMENT & CERTIFICATIONS

First Line Supervisor Training • Engineer Certification Training • RA DSLE Training •  
G&W DSLE Training • Drug and Alcohol Training • CPR & First Aid Certified •  
RA Supervisor Training/NARS • Railroad Track & Safety Standards/UT • 49 CFR Part 219 Training •  
Coaching Job Skills/JCCC • Essentials of Communicating/JCCC • Essentials of Leadership/JCCC •  
Dupont Safety Training

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## PROFESSIONAL EXPERIENCE

SAN DIEGO & IMPERIAL VALLEY RAILROAD (SDIV)  
VENTURA COUNTY RAILROAD (VCRR)

San Diego/Ventura, Ca

*Assistant General Manager*

2010- Present

*Trainmaster (2004), Assistant Trainmaster (1999), Engineer/Conductor (1991)*

Maintains efficient and productive management of daily business operations for each railroad location. Ensures federal and state regulatory compliance as well as audits, monitors and enforces rules compliance specific to each railroads. Responsible for managing talent and developing safe and responsible, task oriented employees who demonstrate strong company morale. Also orchestrates necessary responsibilities within site operations for multiple regional locations and thoroughly records all applicable corporate documentation. Responsible for driving operational excellence through controllable and non-controllable expenses, budget forecasting and employment/payroll expense related to each individual property. Collaborates with necessary partners on capital projects as well as coordinates all departmental annual budgets for each location. Acts as a liaison for SDIV with international connecting railroad in order to coordinate daily operations and complimentary business partnerships. Also responsible for driving profitable sales through company driven initiatives and strategy while providing effective customer relationships and exceptional service.

- Planned and coordinated press related event regarding the implementation of eco-friendly engines in the San Diego area
- Organize and edit quarterly company newsletter
- Designated Superintendent of Locomotive Engineers
- Active member of the San Diego Rail Safety Team
- Certified Presenter with the Operation Life Saver Organization
- Presents quarterly SDIV report at San Diego & Arizona Eastern board meeting
- Member and participant of San Diego Associations of Government of (SANDAG) Transportation Working Group



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San Diego, CA 92101-7490  
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## Agenda Item No. 7

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

VENDING SERVICES - CONTRACT AWARD

#### RECOMMENDATION:

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

1. execute MTS Doc. No. G1475.0-12 (in substantially the same format as Attachment A) with Coca-Cola Refreshments as a revenue contract for vending services for a five-year base period with 5 one-year option terms (for a total of ten years); and
2. exercise each option year at the CEO's discretion.

#### Budget Impact

This would be a revenue-generating contract. MTS's revenue would be based on a percentage split of the gross amount of revenue collected from each vending machine, including vending-enclosure advertising and snack vending. Based on the proposed revenue split, this contract has the potential to generate approximately \$4,132,000 over the term of the contract (refer to Attachment B).

#### DISCUSSION:

MTS Policy No. 52 governing procurement of services requires a formal competitive-bidding process for procurements exceeding \$100,000. In the event that the circumstances dictate other than the competitive bid process, a written statement by staff is required setting forth the reasons for not pursuing all or part of any of the processes.

A Request for Proposals (RFP) was issued to potential proposers on October 12, 2012, for vending services, including enclosure advertising. The service includes furnishing all equipment, products, and service and maintenance for placement at all trolley stations and other designated MTS properties. The purpose of the RFP is to ensure that MTS not only receives the best possible economic value and maximum revenue but to help promote transportation and ridership to the public.

On December 12, 2012, proposals were received from the following firms in response to the RFP.

1. Coca-Cola Refreshments, San Diego, CA 92102
2. Pepsi Beverages Company (PepsiCo), San Diego, CA 92111


A selection committee consisting of representatives from various MTS departments met and rated the proposals. The ratings were based on the following criteria:

1.	Qualifications and Experience of the Firm or Individual	20%
2.	Proposed Staffing/Personnel and Management Plan	10%
3.	Methodology and Work Plan	10%
4.	Value Added Offers/Programs	20%
5.	Revenue Payment/Financial Benefit	40%
	Total	100%

Based on the evaluation panel's analysis of the technical proposal, discussions, negotiations, and evaluation of price, MTS staff has determined that Coca-Cola's proposal represents the best overall value of fulfilling MTS's requirements as outlined in the RFP.

Therefore, staff is requesting that the MTS Board of Directors authorize the CEO to:

1. execute MTS Doc. No. G1475.0-12 (in substantially the same format as Attachment A) with Coca-Cola Refreshments as a revenue contract for vending services for a five-year base period with 5 one-year option terms (for a total of 10 years); and
2. exercise each option year at the CEO's discretion.

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. G1475.0-12  
B. Revenue Summary

# DRAFT

Att. A, AI 7, 5/16/13

## STANDARD SERVICES AGREEMENT

G1475.0-12  
CONTRACT NUMBER  
901-410010  
FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2013, 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: Coca-Cola Refreshments

Address: 1348 47<sup>th</sup> Street

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

San Diego, CA 92102

Telephone: 949.250.7969

Authorized person to sign contracts: Jim O'Connell Director of Sales  
Name Title

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

Provide vending services, including enclosure advertising as set forth in the MTS Scope of Work, Coca-Cola Refreshments' Best and Final Offer (BAFO) dated 4/2/13, Revenue Summary in accordance with the Standard Services Agreement, including Standard Conditions Services, and Federal Requirements.

The contract term is for up to a 10-year period (5-year base with five 1-year options exercisable at MTS's sole discretion). Base period shall be effective June 1, 2013, through May 31, 2018, and Option Years 1 through 5 shall be effective June 1, 2018, through May 31, 2023. Monthly revenue payment shall be paid directly to MTS, which is due on or before the 30<sup>th</sup> day following each calendar month.

The total revenue for this contract is estimated at \$1,913,500 for the base period and \$2,218,500 for the option years for a total of \$4,132,000.

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
\$1,913,500 – Base Period		
\$2,218,500 – Option Years 1-5		
\$4,132,000 – Total Est. Revenue	901-410010	FYs 13-23

By: \_\_\_\_\_  
Chief Financial Officer Date

(\_\_\_\_ total pages, each bearing contract number)

**VENDING SERVICES PROGRAM - REVENUE SUMMARY**  
**MTS DOC. NO. G1475.0-12**

DESCRIPTION	BASE YEAR 1 6/1/13 - 5/31/14	BASE YEAR 2 6/1/14 - 5/31/15	BASE YEAR 3 6/1/15 - 5/31/16	BASE YEAR 4 6/1/16 - 5/31/17	BASE YEAR 5 6/1/17 - 5/31/18	OPTION YEAR 1 6/1/18 - 5/31/19	OPTION YEAR 2 6/1/19 - 5/31/20	OPTION YEAR 3 6/1/20 - 5/31/21	OPTION YEAR 4 6/1/21 - 5/31/22	OPTION YEAR 5 6/1/22 - 5/31/23
BEVERAGE VENDING (COCA-COLA)	\$ 125,000.00	\$ 125,000.00	\$ 125,000.00	\$ 138,000.00	\$ 138,000.00	\$ 138,000.00	\$ 138,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00
VALUE ADDED OFFERS/PROGRAMS (COCA-COLA)	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00	\$ 92,500.00
VENDING ENCLOSURES (ICON/VENDSIGHT) *With additional 20 enclosures	\$ 100,000.00	\$ 110,000.00	\$ 120,000.00	\$ 130,000.00	\$ 140,000.00	\$ 150,000.00	\$ 160,000.00	\$ 170,000.00	\$ 180,000.00	\$ 190,000.00
SNACK VENDING (CANTEEN)	\$ 56,000.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00	\$ 36,000.00
Subtotal	\$ 373,500.00	\$ 363,500.00	\$ 373,500.00	\$ 396,500.00	\$ 406,500.00	\$ 416,500.00	\$ 426,500.00	\$ 448,500.00	\$ 458,500.00	\$ 468,500.00
BASE YEARS 1-5	\$ 1,913,500.00									
OPTION YEARS	\$ 2,218,500.00									
<b>TOTAL (BASE AND OPTION YEARS)</b>	<b>\$ 4,132,000.00</b>									

**Note:** Revenue is based on a sales volume of 10,000 units. Coca-Cola has added a "growth fund" for MTS including a \$1 per case over 15,000 cases per year. After the 15,000 cases per year are reached, MTS will receive \$1 per case in addition to the 35% commission.



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## Agenda Item No. 8

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

INVESTMENT REPORT – MARCH 2013

#### RECOMMENDATION:

That the Board of Directors receive a report for information.

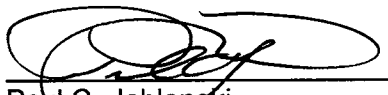
#### Budget Impact

None.

#### DISCUSSION:

Attachment A comprises a report of MTS investments as of March 2013. The combined total of all investments has decreased from \$214 million to \$206 million in the current month. This \$8 million decrease is attributable to capital acquisitions totaling \$10.8 million partially offset by normal timing differences in payments and receipts.

The first column provides details about investments restricted for capital improvement projects and debt service, 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. In addition, in the current month, MTS transferred \$2.8 million in Proposition 1B funding restricted for the acquisition of capital assets from the San Diego County Investment Pool to fund the acquisition of trolley cars and other assets. The second column (unrestricted investments) reports the working capital for MTS operations for employee payroll and vendors' goods and services.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Investment Report for March 2013

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

**San Diego Metropolitan Transit System  
Investment Report  
March 31, 2013**

	<u>Restricted</u>	<u>Unrestricted</u>	<u>Total</u>	<b>Average rate of return</b>
Cash and Cash Equivalents				
Bank of America - concentration account			\$ -	
JP Morgan Chase - concentration account	1,322,629	20,718,936	22,041,565	0.00%
Total Cash and Cash Equivalents	<u>1,322,629</u>	<u>20,718,936</u>	<u>22,041,565</u>	
Cash - Restricted for Capital Support				
US Bank - retention trust account	9,109,497	-	9,109,497	N/A *
San Diego County Investment Pool				
Proposition 1B grant funds	7,901,692	-	7,901,692	
Proposition 1B TSGP grant funds	5,496,568	-	5,496,568	
Total Cash - Restricted for Capital Support	<u>22,507,757</u>	<u>-</u>	<u>22,507,757</u>	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	-	42,072,188	42,072,188	0.286%
Total Investments - Working Capital	<u>-</u>	<u>42,072,188</u>	<u>42,072,188</u>	
Investments - Restricted for Debt Service				
US Bank - Treasury Strips - market value (Par value \$39,474,000)	39,210,483	-	39,210,483	
Rabobank -				
Payment Undertaking Agreement	80,435,481	-	80,435,481	7.69%
Total Investments Restricted for Debt Service	<u>119,645,965</u>	<u>-</u>	<u>119,645,965</u>	
Total cash and investments	<u>\$ 143,476,350</u>	<u>\$ 62,791,124</u>	<u>\$ 206,267,474</u>	

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



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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

May 16, 2013

#### SUBJECT:

FISCAL YEAR 2014 CAPITAL IMPROVEMENT PLAN AMENDMENT

#### RECOMMENDATION:

That the MTS Board approve the amended fiscal year (FY) 2014 Capital Improvement Program (CIP).

#### Budget Impact

This action would increase the FY 2014 Capital Improvement Program budget from \$62,582,000 to \$63,007,000, which is an increase of \$425,000.

#### DISCUSSION:

When the FY 2014 CIP was approved by the MTS Board of Directors in March, the plan assumed that \$9 million in capital funding would be included in the operating budget. Now that the FY 2014 operating budget is finalized, the actual need within operations is only \$7.6 million (\$5.6 million of State Transit Assistance [STA] funding and \$2 million of Transportation Development Act [TDA] funding), which returned \$1.4 million of funding to the CIP.

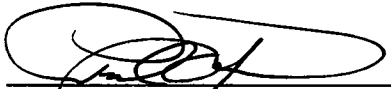
Additionally, since the fiscal year 2014 CIP was approved by the MTS Board of Directors, MTS has received additional funding that was not included in the original plan. MTS was awarded a discretionary federal Section 5317 New Freedom Program grant in the amount of \$200,000 to fund the installation of Mobile Data Terminals (MDT) on MTS Access vehicles. The MDTs would utilize Global Positioning System (GPS) technology to provide mapping and driving directions to drivers and allow management and dispatchers to know the precise location of all vehicles in real-time via an electronic map. The total project cost is \$425,000, and MTS will use \$225,000 of local funds to match the federal grant.



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



The staff recommendation for the remaining \$1.2 million of funding is to reduce the STA revenue assumption for fiscal year 2014 by \$1.2 million. The original projection for fiscal year 2014 was no growth over the fiscal year 2013's projection—both years at \$22.2 million. The third payment for fiscal year 2013 was just released and, in total, fiscal year 2013 is now \$14.5 million through three quarters. As \$22.2 million appears to be aggressive for fiscal year 2013, staff recommends reducing the fiscal year 2014 assumption by \$1.2 million to be conservative.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. FY 2014 Funding Sources  
B. FY 2014 Capital Improvement Projects List

## San Diego Metropolitan Transit System

### FY 2014 Funding Sources (\$000s)

<b>Funding Description</b>	<b>Approved FY14</b>	<b>Adjustments</b>	<b>Proposed FY14</b>
Federal FY13 - 5307 Funding Estimate	\$ 38,875		\$ 38,875
Federal FY13 - 5337 Funding Estimate	20,624		20,624
Federal FY13 - 5339 Funding Estimate	3,409		3,409
Transportation Development Act (TDA)	32,530		32,530
Proposition 1B - Security	2,779		2,779
California State Transit Assistance (STA)	22,228	(1,153)	21,075
Federal FY13 - 5317 - New Freedom Grant	-	200	200
Project Transfers	1,300		1,300
<b>Total Available Funding</b>	<b>\$ 121,746</b>	<b>\$ (953)</b>	<b>\$ 120,792</b>
Preventive Maintenance - Federal 5307	\$ (12,576)		\$ (12,576)
Preventive Maintenance - Federal 5337	(20,624)		(20,624)
Preventive Maintenance - FY14 TDA Match	(8,300)		(8,300)
ADA Preventive Maintenance - Federal 5307	(3,887)		(3,887)
ADA Preventive Maintenance - FY14 TDA Match	(3,887)		(3,887)
SANDAG Planning Study - Federal 5307	(711)		(711)
SANDAG Planning Study - FT14 TDA Match	(178)		(178)
Operations Usage	(9,000)	1,378	(7,622)
<b>Total Preventative Maintenance/SANDAG Planning</b>	<b>\$ (59,164)</b>	<b>\$ 1,378</b>	<b>\$ (57,785)</b>
<b>Available Funding for FY 14 Capital Program</b>	<b>\$ 62,582</b>	<b>\$ 425</b>	<b>\$ 63,007</b>

**San Diego Metropolitan Transit System  
Capital Improvement Program - Project List  
Fiscal Year 2014**

Att. B, AI 9, 5/16/2013

Project Description	Funding Thru FY 2013	FY 2014 Funded	FY 2014 Unfunded	FY 2015	FY 2016	FY 2017	FY 2018	Budget FY14 - FY18
MTS Bus Replacement	36,346	27,365	760	28,069	29,602	28,607	27,468	141,870
Blue Line Rehab		10,000						10,000
EC Facility Redevelopment	45,007	5,000	5,000	-	-	-		10,000
Mainline Drainage and Slope Improvements	1,394	2,000		6,000	-	-		8,000
RTMS Expansion	3,235	1,950		950	-	-		2,900
Paratransit Vehicles	6,811	1,875		1,931	398	1,393	2,532	8,130
LRV HVAC Overhaul	1,985	1,564	1,000					2,564
IAD Roof & HVAC Repairs	209	1,313		-	-	-		1,313
SD100 Traction Motor Overhaul	660	1,135		1,135	1,135	1,135		4,540
Enhance Infrastructure (Fiber Optic)	200	1,069	-	2,000	2,000	2,000	2,000	9,069
New IT System	2,600	900		600	725	-		2,225
Sub Station DC Breaker Replacement		700		-	-	-	-	700
Video Surveillance System for ADA Paratransit	505	645		-	-	-		645
Cisco VOIP phone system		630						630
Regional Scheduling System Upgrade	1,000	600	400	-	-	-		1,000
Video Surveillance System for New Buses	731	525		-	-	-		525
SD100 Buffer/ Coupler Overhaul	980	520		500	-	-		1,020
SD100 Inverters Overhaul		500	500	500	-	-		1,500
ADA AVL / MDT Equipment		425						425
Orange Line Feeder Cable Replacement (Similar to 43rd St.)		400		400	400	400	400	2,000
Hyrail Bucket Trucks		400		-	-	-	-	400
Network Infrastructure	890	350		250	250	250	250	1,350
MVE/Orange Line Signal Print Verification	500	350		-	-	-		350
Building A- A/C and Heating Replacement	265	300		-	-	-		300
New Wheel Truing Machine/ Wheel scan	2,850	300		-	-	-		300
Misc. Capital with no Federal	1,396	250		250	250	250	250	1,250
Orange & Blue Line Bridge Rating		250						250
Substation SCADA Design	2,846	200	-	-	-	-		200
Emergency Power Backup Generator	-	200						200
OCS Standardization	1,645	196	1,000	-	-	-		1,196
Design for Second Elevator at Fashion Valley Station		150		1,000	-	-	-	1,150
CNG Dispenser Replacements		150		-	-	-		150
Roof Replacement on Building B and C	200	150		-	-	-		150
Orange Line Entry Monument Signs		132		-	-	-		132
TransitWatch Re-write	75	125		-	-	-		125
Emergency Operations Center	-	100						100
Three Ton Mini-Excavator and Trailer		75		-	-	-	-	75
Cyber Security Project	100	75		-	-	-		75

**San Diego Metropolitan Transit System  
Capital Improvement Program - Project List  
Fiscal Year 2014**

Att. B, AI 9, 5/16/2013

Project Description	Funding Thru FY 2013	FY 2014 Funded	FY 2014 Unfunded	FY 2015	FY 2016	FY 2017	FY 2018	Budget FY14 - FY18
CPD Bus Wash Wall	-	40		-	-	-	-	40
SDTC Security Improvement	465	40		-	-	-		40
IAD Service Lanes Compressed Air System		30		-	-	-		30
RTMS Dispatch Radio Recording System Replacement	-	28		-	-	-	-	28
LRV Replacement - SD100			25,000	25,000	30,000	30,000	35,000	145,000
SD7 Truck Overhaul			3,600					3,600
LED Interior / Exterior Lighting Upgrade SD100			1,470	-	-	-		1,470
Switches 9 and 11 Crossover Replacement			1,200	-	-	-	-	1,200
Roof Replacement on Building C			1,200	-	-	-	-	1,200
SD100 Propulsion System Overhaul			1,000	500	-	-		1,500
System Grade Crossing Replacements			900	900	900	900	900	4,500
25th and Commercial Crossover Replacement			700	700	-	-	-	1,400
LRV Interior Rehabilitation			520					520
C4 & C5 Mezzanine			500					500
Orange Line Grade Crossing Signal Upgrades (Design)			400	1,848	1,038	1,038	1,038	5,362
12 & C Street Corridor Track Work			300	300	-	-	-	600
Station Platform - Rio Vista Stability			250	1,000	-	-	-	1,250
Video Surveillance System for Minibus Fleet			225					225
IAD Asphalt Seal & Patch	-		200	-	-	-	-	200
KMD Storeroom Decking Replacement	-		200	-	-	-	-	200
S70 Brake Tooling			200	-	-	-		200
MTS Service Trucks	240		160	300	-	270		730
El Cajon Station Parking Lot Pavement Sealing and Striping			150	-	-	-	-	150
Sanding / Shop			150	-	-	-		150
12th & Imperial Bus Plaza Upgrades	-		142	722				863
Station ADA Ramps - Design			125	1,000	-	-	-	1,125
Replace Wiggins Forklift 10K Capacity			80	-	-	-		80
Tool Vending Machines			60					60
Replacement Parts Washers			25					25
Replacement Paint Booth Compressor			25					25
CNG Compressor Replacement			-	150	150	-		300
LRV Electronic Components	1,540		-	-	180	-		180
SD100 Traction Motor Disconnects	1,070			600	600	-		1,200
LRV Procurement	128,519				18,538	18,538		37,076
<b>Project Totals</b>	<b>244,264</b>	<b>63,007</b>	<b>47,442</b>	<b>76,605</b>	<b>86,166</b>	<b>84,781</b>	<b>69,838</b>	<b>427,838</b>



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## Agenda Item No. 10

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

ARMORED-TRANSPORT SERVICES - CONTRACT AWARD

#### RECOMMENDATION:

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

1. execute MTS Doc. No. G1497.0-13 (in substantially the same format as Attachment A) with Sectran Security, Inc. for armored-transport services for a five-year base period with 2 one-year option terms (for a total of seven years); and
2. exercise each option year at the CEO's discretion.

#### Budget Impact

The total cost would not exceed \$960,214.44 (Attachment B). Funding would come from San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI) operating budgets (611-53910 and 620-53720, respectively) comprised of 80% federal and 20% local funds. The funding for the project is split as follows:

SDTC (611-53910):	\$930,021.60
SDTI (620-53720):	\$30,192.84
Total:	\$960,214.44

#### DISCUSSION:

#### Background

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

On December 7, 2012, MTS issued a Request for Proposals (RFP) to interested parties for armored-transport services. Three firms responded to the RFP:

1. Sectran Security, Inc., San Diego, CA
2. Los Angeles Federal Armored, Los Angeles, CA
3. Cisco Security, Rancho Santa Margarita, CA

The evaluation committee (consisting of individuals from MTS Finance, SDTI Revenue, and SDTC Revenue staffs) rated the proposals on the following criteria:

1.	Qualifications and Experience of the Firm	20%
2.	Proposed Staffing and Management Plan	20%
3.	Methodology and Work Plan	35%
4.	<u>Cost</u>	<u>25%</u>
	Total:	100%

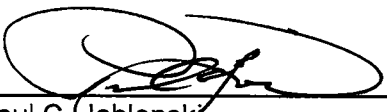
Evaluations resulted in the following ranking:

	<u>Total Score (%)</u>	<u>Rank</u>
Sectran Security, Inc.	82.50	1
Los Angeles Federal Armored	70.00	2
Cisco Security	14.31	3

Sectran Security, Inc. received the highest overall rankings in qualifications and experience, staffing and management plan, and methodology and work plan. Its proposal showed a complete understanding of the scope of work, the firm's experience in related work, and highly experienced staff.

Based on the scoring and ranking above, the evaluation committee determined that Sectran's proposal was the most competitive and advantageous to MTS. The evaluation committee requested that Sectran Security, Inc. provide a best and final offer, which was received on March 15, 2013, and was \$51,000 less than the initial proposal.

Overall, the evaluation committee believes that Sectran Security, Inc. would provide the best service and value for the agency. Therefore, staff is recommending that the Board of Directors authorize the CEO to execute MTS Doc. No. G1497.0-13 (in substantially the same format as Attachment A) with Sectran Security, Inc. for armored-transport services for a five-year base period with 2 one-year option terms (for a total of seven years); and exercise each option year at the CEO's discretion.

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. G1497.0-13  
B. Cost Summary

# DRAFT

## STANDARD SERVICES AGREEMENT

G1497.0-13  
CONTRACT NUMBER  
611-53910; 620-53720  
FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_ day of \_\_\_\_\_, 2013, 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: Sectran Security, Inc. Address: 7633 Industry Avenue

Form of Business: Corporation Pico Rivera, CA 90660  
(Corporation, partnership, sole proprietor, etc.)

Telephone: 562.948.1446 Ext. 983

Authorized person to sign contracts: Anthony Villalor Director of Sales  
Name Title

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

Provide armored-transport services for MTS bus and rail operations as set forth in the Scope of Work, Sectran Security, Inc., cost proposal and in accordance with the Standard Services Agreement, including Standard Conditions Services and Federal Requirements.

This contract term is for up to a seven-year period (5-year base and two 1-year option terms exercisable at MTS's sole discretion). Base period shall be effective July 1, 2013, through June 30, 2018, and option years shall be effective July 1, 2018, through June 30, 2020.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$665,401.80 for the base years and \$294,812.64 for the option years, for a total not-to-exceed amount of \$960,214.44 without the express written consent of MTS.

### SAN DIEGO METROPOLITAN TRANSIT SYSTEM

### CONTRACTOR AUTHORIZATION

By: \_\_\_\_\_  
Chief Executive Officer

Approved as to form:

By: \_\_\_\_\_  
Office of General Counsel

Firm: \_\_\_\_\_

By: \_\_\_\_\_  
Signature

Title: \_\_\_\_\_

AMOUNT ENCUMBERED			BUDGET ITEM	FISCAL YEAR
Base years	Option years	Total		
SDTC \$644,389.92	\$285,631.68	\$930,021.60	611-53910	
SDTI \$21,011.88	\$9,180.96	\$30,192.84	620-53720	
Total \$665,401.80	\$294,812.64	\$960,214.44		FY 14 – FY 20

By: \_\_\_\_\_ Date \_\_\_\_\_  
Chief Financial Officer  
(\_\_\_\_ total pages, each bearing contract number)

**BID SUMMARY**  
**ARMORED TRANSPORT SERVICES RFP**  
**MTS CONTRACT # G1497.0-13**

SDTC					SDTI		
	Los Angeles Federal Armored	Sectran Security	Cisco Security		Los Angeles Federal Armored	Sectran Security	Cisco Security
BASE YEAR 1 TOTAL:	\$87,876.00	\$121,374.00	\$258,660		\$14,268.00	\$3,960.00	\$172,440
BASE YEAR 2 TOTAL:	\$87,876.00	\$125,015.16	\$258,660		\$14,268.00	\$4,068.00	\$172,440
BASE YEAR 3 TOTAL:	\$93,180.00	\$128,765.52	\$258,660		\$14,268.00	\$4,200.00	\$172,440
BASE YEAR 4 TOTAL:	\$96,012.00	\$132,628.08	\$258,660		\$10,668.00	\$4,327.08	\$172,440
BASE YEAR 5 TOTAL:	\$98,544.00	\$136,607.16	\$258,660		\$10,668.00	\$4,456.80	\$172,440
OPTION YEAR 6 TOTAL:	\$98,544.00	\$140,705.28	\$258,660		\$15,576.00	\$4,590.48	\$172,440
OPTION YEAR 7 TOTAL:	\$104,388.00	\$144,926.40	\$258,660		\$15,576.00	\$4,590.48	\$172,440
<b>GRAND TOTAL FOR 7 YEARS:</b>	<b>\$666,420.00</b>	<b>\$930,021.60</b>	<b>\$1,810,620</b>		<b>\$95,292.00</b>	<b>\$30,192.84</b>	<b>\$1,207,080</b>

TOTAL BASIS FOR AWARD (SDTC + SDTI)	
Los Angeles Federal Armored	\$761,712.00
Sectran Security	\$960,214.44
Cisco Security	\$3,017,700.00





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## Agenda Item No. 11

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

PURCHASE AND INSTALLATION OF CISCO VOICE-OVER INTERNET PROTOCOL  
(VoIP) PHONE SYSTEM

#### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to issue a purchase order to AT&T for the purchase of equipment and installation of an agency wide Cisco Voice-Over Internet Protocol (VoIP) phone system for MTS. This project will retire the existing Toshiba phone system and provide call center management functionality for TeleInfo and the Compass Card 511 Program. This procurement would be under the County of Merced's Contract No. 2009177.

#### Budget Impact

The total cost of the new equipment and professional installation services would not exceed \$601,784.47 (as reflected below). This project would be paid for with funds from Capital Improvement Project 11350-0200.

CUCM Unity CCX:	\$223,993.40
Gateway Router:	\$ 29,486.50
IP Phones:	\$102,811.65
SRST Router:	\$ 12,988.20
Cisco Emergency Responder:	\$ 8,370.00
Switches:	\$ 21,515.40
Fax Server-Analog-MISC:	\$ 37,517.85
Installation:	\$139,800.00
California Sales Tax (8.00%):	\$ 34,934.64
Freight/Delivery Charge:	\$ 4,366.83
	<b>Subtotal:</b> \$615,784.47
	\$ -14,000.00
Less Trade-In Value (MTS Equipment):	<b>TOTAL: \$601,784.47</b>

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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.

## DISCUSSION:

Information Technology determined that the current phone system is inadequate to meet the ongoing needs of the agency and proposed and budgeted for the Cisco Voice-Over Internet Protocol (VoIP) phone system as a replacement. The VoIP Project is budgeted in the FY 2014 budget in the amount of \$630,000 and, while initially planned to be completed during the FY 14 fiscal year, this timetable has been escalated as the call center service now needs to be in place and operational by July 1, 2013, to coincide with the relocation of the region's Smart Card fare collection call center to MTS.

Per Federal Transit Administration (FTA) Circular 4220.1F, Page V-2 Section 4, the FTA encourages recipients and subrecipients to enter into state and intergovernmental agreements for procurements of property or services.

As a public agency and an FTA grantee, MTS has the ability to purchase network infrastructure hardware and professional installation services using competitively bid state or local government procurement contracts. MTS intends to utilize the County of Merced Contract No. 2009177 with AT&T Datacomm, Inc. The quote for stated pricing is based on Fast-Open Contracts Utilization Services (FOCUS), which is California's only nationwide, local government-to-government purchasing program created to allow cities, counties, schools, special districts, and other public entities to acquire technology products and services at competitive rates.

Staff recommends utilizing the FOCUS agreement through the County of Merced to purchase the hardware, software, and professional services to support this project so that it can be completed within the allotted time frame.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmmts.com](mailto:Sharon.Cooney@sdmmts.com)



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## Agenda Item No. 12

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

BRAKE LININGS AND DISC BRAKE PADS – CONTRACT AWARD

#### RECOMMENDATION:

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

1. execute MTS Doc. No. B0593.0-13 (in substantially the same format as Attachment A) with Neopart, LLC for the purchase of brake linings and disc brake pads for a three-year base period with 2 one-year option terms (for a total of five years); and
2. exercise each option year at the CEO's discretion.

#### Budget Impact

The total cost shall not exceed \$139,490.96. Funding for this project is allocated under the MTS bus maintenance operation budgets (312-54510 and 322-54510), which use 80% federal funds and 20% local funds.

#### DISCUSSION:

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


On February 14, 2013, MTS issued an Invitation for Bids (IFB) to interested parties. On April 3, 2013, seven bids were publicly opened.

The bid results are summarized as follows:

<u>Bidder</u>		<u>Amount</u>
1. Neopart, LLC	\$	139,490.96
2. Vehicle Maintenance Program, Inc.	\$	144,026.10
3. San Diego Friction Products	\$	147,646.80
4. Muncie	\$	155,260.91
5. American Moving Parts	\$	164,459.16
6. New Flyer	\$	189,509.22
7. Axletech LLC	\$	196,523.50

Neopart, LLC was the lowest responsive, responsible bidder at \$139,490.96.

Staff therefore recommends that the Board authorize the CEO to execute MTS Doc. No. B0593.0-13 with Neopart, LLC, for the purchase of brake linings and disc brake pads for a three-year base period with 2 one-year option terms (for a total of five years) and exercise each option year at the CEO's discretion.

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. B0593.0-13

**DRAFT****STANDARD PROCUREMENT AGREEMENT**

B0593.0-13  
**CONTRACT NUMBER**  
312-54510; 322-54510  
**FILE NUMBER(S)**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2013, 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: Neopart, LLC

Address: 5051 Horseshoe Pike

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

Honey Brook, PA 19344

Telephone: (800) 827-9287

Authorized person to sign contracts: Phil Gendall  
 Name

President  
 Title

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

Brake Linings and Disc Brake Pads as set forth in the Scope of Work, Neopart, LLC Bid Forms and in accordance with the Standard Procurement Agreement, including Standard Conditions Procurement and Federal Requirements.

This contract term is for up to a five-year period (3-year base and two 1-year option terms, exercisable at MTS's sole discretion.) Base period shall be effective June 1, 2013, through May 31, 2016; and option years shall be June 1, 2016, through May 31, 2018.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$82,384.02 for the base years and \$57,106.94 for the option years for a total not to exceed \$139,490.96 without the express written consent of MTS.

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
Base years \$82,384.02		
Option years 1 & 2 \$57,106.94		
Total \$139,490.96	312-54510 & 322-54510	FY 14 – FY 18

By: \_\_\_\_\_  
 Chief Financial Officer ( total pages, each bearing contract number)



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## Agenda Item No. 13

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

LIGHT RAIL VEHICLE ANTIGRAFFITI FILM - CONTRACT AMENDMENT

#### RECOMMENDATION:

That the Board of Directors authorize the CEO to execute MTS Doc. No. L1025.1-12 (in substantially the same format as Attachment A) with NMS Management, Inc. to increase the amount of the contract due to the increased costs associated with replacing antigraffiti film on S70 Light Rail Vehicles (LRVs).

#### Budget Impact

MTS Doc. No. L1025.1-12 would increase the previously authorized contract limit by \$463,546.32 (from the original \$1,306,985.80 to a revised contract authority of \$1,770,532.12).

#### DISCUSSION:

Since inception of revenue service in 1981, San Diego Trolley, Inc. (SDTI) has maintained high standards for passenger safety and fleet appearance. The LRV Maintenance Department adheres to a strict Zero Graffiti Tolerance policy that requires that any LRV that has been vandalized with paint or etchings is taken out of service until cleaning and/or repairs are complete.

Lexan, which is a high-impact, strength-transparent plastic that is widely used in the industry, was initially installed on passenger and vent windows of the LRV fleet. This material served to safeguard passengers from shattered glass that resulted from high-velocity debris wielded by vandals at trains. It also proved significantly less expensive to replace than window glass in response to etching or graffiti.

In 2006, antigraffiti window film was tested and found to have safety characteristics that rivaled those of Lexan. The film is applied using a peel-and-stick process and is virtually undetectable on the surface of the glass. The application of the film is faster and does not require metal channels to be installed between the glass and window rubber. Antigraffiti window film is approximately \$29 per window compared to \$68 per application of Lexan (including parts and labor), which results in a cost savings of 42 percent.




By the end of the second quarter of FY 14, 40 U-2s will have been sold to the Province of Mendoza, Argentina, and the entire order of 65 S70 4000 Series LRVs will be in revenue service. At that time, the total fleet size will be 159 LRVs: 31 U-2s, 52 SD 100s, 11 S70 3000 Series, and 65 S70 4000 Series. In the fourth quarter of FY 14, upon completion of the Blue Line Rehabilitation, the remaining 31 U-2 LRVs will be phased out of revenue operations leaving a fleet of 128 LRVs.

A total of 176 LRVs are currently in circulation (60 U-2s, 52 SD 100s, 11 S70 3000 Series, and 53 S70 4000 Series), which significantly impacts graffiti-abatement efforts. To further compound the cost ramifications of operating such a large fleet, low-floor LRVs operate in every train consist on the Green and Orange Lines, which has increased exposure of the S70s and resulted in an increase in vandalism to these LRVs. The S70 vehicles have larger windows than their predecessors, and the cost is approximately 30 percent more to replace the antigraffiti film.

Maintenance of the older vehicles in the fleet, increasing usage of low-floor vehicles on the system, and the 30 percent cost increase associated with replacing film on the S70 windows have contributed to a projected shortfall of \$99,219.93 in year two of the current antigraffiti film contract (MTS Doc. No. L1025.0-12) based on the current trend.

The following table represents the total original and proposed amended contract amounts, including the base-year and option-year adjustments.

Period	Dates	Original Authorized Amount	Proposed Amended Amount	Change
Base Year 1	11/1/11 - 10/31/12	274,470.20	262,208.55	(12,261.65)
Base Year 1	11/1/12 - 10/31/13	274,470.20	373,690.13	99,219.93
Total Base Years		\$ 548,940.40	\$ 635,898.68	\$ 86,958.28
Option Year 1	11/1/13 - 10/31/14	274,470.20	399,686.58	125,216.38
Option Year 2	11/1/14 - 10/31/15	241,787.60	362,581.35	120,793.75
Option Year 3	11/1/15 - 10/31/16	241,787.60	372,365.52	130,577.92
Total Option Years		\$ 758,045.40	\$ 1,134,633.44	\$ 376,588.04
Total Base + Option Years		\$ 1,306,985.80	\$ 1,770,532.12	\$ 463,546.32



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. L1025.1-12

DRAFT

May 16, 2013

MTS Doc. No. L1025.1-12

Mr. David Guaderrama  
President/CEO  
NMS Management, Inc.  
155 West 35<sup>th</sup> Street, Suite D  
National City, CA. 91950

Dear Mr. Guaderrama:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. L1025.0-12; LIGHT RAIL VEHICLE  
ANTIGRAFFITI FILM

This Amendment No. 1 shall serve to modify our agreement for light rail vehicle antigraffiti film as further described below:

#### SCOPE OF WORK

Continue to provide LRV anti-graffiti film to MTS on an as-needed basis in accordance with the terms and conditions of the original agreement (MTS Doc. No. L1025.0-12).

#### SCHEDULE

This amendment exercises option years one, two, and three from November 1, 2013, through October 31, 2016.

#### PAYMENT

This contract amendment shall authorize additional costs for the contract base period not to exceed \$86,958.28 and, for the three option years, additional costs not to exceed \$376,588.04. The total value of this contract, including this amendment, shall be in the amount of \$1,770,532.12. This amount shall not be exceeded without written approval from MTS. All other payment terms and conditions shall remain the same and in effect.

If you agree with the above, please sign in the space provided below 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,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

---

David Guaderrama, President  
NMS Management, Inc.





1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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## Agenda Item No. 14

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

MOTOROLA REGIONAL TRANSIT MANAGEMENT SYSTEM – CONTRACT  
AMENDMENTS

#### RECOMMENDATION:

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

1. MTS Doc. No. G0867.14-03 (in substantially the same format as Attachment A) with Motorola, Inc. to extend the Regional Transit Management System (RTMS) warranty-support period from July 1, 2013, through June 30, 2014; and
2. MTS Doc. No. G0868.8-03 (in substantially the same format as Attachment B) with North County Transit District (NCTD) for a Funds Transfer Agreement.

#### Budget Impact

1. MTS Doc. No. G0867.14-03 (Attachment A) would not exceed \$896,857.09. The total adjusted cost of the contract would not exceed \$25,492,133.50 without prior written approval from MTS. Funding for Amendment No. 14 would be paid by MTS and NCTD operating funds. MTS's share of the \$896,857.09 would be \$551,498.09 and would be paid by operating funds.
2. NCTD's cost share of \$345,359.00 would be governed by the approved Funds Transfer Agreement (MTS Doc. No. G0868.8-03 – Attachment B).



## DISCUSSION:

### Background Information

The RTMS is a sophisticated vehicle-tracking and communications system that provides performance and security/safety monitoring of transit vehicles. The regional system is currently being used to support operations of San Diego Transit Corporation (SDTC) and NCTD fixed-route services. The system was deployed through a contract with Motorola and went into full operation in December 2006. Motorola provides maintenance-support services for communications and equipment for the system.

### Amendment No. 14 to Motorola Service Agreement (Attachment A)

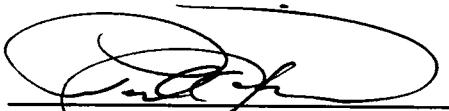
Amendment No. 14 (MTS Doc. No. G0867.14-03) would extend the Motorola warranty-support contract to cover the period from July 1, 2013, to June 30, 2014. The cost of the warranty contract would be shared by MTS and NCTD as outlined in the Funds Transfer Agreement (Attachment B).

### Amendment No. 8 to the NCTD Funds Transfer Agreement (Attachment B)

As part of the original contract award, MTS and NCTD executed a Funds Transfer Agreement, which provided for the MTS contract execution and NCTD cost-sharing. The extension of the Motorola warranty support contract would be a shared expense and would affect NCTD's cost share, which requires an amendment to the Funds Transfer Agreement.

### Conclusion

Modifications to the Motorola service contract are necessary to support continued project expansion activities and deliver enhancements to the RTMS system that improves service delivery to the region and riding public. Therefore, staff is requesting Board approval of MTS Doc. Nos. G0867.14-03 and G0868.8-03.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. G0867.14-03  
B. Draft MTS Doc. No. G0868.08-03

## DRAFT

May 16, 2013

MTS Doc. No. G0867.14-03  
CIP 10940

Mr. Mark Schmidl  
Vice President  
Motorola Solutions Sales and Services, Inc.  
Motorola, Inc.  
6450 Sequence Drive  
San Diego, CA 92121

Dear Mr. Schmidl:

Subject: AMENDMENT NO. 14 TO MTS DOC. NO. G0867.0-03; EXERCISE OPTION YEAR OF  
REGIONAL TRANSIT MANAGEMENT SYSTEM

This letter will serve as formal notification that MTS has chosen to exercise Option Year "07/01/13 to 06/30/14" as detailed in Motorola's Post-Warranty Maintenance Pricing Summary (See Attachment A).

The following table lists the current value of the contract inclusive of previous amendments.

## CONTRACT VALUE

CONTRACT AMENDMENTS	AMOUNT
Initial Contract	\$19,176,856.00
Amendment No. 1	\$10,336.00
Amendment No. 2	\$678,384.00
Amendment No. 3	\$99,712.00
Amendment No. 4	\$119,461.50
Amendment No. 5	\$702,711.00
Amendment No. 6	\$0.00
Amendment No. 7	\$544,802.00
Amendment No. 8	\$737,846.52
Amendment No. 9	\$25,466.51
Amendment No. 10	\$774,738.88
Amendment No. 11	\$57,337.00
Amendment No. 12	\$406,737.48
Amendment No. 13	\$1,260,887.52
<b>Amendment No. 14</b>	<b>\$896,857.09</b>
<b>Contract Total</b>	<b>\$25,492,133.50</b>

Letter to Mr. Mark Schmidl  
May 16, 2013  
Page 2 of 2

As a result of this Amendment, the total contract price has increased by \$896,857.50 (inclusive of an additional \$.41, which was mistakenly not added to Amendment 13) from \$24,595,276.00 to \$25,492,133.50.

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

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Mark Schmidl  
Motorola Solutions Sales and Services, Inc.

Date: \_\_\_\_\_

Attachment: A. Motorola Post Warranty Maintenance Pricing Summary

MTDB Optional Post-Warranty Maintenance Pricing Summary (per BAFO)				
	01/01/08 to 06/30/08	07/01/08 to 06/30/09	07/01/09 to 06/30/10	07/01/10 to 06/30/11
<b>Vehicle Subscriber Support</b>				
Metro Transit (based on 275 units)	\$61,875	\$ 123,750.00	\$ 129,937.50	\$ 136,434.38
North County Transit(based on 177 units)	\$39,825	\$79,650	\$ 83,632.50	\$ 87,814.13
<b>Dispatch and Radio Network Support</b>	\$63,830	\$127,660	\$ 134,043.00	\$ 140,745.15
<b>Orbital Software Support</b>	\$185,825.50	\$ 371,651.00	\$ 390,233.55	\$ 409,745.23
<b>Maintenance Totals</b>	<b>\$ 351,355.60</b>	<b>\$ 702,764.00</b>	<b>\$ 737,846.55</b>	<b>\$ 774,738.88</b>

10 Year Maintenance per BAFO assumes the indicated number of subscribers and original infrastructure.  
Additional equipment will affect this matrix pricing per the add amount from the BAFO.

07/01/11 to 06/30/12	07/01/12 to 06/30/13	07/01/13 to 06/30/14	07/01/14 to 06/30/15	07/01/15 to 06/30/16
\$ -	\$ -	\$ -	\$ -	\$ -
\$ 143,256.09	\$ 150,418.90	\$ 157,939.84	\$ 165,836.84	\$ 174,128.68
\$ 92,204.83	\$ 96,815.07	\$ 101,655.83	\$ 106,738.62	\$ 112,075.55
\$ 147,782.41	\$ 155,171.53	\$ 162,930.10	\$ 171,076.61	\$ 179,630.44
\$ 430,232.49	\$ 451,744.11	\$ 474,331.32	\$ 498,047.88	\$ 522,950.28
\$ 813,275.82	\$ 850,149.61	\$ 896,857.09	\$ 943,699.93	\$ 986,784.95

## DRAFT

May 16, 2013

MTS Doc. No. G0868.8-03  
CIP 10940

Mr. Matthew Tucker  
Executive Director  
North County Transit District  
810 Mission Avenue  
Oceanside, CA 92054

Dear Mr. Tucker:

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G0868.0-03 - FUNDS TRANSFER AGREEMENT

The Metropolitan Transit System (MTS) and North County Transit District (NCTD) hereby agree to amend the Funds Transfer Agreement for Regional Transit Management System (MTS Doc. No. G0868.0-03) per the following:

*NCTD agrees to reimburse MTS for an amount not to exceed \$345,359.00 for costs pertaining to services provided by Motorola Corporation under Amendment No. 14 (MTS Doc No. G0867.14-03).*

Detail

*On behalf of NCTD, MTS executed an amendment to the Motorola Corporation contract for continued maintenance services of the Regional Transit Management System. The amendment includes services and/or equipment for both NCTD and MTS, as noted in the attached amendment letter to Motorola. Listed below is an abbreviated table identifying those specific elements and costs pertaining to NCTD.*

<b>Amendment</b>	<b>Change Order</b>	<b>Cost</b>
MTS Doc. No. G0867.14-03	Service Agreement for July 1, 2013 – June 30, 2014	\$345,359.00
<b>Original Contract</b>		<b>\$7,260,730.00</b>
<b>Amendment 1</b>		<b>\$ 137,901.00</b>
<b>Amendment 2</b>		<b>\$ 122,857.50</b>
<b>Funds Transfer Agreement - Amendment 3</b>		<b>\$279,431.00</b>
<b>Funds Transfer Agreement - Amendment 4</b>		<b>\$274,553.00</b>
<b>Funds Transfer Agreement – Amendment 5</b>		<b>\$296,580.00</b>
<b>Funds Transfer Agreement – Amendment 6</b>		<b>\$158,384.00</b>
<b>Funds Transfer Agreement – Amendment 7</b>		<b>\$485,446.00</b>
<b>Funds Transfer Agreement – Amendment 8</b>		<b>\$345,359.00</b>
<b>Adjusted Contract Amount</b>		<b>\$9,361,241.50</b>

The total cost of the Motorola Service Agreement for the period of July 1, 2013 through June 30, 2014 is \$896,857.09 with NCTD's cost share of \$345,359.00 and MTS's cost share of \$551,498.09.

As a result of this Amendment, NCTD's total obligation under the Funds Transfer Agreement will increase by \$345,359.00 from to \$9,015,882.50 to \$9,361,241.50.

## DRAFT

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

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Matthew Tucker  
Executive Director

Date: \_\_\_\_\_





1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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## Agenda Item No. 15

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

HASTUS REGIONAL SCHEDULING SYSTEM UPGRADE – CONTRACT AWARD

#### RECOMMENDATION:

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

1. execute MTS Doc. No. G1529.0-13 (in substantially the same format as Attachment A) with GIRO for a HASTUS Regional Scheduling System (RSS) upgrade to Version 2013; and
2. exercise additional optional modules, as funding is available, and annual maintenance and support services.

#### Budget Impact

Funding for the agreement would be paid by MTS and North County Transit District (NCTD) as shown in Attachment B. MTS's share of the cost will be paid by Capital Improvement Project (CIP) and operating funds. The breakout of costs between the two agencies is governed by a Memorandum of Understanding (MOU) between MTS and NCTD.

The total cost of the initial agreement and year 1 maintenance and support services would not exceed \$1,390,945. Costs are split based on the breakout below:

MTS: CIP 11311	\$1,109,125	NCTD:	\$136,150
MTS: Operating Budget 661-53910	\$126,877	NCTD:	\$18,793
MTS: Total	\$1,236,002	NCTD:	\$154,943

Total Initial Agreement (MTS & NCTD): \$1,390,945

## DISCUSSION:

### Background


MTS and NCTD are currently using contractor GIRO to provide HASTUS scheduling software for the Regional Scheduling System (RSS). Giro was selected through a Request for Proposals (RFP) in 2003 and has been providing annual maintenance and support for both agencies since then. An existing Memorandum of Understanding outlines the responsibilities for each agency, cost sharing, and invoice-payment procedures.

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. Each year, Giro provides a new version of HASTUS with additional and upgraded features, usability improvements, and updated algorithms.

MTS and NCTD are currently using version 2004 of the HASTUS software and are looking to upgrade to version 2013, which would increase productivity, provide upgraded algorithms for creating work, better processes for managing and retrieving information, and improve and automate many workflow processes—all recommendations from a Gap Analysis report conducted in 2012. Both agencies have made significant investments in software, training, and workflow.

### Conclusion

This software upgrade would be a sole-source agreement with GIRO, and the upgrade pricing is in-line with previous costs. It is likely that award to another contractor to create a new regional scheduling system would result in substantial duplication of costs that are not expected to be recovered through competition. Therefore, staff recommends that the Board of Directors authorize the CEO to execute MTS Doc. No. G1529.0-13 (in substantially the same format as Attachment A) with GIRO for a HASTUS RSS upgrade to Version 2013; and exercise additional optional modules, as funding is available, and annual maintenance and support services.

  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. G1529.0-13  
B. Cost Summary

## STANDARD SERVICES AGREEMENT

G1529.0-13  
 CONTRACT NUMBER  
 11311; 661-53910  
 FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_ day of \_\_\_\_\_ 2013, 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: GIRO Address: 75, rue de Port-Royal Est, bureau 500  
 Form of Business: Corporation Montréal (Québec) Canada H3L 3T1  
 (Corporation, partnership, sole proprietor, etc.)  
 Telephone: +1 514.383.0404

Authorized person to sign contracts: François Carignan Senior Account Manager  
 Name Title

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

Provide HASTUS scheduling system upgrade services, including optional modules, annual maintenance, and support as set forth in the Scope of Work, GIRO's proposal, and in accordance with the Standard Services Agreement, including Standard Conditions Services and Federal Requirements.

For the system upgrade, this contract provides for a base term of eighteen (18) months effective June 1, 2013, through November 30, 2014. For the optional modules, annual maintenance and support, this contract provides for a base term of one (1) year effective July 1, 2013, through June 30, 2014; and two (2) option years effective July 1, 2014, through June 30, 2016, exercisable at MTS's sole discretion.

Payment terms shall be net 30 days from invoice date. The total cost is estimated at \$1,390,945 for the initial contract and \$1,733,645 for the optional modules, maintenance and support for two (2) years. The total cost of this contract shall not exceed \$3,124,590 without the express written consent of MTS.

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACTOR AUTHORIZATION

By: \_\_\_\_\_  
 Chief Executive Officer

Approved as to form:

By: \_\_\_\_\_  
 Office of General Counsel

Firm: \_\_\_\_\_

By: \_\_\_\_\_  
 Signature

Title: \_\_\_\_\_

AMOUNT ENCUMBERED		BUDGET ITEM	FISCAL YEAR
NCTD	\$ 154,943		
MTS	\$1,236,002	(11311 & 661-53910)	
Initial	\$1,390,945		FY 14
Options	\$1,733,645		FY 15 – FY 16
Total Contract	\$3,124,590		FY 14 – FY 16

By: \_\_\_\_\_  
 Chief Financial Officer Date

(\_\_\_\_ total pages, each bearing contract number)

G1529.0-13

**HASTUS Upgrade**  
**Entire Contract with All Options**

**Base Product**

Upgrade License Fee	\$	512,870
Upgrade work and services	\$	689,390
Expenses	\$	20,910
<b>Total</b>	<b>\$</b>	<b>1,223,170</b>

**Optional Modules and Services**

Sign In/Sign Out	\$	22,105
HASTINFO	\$	291,755
Analytics	\$	170,245
EPM	\$	100,180
Rider	\$	74,465
Comments	\$	60,415
<b>Total</b>	<b>\$</b>	<b>719,165</b>

**Implementation of Optional Functionalities**

8/80 Validations	\$	11,830
BidWeb/Vacation Bid	\$	53,470
Weekly Bid Process	\$	41,435
FMLA Workshop	\$	87,395
Time Distance Graph in Daily	\$	34,695
Display employee work detail in Bid	\$	8,035
<b>Total</b>	<b>\$</b>	<b>236,860</b>

**Annual Maintenance and Support**

Year 1	\$	145,670
Year 2	\$	149,311
Year 3	\$	153,045
<b>Total</b>	<b>\$</b>	<b>448,026</b>

**Annual Maintenance and Support for Optional Modules**

Year 1	\$	46,712
Year 2	\$	47,880
Year 3	\$	49,077
<b>Total</b>	<b>\$</b>	<b>143,669</b>

<b>Annual Maintenance Modification Days Rate</b>	<b>Rate</b>	<b>No. Days</b>	<b>Total</b>
Purchased in 2014	\$ 1,150	100	\$ 115,000
Purchased in 2015	\$ 1,179	100	\$ 117,900
Purchased in 2016	\$ 1,208	100	\$ 120,800
<b>Total</b>			<b>\$ 353,700</b>
<b>Total Contract Value with all Options</b>			<b>\$ 3,124,590</b>

**HASTUS Upgrade Cost Sharing****Initial Contract**

<b>Base Product</b>	<b>Scheduling</b>	<b>Operations</b>	<b>Total Cost</b>	<b>MTS Share</b>	<b>NCTD Share*</b>
Upgrade License Fee	\$ 384,605	\$ 128,265	\$ 512,870	\$ 427,065	\$ 85,805
Upgrade work and services	\$ 218,850	\$ 470,540	\$ 689,390	\$ 640,565	\$ 48,825
Expenses	\$ 6,810	\$ 14,100	\$ 20,910	\$ 19,391	\$ 1,519
<b>Total</b>	<b>\$ 610,265</b>	<b>\$ 612,905</b>	<b>\$ 1,223,170</b>	<b>\$ 1,087,020</b>	<b>\$ 136,150</b>

\*NCTD share is 21.08% of scheduling modules

**Optional Modules and Services**

Sign In/Sign Out			\$ 22,105	\$ 22,105	\$ -
<b>Total</b>			<b>\$ 22,105</b>	<b>\$ 22,105</b>	<b>\$ -</b>

**Annual Maintenance and Support**

Year 1			\$ 145,670	\$ 126,877	\$ 18,793
<b>Total</b>			<b>\$ 145,670</b>	<b>\$ 126,877</b>	<b>\$ 18,793</b>

<b>Total</b>			<b>\$ 1,390,945</b>	<b>\$ 1,236,002</b>	<b>\$ 154,943</b>
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## Agenda Item No. 16

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

AMERICANS WITH DISABILITIES ACT (ADA) PARATRANSIT CLIENT-  
CERTIFICATION SERVICES

#### RECOMMENDATION:

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

1. execute MTS Doc. No. G1507.0-13 (in substantially the same format as Attachment A) with ADARIDE.com, LLC for Americans with Disabilities Act (ADA) paratransit client-certification services for a five-year base with five option years (for a total of ten years); and
2. exercise option services and terms in year blocks at the CEO's discretion.

#### Budget Impact

The total cost shall not exceed \$2,814,749.09. Funding would come from operating budget 53114 comprised of federal and local funds.

	<u>Base 5 years</u>	<u>Option 5 years</u>	<u>Total 10 years</u>
Base certification services	\$1,018,402.20	\$1,136,542.02	\$2,154,944.22
Workshops - option services	\$218,160.00	\$236,156.88	\$454,316.88
Passenger ID cards - option services	\$96,410.35	\$109,077.64	\$205,487.99
TOTAL:	\$1,332,972.55	\$1,481,776.54	\$2,814,749.09

## DISCUSSION:

MTS Policy No. 52 governing procurement of goods and services requires a formal competitive-bid process for procurements exceeding \$100,000. On December 20, 2012, MTS and North County Transit District (NCTD) issued a joint Request for Proposals (RFP) to interested parties. Each agency would select the same or different contractor and enter into a separate agreement with its selected contractor. The evaluation committee consisted of individuals from MTS Transportation, MTS Finance, and NCTD ADA Departments.

Three firms responded to the RFP:

1. ADARIDE.com
2. Medical Transportation Management, Inc. (MTM)
3. Able-Disabled Advocacy (This proposal was determined to be nonresponsive)

The evaluation committee scored ADARIDE.com and MTM on the following criteria:


1.	Qualifications of the Firm, Individual, or Proposed Staff	35%
2.	Work Plan – Understanding of Project and ADA requirements	30%
3.	Cost	35%
Total		100%

Based on initial scoring, the evaluation committee invited both proposers for oral presentations and interviews. An evaluation of revised proposals and interviews resulted in the following ranking:

Revised proposal	Total Score (%)	Rank
ADARIDE	92.60	1
MTM	76.44	2

The evaluation committee was satisfied with ADARIDE's score and entered into negotiations with ADARIDE only. (See Attachment B for a summary of cost comparisons from both proposers.)

On April 2, 2013, a Best and Final Offer (BAFO) was received from ADARIDE with significantly lowered pricing. It was the unanimous decision that ADARIDE's BAFO represented the best value to MTS. Therefore, the evaluation committee is recommending that the MTS Board authorize the CEO to execute MTS Doc. No. G1507.0-13 (in substantially the same format as Attachment A) with ADARIDE.com, LLC for ADA paratransit client-certification services for a five-year base with five option years (for a total of ten years); and exercise option services and terms in year blocks at the CEO's discretion.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. G1507.0-13  
B. Cost Comparisons

# DRAFT

Att. A, AI 16, 5/16/13

## STANDARD SERVICES AGREEMENT

G1507.0-13  
CONTRACT NUMBER  
53114  
FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_ day of \_\_\_\_\_, 2013, 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: ADARIDE.com, LLC Address: 6151 W. Century Blvd., Ste. 304  
Form of Business: Corporation Los Angeles, CA 90045  
(Corporation, partnership, sole proprietor, etc.) Telephone: (310) 846-4507  
Authorized person to sign contracts: Art Hulscher President  
Name Title

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

Provide Americans with Disabilities Act (ADA) paratransit client certification services as set forth in the Scope of Work, ADARIDE's proposal and Best and Final Offer and in accordance with the Standard Services Agreement, including Standard Conditions Services and Federal Requirements.

This contract term is for up to a ten-year period (5-year base and 5 option years, exercisable at MTS's sole discretion, in option year blocks to be determined by MTS). Base period shall be effective July 1, 2013, through June 30, 2018, and option years shall be effective July 1, 2018, through June 30, 2023.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$1,332,972.55 for the base years and \$1,481,776.54 for the option years for a total not to exceed \$2,814,749.09 without the express written consent of MTS.

### SAN DIEGO METROPOLITAN TRANSIT SYSTEM

### CONTRACTOR AUTHORIZATION

By: \_\_\_\_\_  
Chief Executive Officer

Approved as to form:

By: \_\_\_\_\_  
Office of General Counsel

Firm: \_\_\_\_\_

By: \_\_\_\_\_  
Signature

Title: \_\_\_\_\_

### AMOUNT ENCUMBERED

### BUDGET ITEM

### FISCAL YEAR

Base years	\$1,332,972.55
<u>Option years 5-10</u>	<u>\$1,481,776.54</u>
Total	\$2,814,749.09

53114

FY 14 – FY 23

By: \_\_\_\_\_ Date \_\_\_\_\_  
Chief Financial Officer  
(\_\_\_\_ total pages, each bearing contract number)



Cost comparisons between ADARIDE and MTM

TABLE 1: BASE CERTIFICATION SERVICES (10 YEARS)

	Revised Proposal	BAFO
ADARIDE	\$2,206,662.96	\$2,154,944.22
MTM	\$2,535,756.09	N/A

TABLE 2: MOBILITY TRAINING WORKSHOPS - OPTION SERVICES (10 YEARS)

	Revised Proposal	BAFO
ADARIDE	\$483,987.00	\$454,316.88
MTM	\$336,101.45	N/A

TABLE 3: PASSENGER IDENTIFICATION CARDS - OPTION SERVICES (10 YEARS)

	Revised Proposal	BAFO
ADARIDE	\$205,487.99	\$205,487.99
MTM	\$1,020,633.26	N/A

TABLE 4: ALL SERVICES COMBINED (10 YEARS)

	Revised Proposal	BAFO
ADARIDE	\$2,896,137.95	<b>\$2,814,749.09</b>
MTM	\$3,892,490.81	N/A



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## Agenda Item No. 17

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

SECURITY SERVICES AGREEMENT – CONTRACT AMENDMENT

#### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1299.3-10 (in substantially the same format as Attachment A) with Universal Protection Service (UPS) for security services.

#### Budget Impact

This amendment would increase the previously authorized contract limit by \$4,671,843 from the original amount of \$35,031,590 to \$39,703,433. The FY 2013 component of this revised amount is included in the MTS Code Compliance Inspector (CCI) Operating Budget and is not expected to result in a budget overrun for the year. The expenses for FY 2014 and beyond would be covered in those respective fiscal years' operating budgets.

#### DISCUSSION:

This request is presented to seek an additional \$4.6 million in contract authority to ensure sufficient capacity is available through the end of the contract performance period—inclusive of the two option years.

The additional expense authority is needed to support changes in MTS operating conditions that will include the following starting in FY 2014:

- a) Mid-City Rapid Transit
- b) I-15 BRT
- c) South Bay BRT
- d) SR-15 City Heights Stations

In addition, given the need for continuous, heightened-security awareness resulting from recent events, staff deemed it prudent to include a 1.5% contingency to this request. In doing so, MTS is provided the ability to effectively respond to security events that may arise.

The table below shows the actual expenses and annual authorized expense amounts for fiscal years 2011, 2012, and part of 2013. It also shows expense projections from FY 2014 through the end of the contract in FY 2016.

	Actual Spending	Authorized Amount	FY Difference	Cumulative Diff
FY 11	\$5,942,643.11	\$ 5,782,614.00	\$ (160,029.11)	\$ (160,029.11)
FY 12	\$ 6,049,364.15	\$ 5,782,614.00	\$ (266,750.15)	\$ (426,779.26)
FY 13 - Estimate	\$ 6,567,426.28	\$ 5,782,614.00	\$ (784,812.28)	\$ (1,211,591.54)
FY 14 - Estimate	\$ 6,796,800.00	\$ 5,782,614.00	\$ (1,014,186.00)	\$ (2,225,777.54)
Subtotal - Base Years	\$25,356,233.54	\$ 23,130,456.00	\$ (2,225,777.54)	\$ (2,225,777.54)
Option Year FY 15 - Estimate	\$ 7,022,400.00	\$ 5,893,842.00	\$ (1,128,558.00)	\$ (3,354,335.54)
Option Year FY 16 - Estimate	\$ 7,324,800.00	\$ 6,007,292.00	\$ (1,317,508.00)	\$ (4,671,843.54)

This is a sole-source procurement. After considering procurement lead times, the learning curve if a new or additional contractor is brought onboard, and the impracticality of possibly having two different and competing providers delivering the same type of services simultaneously, staff determined that launching a competitive procurement focusing on the needs of this amendment will not bring forth any appreciable benefit to MTS.

#### CONCLUSION:

Based on the above, staff anticipates that the previously approved contract spending authority of \$35,031,590 will be insufficient to cover MTS's needs through the end of the agreement considering recently identified changes in MTS's operating conditions. Therefore, staff is recommending that the Board of Directors authorize the CEO to execute MTS Doc. No. G1299.3-10 (in substantially the same format as Attachment A) with Universal Protection Service (UPS) for security services.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. G1299.3-10

DRAFT

May 16, 2013

MTS Doc. No. G1299.3-10  
970.11

Mr. Steve Jones  
Co-CEO/COO  
Universal Protection Service  
P.O. Box 10134  
Pasadena, CA 91189-1034

Dear Mr. Jones:

Subject: AMENDMENT NO. 3 TO MTS DOC. NO. G1299.0-10; SECURITY SERVICES

This shall serve as Amendment No. 3 to our agreement for security services as further described below.

#### SCOPE

Continue to provide security services in accordance with the terms and conditions of the original agreement MTS Doc. No. G1299.0-10.

#### SCHEDULE

There shall be no change to the schedule of this contract.

#### PAYMENT

This contract amendment shall authorize additional costs for the contract base period not to exceed \$2,225,777, and for the option year period, additional costs not to exceed \$2,446,066 for security services. The total value of this contract including this amendment shall be in the amount of \$39,703,433. 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

\_\_\_\_\_  
Steve Jones  
Universal Protection Service

Date: \_\_\_\_\_

cc: B. Burke  
E. DeGuzman  
R. Atkinson  
Procurement File



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## Agenda Item No. 18

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

AUDIT REPORT – PAYROLL FOLLOW-UP REVIEW

#### RECOMMENDATION:

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

#### Budget Impact

None.

#### DISCUSSION:

MTS's internal auditor completed a follow-up review on payroll operations audited during FY 12. Evidence reviewed indicated management staff implemented corrective-action plans addressing previously reported findings, and those controls were operating as designed and intended.

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

Paul G. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Payroll Follow-up



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Att. A, AI 18, 5/16/13

## Memorandum

DATE: 3/11/2013  
TO: Emma Aguilera and Tom Lynch – Payroll/Finance  
FROM: Daniel Madzelan  
SUBJECT: Follow Up Audit – Payroll Operations

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### SUMMARY:

Internal Audit performed a review on Payroll Operations, issuing a formal report in June 2012. In accordance with Department policies and procedures, Audit performed a follow up review to address the following:

1. Verify management actions plans, in relation to reported findings, were implemented;
2. Determine if the action plans were operating as designed and intended; and
3. Evaluate if residual risks remaining are at acceptable levels.

There were three (3) reported findings, all classified as low priority. Below is a summary of the findings from the previous review; please review Appendix A at the conclusion of this report for details regarding the Audit Findings, Audit Recommendations and Management Action Plans.

1. There were terminated employees with accrued benefit balances (vacation, sick, etc.) within ADP. Given these individuals were no longer employed having a balance in these accounts was inconsistent with Audit expectations.
2. Staff had the ability to delete information in an employee's ADP profile; such modifications should be performed and or limited to Payroll Management personnel.
3. There was a potential segregation of duty issue within in MTS payroll processing requiring additional compensating controls.

### FOLLOW UP RESULTS & CONCLUSIONS:

Based on testing performed, which consisted of inquiry and examination of documentary evidence, Management implemented corrective action plans addressing the reported finding and those controls were operating as designed and intended. As such, Audit considered any residual risks associated with the specific operations at acceptable levels.

### Report Distribution:

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



**Appendix A: The following table summarizes the previous reportable Audit Findings, Audit Recommendations, and Management's Action Plans.**

<b>Previous Finding/Issue</b>	<b>Audit Recommendation</b>	<b>Management Action Plans</b>
<p><b><u>Terminated Employees with Accrued Benefit Balances in ADP:</u></b></p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>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.</p> <p>Reports will be given to Accounting to record all the leave accruals as of fiscal year end.</p>
<p><b><u>Processing Payroll Related Adjustments:</u></b></p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>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.</p>

<p><b><u>General Controls – Current operations involve procedures consistent with segregation of duties issues:</u></b></p> <p>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.</p> <p>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.</p>	<p>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.</p>	<p>The Payroll Manager will send an email to the Payroll Coordinators as an approval to accept and process the payroll every pay period.</p> <p>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.</p>
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## Agenda Item No. 19

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

AUDIT REPORT – INFORMATION TECHNOLOGY NETWORK ACCESS/SECURITY  
FOLLOW-UP REVIEW

#### RECOMMENDATION:

That the Board of Directors receive an internal audit follow-up report on Information Technology (IT) network access/security (attached).

#### Budget Impact

None.

#### DISCUSSION:

MTS's Internal Auditor completed a follow-up review on IT network access/security, which was audited during fiscal year (FY 12). Evidence reviewed indicated that management staff implemented a portion of their corrective action plans addressing previously reported findings while other action plans were not fully completed or implemented. Accordingly, IT management staff revised the expected completion date for findings not fully remediated, and MTS's Internal Auditor will follow up on these plans shortly after their completion. For security purposes, certain sections of the audit report have been redacted for public disclosure.

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: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Audit Report IT Network Access/Security Follow-up (**Unredacted version for Board Only**)



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Att. A, AI 19, 5/16/13

## Memorandum

DATE: 3/15/2013  
TO: Stephan White, Sandra Bobek, and John Saul  
FROM: Daniel Madzellan  
SUBJECT: Follow Up Audit – IT: Network Access and Security

**Contents of the audit report  
have been REDACTED for  
public disclosure.**

### SUMMARY:

Internal Audit performed a review on IT: Network Access and Security, issuing a formal report in May 2012. There were seven (7) reported findings; three (3) classified as medium priority and four (4) classified as low priority. Management had remediated three low priority findings prior to issuance of the final report in May. Accordingly, those findings were not subject to this review.

In accordance with Audit policies and procedures, Audit developed review procedures, utilizing inquiry and examination, to evaluate the following with respect to the four open findings:

1. Verify management actions plans, in relation to reported findings, were implemented;
2. Determine if the action plans were operating as designed and intended; and
3. Evaluate if residual risks remaining are at acceptable levels.

The following is a summary of the four findings that were subject to follow up reviews:

#### Medium Priority Findings:

1. General policies and procedures manuals governing IT operations were not reflective of current operations;
2. Concerns regarding granting personnel remote access to IT systems; and
3. Password policies for network/ applications considered below best practice guidelines:

#### Low Priority Findings:

1. Lack of uniformity in reporting/processing termination of employee network/application rights.

### FOLLOW UP RESULTS & CONCLUSIONS:

With respect to Medium Priority Finding #3, Password Policies, Audit was able to conclude Management implemented corrective action plans addressing the reported finding and those controls were operating as designed and intended. As such, Audit considered any residual risks associated with the specific operations at acceptable levels.

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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.

## REDACTED FOR PUBLIC DISCLOSURE

With respect to Medium Priority Findings #1 & 2, as well as Low Priority Finding #1, IT Management informed Audit that as of the date of this memorandum policies and procedural manuals have not been updated to fully reflect current operations. Accordingly, Auditor cannot adequately evaluate completion of action plans in accordance with Audit Policies and Procedures.

The IT Department is set to hire a new Report Development Analyst in March, whose task will be to complete this project. Management estimates the completion of the project will take approximately 6-8 weeks from when the new analyst is hired. Therefore, IT Management revised their action plan completion date, targeting 5/31/13 as the new date. Audit will reassess and verify completion of open action items around that general time period.

NOTE: There are three Appendixes (A, B, C) included within this memo. Appendix A lists Audit Findings, Recommendations, and Management's Action Plans formally closed as part of this review. Appendix B details Audit Findings, Recommendations, and Management Action Plans still open to review. Appendix C lists the previously remediated Findings, Recommendations, and Management Corrective Actions from the initial audit from FY12.


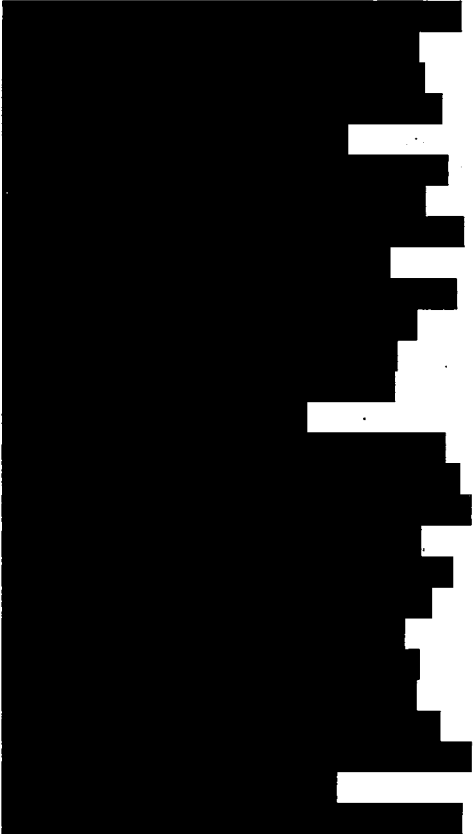

### **Report Distribution:**

Paul Jablonski, Cliff Telfer, and Karen Landers - MTS

**Contents of the audit report have been redacted for public disclosure.**

# REDACTED FOR PUBLIC DISCLOSURE

**Appendix A: Audit Findings, Audit Recommendations, and Management's Action Plans closed as part of this review.**

Previous Finding/Issue	Audit Recommendation	Management Corrective Action Plan
<p><b><u>Password Policies for Network and Applications – Configurations for Network Access Below Recommended Guidelines:</u></b></p> <p>Current password configurations for Windows Active Directory (Network) are below recommended external benchmarking guidelines. Additionally, certain applications with stated password controls currently do not have active password controls.</p> <p><i>Previous Classification: Medium Priority Finding</i></p>	<p>Audit would recommend strengthening password policies and configurations for Windows Network to at least best practice guidelines from external benchmarks. Preferably, management should implement stronger policies than minimum external benchmarks, provided those policies are consistent with business goals and objectives.</p> <p>Audit would also recommend IT management perform a risk assessment of other applications utilized by the organization and determine if setting password controls for other key applications used by the organization is merited.</p>	<p>IT Management partially agrees with audit finding and recommendation(s).</p>   

Contents of the audit report have been redacted for public disclosure.

# REDACTED FOR PUBLIC DISCLOSURE

**Appendix B: Audit Findings, Audit Recommendations, and Management's Action Plans still open and subject to further follow up review.**

Previous Finding/Issue	Audit Recommendation	Management Corrective Action Plan
<p><b><u>General Policies and Procedures – Manual Provided to Audit Not Reflective of Current Operations:</u></b></p> <p>Policies and procedural manual provided to Internal Audit from the former Chief Technology Officer indicated annual reviews and updates of the manual were occurring. However, discussions with current management personnel revealed the document was not completely up to date and reflective of current operations.</p> <p><i>Previous Classification: Medium Priority Finding</i></p>	<p>Audit would recommend IT Management formally update their policies and procedures manual. Once formal revisions of policies and procedures are completed the revisions will need to be communicated to individuals who will be responsible for carrying out the control activities. Communicating new procedures will be essential to ensuring responsible parties are aware of the procedural changes, as well as fostering an understanding of the reasons why the controls are place.</p>	<p>IT Management agrees with audit finding and recommendation and has already begun the process to update all documentation regarding IT policies, procedures, and standards. This task will be assigned to the new Assistant Technology Officer.</p> <p>IT Management has targeted June 30, 2012 for completion of draft updates for all IT documentation.</p>
<p><b><u>Granting Access Rights – Remote Users:</u></b></p> <p>Granting remote access rights should only occur when an individual has a valid business need. There is circumstantial evidence to question the validity of certain individuals who currently have remote access rights. The evidence also suggests the need to strengthen the policies and procedures for granting such access rights going forward.</p> <p><i>Previous Classification: Medium Priority Finding</i></p>	<p>Audit would recommend HR and IT work to strengthen the control procedures around granting remote user access rights going forward. Procedures should include some analysis of whether a valid business purpose exists before granting such rights to an individual.</p> <p>Once reporting is available showing actual remote access utilization by individual employees Audit would recommend HR and IT review the existing remote access rights granted to employees to verify continued rights are warranted.</p>	<p>Management agrees with audit finding and recommendation. IT Management will collaborate with HR Management to define criteria that would allow each manager to specify the business needs that will be served by granting an employee remote access to the network and/or IT systems. The criteria will be added to the "request form" currently used by managers to request access changes for their employees.</p> <p>HR Management has analyzed the potential risk of granting non-FLSA exempt employees remote access and believes the Agency's timecard and preauthorization of overtime policies/procedures mitigate this risk. However, HR management agrees that remote access should only be granted when a business need exists regardless of FLSA exemption status.</p>
<p><b><u>Terminations of Network/Application Access – Lack of Uniformity in Reporting Requests:</u></b></p> <p>There were several different summary headings in Track-It for</p>	<p>Audit would recommend HR and IT management review the current practices for communicating termination requests and assess if there are better options available to facilitate more consistency in</p>	<p>Management will develop and implement remote access criteria by April 30, 2012</p> <p>IT Management would note that inconsistencies observed were the result of comparing accounting before and after recent process improvements. The new process is based on collaboration between HR and IT to review process and</p>

**Contents of the audit report have been redacted for public disclosure.**

## REDACTED FOR PUBLIC DISCLOSURE

<p>communicating account terminations. Track-It is the application utilized by the IT Department to track such requests. This can create obstacles when reviewing user account directories to ensure access rights have been terminated in accordance with the request provisions.</p> <p><i>Previous Classification: Low Priority Finding</i></p>	<p>reporting and processing these events.</p>	<p>implement process improvements.</p> <p>While HR and IT management will review the existing process, we feel that the new process is a vast improvement and we are unlikely to find opportunity for substantial improvements.</p> <p>IT and HR Management will target a review of the existing process by June 30, 2012.</p>
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Contents of the audit report have been redacted for public disclosure.

# REDACTED FOR PUBLIC DISCLOSURE

## **Appendix C – Previous Remediated Findings, Audit Recommendations, and Management Corrective Actions.**

<b>Previous Finding/Issue</b>	<b>Audit Recommendation</b>	<b>Management Corrective Action Plan</b>
<p><b><u>Granting New Access Requests – Request for Access Based on Existing or Previous Employee Profiles:</u></b></p> <p>There were three (3) cases out of twenty-three (23) cases reviewed where requests for creating new accounts were based on duplicating the access rights of employee profiles, instead of affirmative reviews of the programs and files that the new user will need access to. This practice could result in granting excessive rights or potential segregation of duties issues.</p>	<p>Audit would recommend either</p> <ol style="list-style-type: none"> <li>1) Not approving such requests, returning to the requesting manager with instructions to specify which applications and or network access rights the employee will need, or</li> <li>2) Providing commentary in the approval process that such a request was evaluated by HR and the requesting manager, and all rights granted were consistent with the employee's job functions and business needs.</li> </ol>	<p>Management agrees with audit finding and recommendation.</p> <p>HR Management has begun requesting that either the requesting Manager or Manager with overall responsibility for a particular system review the specific access levels in the profile to be copied and confirm they are appropriate and supported by business needs. IT staff will provide the appropriate access-level information to the requesting Manager or Manager with overall responsibility for a particular system at HR Management's request to facilitate this control.</p>
<p><b><u>Granting New Access Requests – Request Granted Outside of Normal Processing Procedures:</u></b></p> <p>There were three (3) cases out the twenty-three (23) cases reviewed where the request was not submitted utilizing the standard request form. In two of these cases, there was no hard evidence indicating approval of the request by HR management, as required by current operating procedures. Audit concluded there were no significant risks associated with these events.</p>	<p>Audit would recommend new access or change access requests not submitted via the standard form be denied with instructions to the requestor to complete the Network User Provisioning/Access Change Request form. This would help ensure consistency in the granting access rights process.</p>	<p>Management agrees with audit finding and recommendation and will implement it immediately.</p>
<p><b><u>Granting Access Requests: Missing Hard Evidence of Employee's Manager/Director Approval:</u></b></p> <p>Employees below the manager/director level need their direct manager to complete the standard change access request form on their behalf in order to change their existing access rights. There were three (3) access requests; total population reviewed thirty-one (31), submitted by an employee below the manager/director level approved by HR where there was no hard evidence in the case file documenting the employee's direct manager approval. Audit concluded there were no significant risks associated with these events.</p>	<p>Audit would recommend that when HR receives a network access change request form from an employee below the manager/director Level, HR should include commentary, provided they approve the request, in Track-It that they confirmed with employee's manager that granting access was appropriate and consistent with employee's business needs.</p>	<p>HR Management agrees with this recommendation and will implement it immediately.</p>

Contents of the audit report have been redacted for public disclosure.



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## Agenda Item No. 25

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

FISCAL YEAR 2014 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 2014 budget information (Attachment A) presented in this report; and
2. enact Resolution No. 13-12 (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

The action today establishes the fiscal year 2014 budget.

#### DISCUSSION:

#### Fiscal Year 2014 Budget Recap

The following is a recap of the fiscal year 2014 budget process:

- In March, staff met with the Budget Development Committee (BDC) and the MTS Board. Within these two meetings, staff discussed and received approval of the fiscal year 2013 midyear budget adjustment and fiscal year 2014 Capital Improvement Program (CIP) and discussed preliminary revenues and assumptions for fiscal year 2014, including federal appropriations, Transportation



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.



Development Act (TDA), TransNet, and State Transit Assistance (STA) revenues.

Federal appropriations changed due to the new Moving Ahead for Progress in the 21st Century (MAP-21) legislation, which reauthorizes surface transportation programs through fiscal year 2014. MAP-21 results in a net increase of federal revenues of \$10.1 million in fiscal year 2014 for the CIP.

Regional sales tax receipts for fiscal year 2013 are projected to grow by 5.0% year over year for fiscal year 2012 and by an additional 5.0% in fiscal year 2014. In total, MTS's share of TransNet and TDA revenues are projected to increase by approximately \$4.9 million in fiscal year 2014.

In fiscal year 2013, MTS has received \$9.6 million of STA funding and projects to receive \$22.2 million. Staff projects MTS will receive an additional \$22.2 million for fiscal year 2014. This funding is primarily for the CIP, but \$5.6 million will be utilized in the operating budget to fund the service increases put into place during fiscal year 2013 at the Board's direction.

- In April, staff again met with the BDC and the MTS Board to review a number of assumptions relating to passenger levels, operating income, personnel assumptions, energy rates, and other expense assumptions. Staff also presented a preliminary draft budget for fiscal year 2014.

#### Fiscal Year 2014 Operating Budget

The fiscal year 2014 total budgeted revenue is projected at \$248,197,000, and total projected expenses are budgeted at \$248,197,000 resulting in a balanced budget for fiscal year 2014.

#### Fiscal Year 2014 Revenues

Please refer to Section 3.01 through Section 3.06 of Attachment A for a summary of fiscal year 2014 budgeted revenues. Section 3.01 provides a written detail of fiscal year 2014 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 2014 combined revenues total \$248.2 million, which is a decrease from the fiscal year 2013 amended budget of \$5.7 million (-2.2 percent).

Operating revenue totals \$101.4 million, which is an increase from the fiscal year 2013 amended budget of \$1.7 million (1.7 percent). This is primarily due to a projected increase in ridership.

Subsidy revenue totals \$138.7 million, which is a decrease from the fiscal year 2013 amended budget of \$3.4 million (-2.4 percent). This is due to \$3.2 million decrease in federal revenue, which is a funding shift from the CIP in fiscal year 2013 allowing MTS to draw the federal funding in a more timely manner. STA revenues within operations are projected to increase by \$576,000. TransNet revenues are also projected to increase by

\$1.4 million; however, TDA revenues within operations are projected to decrease by \$2.3 million.

Other nonoperating revenue totaled \$8.1 million, which is a decrease from the fiscal year 2013 amended budget of \$4 million (-32.8 percent). This is caused by contingency reserves and compressed natural gas credits utilized in the amended fiscal year 2013 budget—neither of these funding sources are utilized in the fiscal year 2014 operating budget.

The current operating budget utilizes \$2 million in one-time funds (TDA funding that has been shifted from the CIP). The budget also includes the \$5.6 million of STA mentioned above, but going forward, these funds will be classified as recurring revenue.

#### Fiscal Year 2014 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 2014 combined expenses total \$248.2 million, which is a decrease from the fiscal year 2013 amended budget of \$1.2 million (-0.5 percent).

Within operating expenses, personnel expenses are projected to decrease from the fiscal year 2013 amended budget by \$8 million (-6.3 percent). This is primarily due to personnel expenses relating to the Dexia pension debt, which are projected to decrease by \$12.6 million as this debt was paid in full in fiscal year 2013. Net of the Dexia pension debt, personnel expenses are projected to increase by \$4.6 million due to increases in service levels, MTS pension contribution rates, health and welfare cost increases and general wage increases.

Purchased transportation also is projected to increase from the fiscal year 2013 amended budget by \$2.3 million (4.1 percent) primarily due to contractual rate increases as well as the increased service levels.

Energy costs are projected to increase from the fiscal year 2013 amended budget by \$1.8 million (7.4 percent) primarily due to the cost of the natural gas commodity, which will impact compressed natural gas, traction power, and utility costs.

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

#### Fiscal Year 2014 Other Information

Section 10 of Attachment A provides detail on MTS's five-year forecast and operating statistics. This section also includes the proposed fiscal year 2014 position tables and salary-grade ranges.

#### Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through fiscal year 2018.

Passenger revenues are projected to increase by approximately 2% over the next four years. Sales tax projections from the San Diego Association of Governments (SANDAG) average 5.2% over the next four fiscal years, which impacts MTS's TDA and TransNet subsidy revenue. Expenses are projected to increase by approximately 3% over the following four fiscal years primarily due to expected continued operating-expense increases including energy costs.

The MTS fiscal year 2014 operating budget closing strategy includes the utilization of one-time funds of \$2 million in TDA capital funds; however, one-time funding utilization is projected to be eliminated in fiscal year 2015. The current five-year operating forecast shows projected surpluses in fiscal years 2015 and 2016 followed by projected deficits of \$864,000 and \$1.8 million in fiscal years 2017 and 2018, respectively.



Paul C. Jablonski  
Chief Executive Officer

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Attachments: A. Proposed FY 2014 Budget } **Board Only Due to Volume**  
B. Resolution No. 13-12 }



**Fiscal Year 2014**

# **Proposed Budget**

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

**May 16, 2013**

**Metropolitan Transit System**



# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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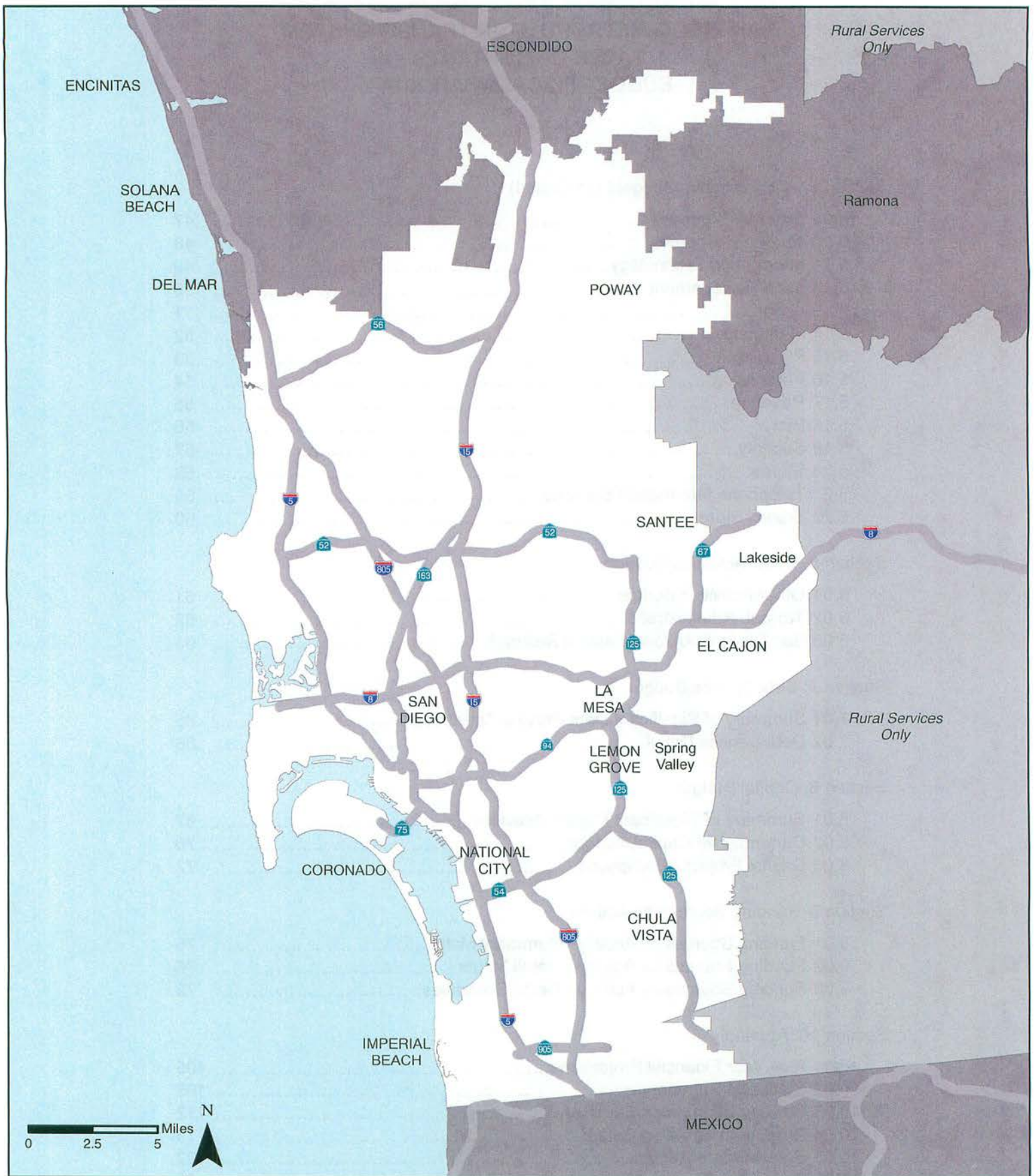
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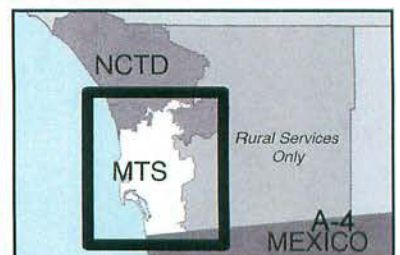
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# Metropolitan Transit System AREA OF JURISDICTION

January, 2007



SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
System Summary  
Fiscal Year 2014  
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 731 buses, 62% of which are powered by environmentally friendly compressed natural gas. In fiscal year 2014, MTS bus services will operate a total of 91 traditional fixed route, shuttle-type routes, and paratransit services, logging almost 1.9 million revenue hours while traveling over 21 million revenue miles across San Diego County. Fiscal year 2014 ridership for all MTS routes is projected at approximately 57 million passengers.

Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 151 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 2013, the Green Line was extended from the Old Town Transit Center to the Imperial Station, via the Bayside Corridor. The Blue Line now terminates at the America Plaza Station and the Orange Line terminates 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 509 daily scheduled train trips (and many more during special events). Fiscal year 2014 ridership for the MTS rail system is projected at approximately 30 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 2014  
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 Centre 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 32-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 America Plaza station. The Orange Line serves in East County communities from the El Cajon Transit Center through downtown San Diego, terminating at the Santa Fe Depot station where service connects with the Green Line. The Green Line operates from Santee Town Center station through Mission Valley and serves the campus of SDSU and Qualcomm Stadium – home of the San Diego Chargers. It continues through Old Town to downtown San Diego along the Bayside corridor, serving the Convention Center, major hotel chains and PETCO Park - home of the San Diego Padres, before terminating at the 12<sup>th</sup> and Imperial Transit Center where it connects with the Blue and Orange Lines. A major service change in September 2012 was implemented to incorporate low-floor Green Line service along the bayside corridor by extending the Green Line. This service change also resulted in the Blue Line terminating at America Plaza and the Orange Line at Santa Fe Depot. Substantial service efficiencies were achieved with the new operating schedule in both labor hours and productive use of vehicle miles. This service change also involved modifications to numerous bus routes to enhance connections at various light rail stations. In January 2013, the Orange Line transition to low-floor service was completed as part of the overall Blue and Orange Line Rehabilitation project. Orange Line stations were retrofitted to accept low-floor light rail vehicles as well as replacement of track, track switches, overhead catenary wire, grade crossings, crossing signal equipment, signal cases, substation enclosures and activation switches on the line.

The system operates and maintains a current fleet of 151 light rail vehicles. This includes 31 U2 LRVs, 52 SD100 LRVs, 11 S70 (90 ft) and 57 S70 (80 ft) low-floor LRVs. Forty of the original 71 first generation U2 vehicles have been purchased by the Metrotranvia system in Mendoza, Argentina. The remaining 31 U2s will be decommissioned in late spring/early summer 2014. Eight additional S70 (80 ft) LRVs will be received and commissioned in FY14, completing the order of 65. When the S70 order is complete, and in conjunction with the station platform retrofit project, each train will consist of, at minimum, S70-SD100-S70 (at least two low-floor LRVs per train) on the Green and Orange Lines, which will dramatically reduce system delays caused by the ever-increasing use of the wheelchair lifts 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-ft long tunnel and underground station at SDSU.

The MTS rail system is projected to carry almost 30 million passengers in fiscal year 2013. Light rail service is provided to 53 stations and transit centers through seven local communities, each with separate emergency response (police, fire and paramedic) services. Currently, SDTI operates 509 weekday scheduled trips and many more during special events. While weekday ridership is approximately 88,000, this number increases substantially when major event service is provided (ridership typically increases by 35,000+). 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 2014 will see rehabilitation construction efforts on the Blue Line segment with an estimated completion of late spring/early summer 2014. Upon completion, the SDTI system will be 100% low-floor.

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 10<sup>th</sup> service expansion of the LRT system, with the estimated commencement of revenue service scheduled in 2018. Thirty additional S70 (80 ft) LRVs are required for operation on the Mid-Coast Line. An agreement with Siemens was reached in fiscal year 2013 to earmark 45 additional S70 (80 ft) LRVs, completing the 110 car option from Utah Transit Authority. The 15 extra vehicles are intended to replace aging SD100 vehicles.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Directly Operated Bus Services Description of Activities  
Fiscal Year 2014  
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 256 buses is projected to carry nearly 29 million customers in fiscal year 2013.

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. 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 2013, 53 forty-foot buses were delivered to replace older vehicles, and an order was placed for another 50 buses to be delivered in fiscal year 2014. 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 1.2.

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 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 2014**  
**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. Various fixed-route and shuttle type services have been added over the past three decades.

Operationally, fiscal year 2014 ridership for MTS contracted fixed routes is projected at approximately 22.2 million passengers. In fiscal year 2014, contract bus services will operate a total of 65 traditional fixed and shuttle-type routes, logging approximately 786,400 revenue hours while traveling approximately 8.5 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 FY 2014, MTS will be in its 2<sup>nd</sup> option period with 1 option period left under the current contract with Veolia. The current Veolia contract expires June 30, 2015. Staff has started the RFP process to competitively bid these fixed route services.

### South Bay Division

MTS's South Bay Division operates 26 fixed routes in the south and central areas of San Diego County. These routes utilize 180 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

On weekends and holidays, South Bay operates 12 additional routes for East County Fixed and Chula Vista Transit in all areas of San Diego County. These routes utilize the same 180 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 15 fixed routes, 4 rural routes, and 5 express routes in the eastern, northern and rural areas of San Diego County. These routes utilize 56 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.

First Transit, Inc. part of FirstGroup America based in Cincinnati, Ohio is a leading provider of passenger transportation contract and management services in the United States. With more than 51 years of experience, First Transit provides operation, management and consulting for 236 locations in 38 states, 4 Canadian Provinces and Puerto Rico for transit authorities, state departments of transportation, federal agencies, colleges and universities, airports, municipal

organizations, private companies and more. First Transit is supported by more than 15,000 employees in North America.

FirstGroup America is the leader in safe, reliable, sustainable transportation and is the largest provider of surface transportation services in North America. FirstGroup America owns and/or operates over 70,000 school and transit buses, and maintains many more vehicles in over 1100 locations in the United States and Canada. FirstGroup America is comprised of three divisions:

- First Student, which provides school bus transportation and charter services.
- First Transit and First Services, which provides transit contracting, management and maintenance services.
- Greyhound, which provides scheduled inter-city bus transportation services in the United States and Canada.

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 publicly 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 reservation call center, scheduling, dispatching and maintenance for MTS' ADA paratransit services which provides approximately 344,000 annual trips to 372,000 passengers each year.

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 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 has realized 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 13 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 2014  
Section 1.03

General System Summary

MTS-Chula Vista Transit (CVT) 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 personnel provide additional support on an as-needed basis.

CVT staff collaborates with MTS staff in all aspects in the provision of public transit services, e.g. 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 2014  
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 65,000 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 2014  
SECTION 2.01**

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	90,764,526	94,027,678	95,312,025	1,284,346	1.4%
OTHER OPERATING INCOME	5,429,794	5,712,704	6,090,360	377,656	6.6%
<b>TOTAL OPERATING REVENUES</b>	<b>96,194,320</b>	<b>99,740,382</b>	<b>101,402,385</b>	<b>1,662,002</b>	<b>1.7%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	130,866,837	142,026,248	138,656,459	(3,369,789)	-2.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	7,546,136	3,342,498	148,192	(3,194,306)	-95.6%
OTHER INCOME	3,362,446	8,762,455	7,989,586	(772,869)	-8.8%
TOTAL OTHER NON OPERATING REVENUE	10,908,583	12,104,953	8,137,778	(3,967,175)	-32.8%
<b>TOTAL NON OPERATING REVENUE</b>	<b>141,775,420</b>	<b>154,131,201</b>	<b>146,794,237</b>	<b>(7,336,964)</b>	<b>-4.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>237,969,740</b>	<b>253,871,583</b>	<b>248,196,622</b>	<b>(5,674,962)</b>	<b>-2.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	63,949,111	67,353,860	68,536,547	1,182,686	1.8%
FRINGE EXPENSES	48,103,884	58,192,250	49,058,857	(9,133,393)	-15.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>112,052,995</b>	<b>125,546,110</b>	<b>117,595,403</b>	<b>(7,950,707)</b>	<b>-6.3%</b>
SECURITY EXPENSES	5,906,435	6,773,504	7,031,169	257,665	3.8%
REPAIR/MAINTENANCE SERVICES	3,980,970	3,892,252	4,068,831	176,579	4.5%
ENGINE AND TRANSMISSION REBUILD	1,350,938	1,106,687	1,390,000	283,313	25.6%
OTHER OUTSIDE SERVICES	6,035,388	6,779,010	8,225,040	1,446,030	21.3%
PURCHASED TRANSPORTATION	54,549,050	56,487,146	58,809,394	2,322,248	4.1%
<b>TOTAL OUTSIDE SERVICES</b>	<b>71,822,781</b>	<b>75,038,599</b>	<b>79,524,434</b>	<b>4,485,835</b>	<b>6.0%</b>
LUBRICANTS	383,271	405,523	413,833	8,310	2.0%
TIRES	791,780	897,086	940,839	43,753	4.9%
OTHER MATERIALS AND SUPPLIES	6,805,620	7,147,739	7,469,036	321,297	4.5%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,980,670</b>	<b>8,450,348</b>	<b>8,823,708</b>	<b>373,360</b>	<b>4.4%</b>
DIESEL FUEL	7,143,683	7,644,268	7,771,219	126,951	1.7%
CNG	6,904,516	6,497,901	7,226,437	728,536	11.2%
TRACTION POWER	6,220,841	6,500,000	7,220,000	720,000	11.1%
UTILITIES	3,132,978	2,954,271	3,134,537	180,266	6.1%
<b>TOTAL ENERGY</b>	<b>23,402,018</b>	<b>23,596,440</b>	<b>25,352,193</b>	<b>1,755,753</b>	<b>7.4%</b>
<b>RISK MANAGEMENT</b>	<b>3,657,043</b>	<b>3,833,463</b>	<b>4,308,368</b>	<b>474,905</b>	<b>12.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,574,624</b>	<b>1,965,831</b>	<b>1,828,595</b>	<b>(137,236)</b>	<b>-7.0%</b>
<b>DEBT SERVICE</b>	<b>10,127,054</b>	<b>9,759,269</b>	<b>9,542,576</b>	<b>(216,693)</b>	<b>-2.2%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>965,879</b>	<b>1,174,805</b>	<b>1,221,344</b>	<b>46,539</b>	<b>4.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>231,583,065</b>	<b>249,364,866</b>	<b>248,196,622</b>	<b>(1,168,244)</b>	<b>-0.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(135,388,744)</b>	<b>(149,624,483)</b>	<b>(146,794,237)</b>	<b>(2,830,246)</b>	<b>-1.9%</b>
OVERHEAD ALLOCATION	(1)	-	-	-	0.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(135,388,745)</b>	<b>(149,624,483)</b>	<b>(146,794,237)</b>	<b>(2,830,246)</b>	<b>-1.9%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>6,386,675</b>	<b>4,506,718</b>	<b>(0)</b>	<b>4,506,718</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2014  
SECTION 2.02**

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	90,764,526	94,027,678	95,312,025	1,284,346	1.4%
OTHER OPERATING INCOME	747,811	585,000	585,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>91,512,337</b>	<b>94,612,678</b>	<b>95,897,025</b>	<b>1,284,346</b>	<b>1.4%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	124,720,755	135,719,530	138,656,459	2,936,929	2.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	5,000,000	-	(5,000,000)	-100.0%
OTHER INCOME	3,221,401	1,080,529	282,596	(797,933)	-73.8%
TOTAL OTHER NON OPERATING REVENUE	3,221,401	6,080,529	282,596	(5,797,933)	-95.4%
<b>TOTAL NON OPERATING REVENUE</b>	<b>127,942,155</b>	<b>141,800,059</b>	<b>138,939,055</b>	<b>(2,861,004)</b>	<b>-2.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>219,454,492</b>	<b>236,412,738</b>	<b>234,836,080</b>	<b>(1,576,658)</b>	<b>-0.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	53,917,958	56,751,178	56,993,689	242,510	0.4%
FRINGE EXPENSES	42,741,046	52,082,529	42,165,887	(9,916,642)	-19.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>96,659,004</b>	<b>108,833,707</b>	<b>99,159,575</b>	<b>(9,674,132)</b>	<b>-8.9%</b>
SECURITY EXPENSES	117,199	92,000	92,000	-	0.0%
REPAIR/MAINTENANCE SERVICES	3,904,938	3,823,988	3,977,920	153,932	4.0%
ENGINE AND TRANSMISSION REBUILD	1,350,938	1,106,687	1,390,000	283,313	25.6%
OTHER OUTSIDE SERVICES	2,267,086	2,277,290	1,967,372	(309,918)	-13.6%
PURCHASED TRANSPORTATION	54,549,050	56,487,146	58,809,394	2,322,248	4.1%
<b>TOTAL OUTSIDE SERVICES</b>	<b>62,189,212</b>	<b>63,787,111</b>	<b>66,236,686</b>	<b>2,449,574</b>	<b>3.8%</b>
LUBRICANTS	383,271	405,523	413,833	8,310	2.0%
TIRES	785,139	889,086	932,839	43,753	4.9%
OTHER MATERIALS AND SUPPLIES	6,789,133	7,109,624	7,445,613	335,989	4.7%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,957,543</b>	<b>8,404,233</b>	<b>8,792,285</b>	<b>388,052</b>	<b>4.6%</b>
DIESEL FUEL	6,975,796	7,466,246	7,592,969	126,723	1.7%
CNG	6,904,516	6,497,901	7,226,437	728,536	11.2%
TRACTION POWER	6,220,841	6,500,000	7,220,000	720,000	11.1%
UTILITIES	2,655,021	2,473,471	2,621,817	148,346	6.0%
<b>TOTAL ENERGY</b>	<b>22,756,174</b>	<b>22,937,618</b>	<b>24,661,223</b>	<b>1,723,605</b>	<b>7.5%</b>
<b>RISK MANAGEMENT</b>	<b>3,354,761</b>	<b>3,453,051</b>	<b>3,846,459</b>	<b>393,407</b>	<b>11.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>125,531</b>	<b>308,494</b>	<b>278,380</b>	<b>(30,114)</b>	<b>-9.8%</b>
<b>DEBT SERVICE</b>	<b>1,911,831</b>	<b>1,437,731</b>	<b>1,238,882</b>	<b>(198,849)</b>	<b>-13.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>771,122</b>	<b>913,324</b>	<b>954,439</b>	<b>41,115</b>	<b>4.5%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>195,725,178</b>	<b>210,075,269</b>	<b>205,167,929</b>	<b>(4,907,341)</b>	<b>-2.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(104,212,841)</b>	<b>(115,462,591)</b>	<b>(109,270,904)</b>	<b>(6,191,687)</b>	<b>-5.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(23,680,465)</b>	<b>(26,337,468)</b>	<b>(29,668,152)</b>	<b>(3,330,684)</b>	<b>12.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(127,893,306)</b>	<b>(141,800,059)</b>	<b>(138,939,056)</b>	<b>(2,861,004)</b>	<b>-2.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>48,850</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET  
FISCAL YEAR 2014  
SECTION 2.03**

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	3,717,108	4,097,704	4,495,360	397,656	9.7%
<b>TOTAL OPERATING REVENUES</b>	<b>3,717,108</b>	<b>4,097,704</b>	<b>4,495,360</b>	<b>397,656</b>	<b>9.7%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	6,146,082	6,306,718	-	(6,306,718)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	7,514,290	(1,800,000)	-	1,800,000	-100.0%
OTHER INCOME	141,046	7,681,926	7,706,990	25,064	0.3%
TOTAL OTHER NON OPERATING REVENUE	7,655,336	5,881,926	7,706,990	1,825,064	31.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>13,801,418</b>	<b>12,188,644</b>	<b>7,706,990</b>	<b>(4,481,654)</b>	<b>-36.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>17,518,526</b>	<b>16,286,348</b>	<b>12,202,350</b>	<b>(4,083,998)</b>	<b>-25.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	9,514,939	10,062,490	10,998,781	936,292	9.3%
FRINGE EXPENSES	5,211,480	5,963,431	6,740,335	776,904	13.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>14,726,419</b>	<b>16,025,921</b>	<b>17,739,117</b>	<b>1,713,196</b>	<b>10.7%</b>
SECURITY EXPENSES	5,789,235	6,681,504	6,939,169	257,665	3.9%
REPAIR/MAINTENANCE SERVICES	70,344	58,664	80,911	22,247	37.9%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,682,438	4,299,720	6,080,169	1,780,449	41.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>9,542,017</b>	<b>11,039,888</b>	<b>13,100,249</b>	<b>2,060,361</b>	<b>18.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	6,641	8,000	8,000	-	0.0%
OTHER MATERIALS AND SUPPLIES	6,345	11,415	16,423	5,008	43.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>12,986</b>	<b>19,415</b>	<b>24,423</b>	<b>5,008</b>	<b>25.8%</b>
DIESEL FUEL	163,532	173,022	173,250	228	0.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	472,679	475,800	507,720	31,920	6.7%
<b>TOTAL ENERGY</b>	<b>636,211</b>	<b>648,822</b>	<b>680,970</b>	<b>32,148</b>	<b>5.0%</b>
<b>RISK MANAGEMENT</b>	<b>278,739</b>	<b>358,112</b>	<b>434,610</b>	<b>76,498</b>	<b>21.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,347,288</b>	<b>1,548,137</b>	<b>1,441,345</b>	<b>(106,792)</b>	<b>-6.9%</b>
<b>DEBT SERVICE</b>	<b>8,215,223</b>	<b>8,321,538</b>	<b>8,303,694</b>	<b>(17,844)</b>	<b>-0.2%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>194,757</b>	<b>261,481</b>	<b>266,905</b>	<b>5,424</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>34,953,641</b>	<b>38,223,314</b>	<b>41,991,312</b>	<b>3,767,999</b>	<b>9.9%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(31,236,533)</b>	<b>(34,125,609)</b>	<b>(37,495,952)</b>	<b>3,370,343</b>	<b>9.9%</b>
OVERHEAD ALLOCATION	23,772,940	26,443,683	29,788,962	3,345,279	12.7%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(7,463,593)</b>	<b>(7,681,926)</b>	<b>(7,706,990)</b>	<b>25,064</b>	<b>0.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>6,337,825</b>	<b>4,506,718</b>	<b>-</b>	<b>4,506,718</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET  
FISCAL YEAR 2014  
SECTION 2.04**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	964,876	1,030,000	1,010,000	(20,000)	-1.9%
<b>TOTAL OPERATING REVENUES</b>	<b>964,876</b>	<b>1,030,000</b>	<b>1,010,000</b>	<b>(20,000)</b>	<b>-1.9%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	31,846	142,498	148,192	5,694	4.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	31,846	142,498	148,192	5,694	4.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>31,846</b>	<b>142,498</b>	<b>148,192</b>	<b>5,694</b>	<b>4.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>996,722</b>	<b>1,172,498</b>	<b>1,158,192</b>	<b>(14,306)</b>	<b>-1.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	516,214	540,193	544,077	3,884	0.7%
FRINGE EXPENSES	151,358	146,290	152,634	6,345	4.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>667,571</b>	<b>686,483</b>	<b>696,711</b>	<b>10,229</b>	<b>1.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,689	9,600	10,000	400	4.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	85,864	202,000	177,500	(24,500)	-12.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>91,553</b>	<b>211,600</b>	<b>187,500</b>	<b>(24,100)</b>	<b>-11.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	10,141	26,700	7,000	(19,700)	-73.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>10,141</b>	<b>26,700</b>	<b>7,000</b>	<b>(19,700)</b>	<b>-73.8%</b>
DIESEL FUEL	4,354	5,000	5,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	5,279	5,000	5,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>9,633</b>	<b>10,000</b>	<b>10,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>23,543</b>	<b>22,300</b>	<b>27,300</b>	<b>5,000</b>	<b>22.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>101,805</b>	<b>109,200</b>	<b>108,870</b>	<b>(330)</b>	<b>-0.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>904,246</b>	<b>1,066,283</b>	<b>1,037,381</b>	<b>(28,901)</b>	<b>-2.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>60,630</b>	<b>(36,283)</b>	<b>(27,381)</b>	<b>(8,901)</b>	<b>-24.5%</b>
OVERHEAD ALLOCATION	(92,476)	(106,215)	(120,810)		13.7%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(31,846)</b>	<b>(142,498)</b>	<b>(148,192)</b>	<b>5,694</b>	<b>4.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - REVENUES (\$000s)**  
**FISCAL YEAR 2014**  
**SECTION 2.05**

<b>Funding Description</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>5 Year Total</b>
<b>Federal Formula 5307 - FFY13 Estimate</b>	<b>\$ 38,875</b>	<b>\$ 39,264</b>	<b>\$ 39,656</b>	<b>\$ 40,053</b>	<b>\$ 40,453</b>	<b>\$ 198,301</b>
<b>Federal Formula 5307 - FFY12 Carryforward</b>						-
Federal Formula 5307 - Preventive Maintenance	(12,576)	(12,370)	(12,162)	(11,951)	(11,739)	(60,798)
Federal Formula 5307 - ADA Preventive Maintenance	(3,887)	(3,926)	(3,966)	(4,005)	(4,045)	(19,830)
Federal Formula 5307 - SANDAG Planning Study	(711)	(718)	(725)	(732)	(740)	(3,626)
<b>Federal Formula 5337 - FFY13 Estimate</b>	<b>20,624</b>	<b>20,830</b>	<b>21,038</b>	<b>21,249</b>	<b>21,461</b>	<b>105,202</b>
Federal Formula 5337 - Preventive Maintenance	(20,624)	(20,830)	(21,038)	(21,249)	(21,461)	(105,202)
<b>Federal Formula 5339 - FFY13 Estimate</b>	<b>3,409</b>	<b>3,444</b>	<b>3,478</b>	<b>3,513</b>	<b>3,548</b>	<b>17,392</b>
<b>TDA Local Match - Federal Formula Funds</b>	<b>18,643</b>	<b>18,829</b>	<b>19,017</b>	<b>19,208</b>	<b>19,400</b>	<b>95,096</b>
TDA Local Match - Preventive Maintenance	(8,300)	(8,300)	(8,300)	(8,300)	(8,300)	(41,500)
TDA Local Match - ADA Preventive Maintenance (50%)	(3,887)	(3,926)	(3,966)	(4,005)	(4,045)	(19,830)
TDA Local Match - SANDAG Planning Study	(178)	(180)	(181)	(183)	(185)	(907)
TDA - Capital Carryover						-
TDA - Capital ADA PM	3,887	3,926	3,966	4,005	4,045	19,830
TDA - Capital PM	10,000	10,000	10,000	10,000	10,000	50,000
TDA - Capital to Operations	(2,022)	-	-	-	-	(2,022)
TDA - Capital Dexia						-
STA	21,075	21,496	21,926	22,365	22,812	109,674
STA - Capital to Operations	(5,600)	(5,600)	(5,600)	(5,600)	(5,600)	(28,000)
Proposition 1B			18,538	18,538		37,076
Proposition 1B - Security	2,779	2,779	2,779	2,779	2,779	13,897
Project Transfers - Federal	80					80
Project Transfers - TDA	516					516
Project Transfers - Other	704					704
New Freedom Grant	200					200
						-
<b>Available Funding for Capital Program</b>	<b>\$ 63,007</b>	<b>\$ 64,718</b>	<b>\$ 84,461</b>	<b>\$ 85,683</b>	<b>\$ 68,383</b>	<b>\$ 366,253</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - PROJECTS**  
**FISCAL YEAR 2014**  
**SECTION 2.06**

**PROJECT SUBMITTALS (\$000s):**

Division	Project Description	Funding Thru FY 2013	FY 2014 Funded	FY 2014 Unfunded	FY 2015	FY 2016	FY 2017	FY 2018	Budget FY14 - FY18
MTS Bus	MTS Bus Replacement	\$ 36,346	\$ 27,365	\$ 760	\$ 28,069	\$ 29,602	\$ 28,607	\$ 27,468	\$ 141,870
MTS Rail	Blue Line Rehab		10,000						10,000
MTS Bus	EC Facility Redevelopment	45,007	5,000	5,000	-	-	-		10,000
MTS Rail	Mainline Drainage and Slope Improvements	1,394	2,000		6,000	-	-		8,000
MTS	RTMS Expansion	3,235	1,950		950	-	-		2,900
MTS Bus	Paratransit Vehicles	6,811	1,875		1,931	398	1,393	2,532	8,130
MTS Rail	LRV HVAC Overhaul	1,985	1,564	1,000					2,564
MTS Bus	IAD Roof & HVAC Repairs	209	1,313		-	-	-		1,313
MTS Rail	SD100 Traction Motor Overhaul	660	1,135		1,135	1,135	1,135		4,540
MTS Rail	Enhance Infrastructure (Fiber Optic)	200	1,069	-	2,000	2,000	2,000	2,000	9,069
MTS	New IT System	2,600	900		600	725	-		2,225
MTS Rail	Sub Station DC Breaker Replacement		700		-	-	-	-	700
MTS Bus	Video Surveillance System for ADA Paratransit	505	645		-	-	-		645
MTS	Cisco VOIP phone system		630						630
MTS	Regional Scheduling System Upgrade	1,000	600	400	-	-	-		1,000
MTS Bus	Video Surveillance System for New Buses	731	525		-	-	-		525
MTS Rail	SD100 Buffer/ Coupler Overhaul	980	520		500	-	-		1,020
MTS Rail	SD100 Inverters Overhaul		500	500	500	-	-		1,500
MTS Bus	ADA AVL / MDT Equipment		425	-	-	-	-		425
MTS Rail	Orange Line Feeder Cable Replacement (Similar to 43rd St.)		400		400	400	400	400	2,000
MTS Rail	Hyrail Bucket Trucks		400		-	-	-	-	400
MTS	Network Infrastructure	890	350		250	250	250	250	1,350
MTS Rail	MVE/Orange Line Signal Print Verification	500	350		-	-	-		350
MTS Rail	Building A- A/C and Heating Replacement	265	300		-	-	-		300
MTS Rail	New Wheel Truing Machine/ Wheel scan	2,850	300		-	-	-		300
MTS	Misc. Capital with no Federal	1,396	250		250	250	250	250	1,250
MTS Rail	Orange & Blue Line Bridge Rating		250						250
MTS Rail	Substation SCADA Design	2,846	200	-	-	-	-		200
MTS	Emergency Power Backup Generator	-	200						200
MTS Rail	OCS Standardization	1,645	196	1,000	-	-	-		1,196
MTS Rail	Design for Second Elevator at Fashion Valley Station		150		1,000	-	-	-	1,150
CVT	CNG Dispenser Replacements		150		-	-	-		150
MTS Rail	Roof Replacement on Building B and C	200	150		-	-	-		150
MTS	Orange Line Entry Monument Signs		132		-	-	-		132
MTS	TransitWatch Re-write	75	125		-	-	-		125
MTS	Emergency Operations Center	-	100						100
MTS Rail	Three Ton Mini-Excavator and Trailer		75		-	-	-	-	75
MTS	Cyber Security Project	100	75		-	-	-		75
MTS Bus	CPD Bus Wash Wall	-	40		-	-	-	-	40
MTS Bus	SDTC Security Improvement	465	40		-	-	-		40
MTS Bus	IAD Service Lanes Compressed Air System		30		-	-	-		30
MTS Bus	RTMS Dispatch Radio Recording System Replacement	-	28		-	-	-	-	28
MTS Rail	LRV Replacement - SD100			25,000	25,000	30,000	30,000	35,000	145,000
MTS Rail	SD7 Truck Overhaul			3,600					3,600

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
APPROVED CAPITAL BUDGET - PROJECTS  
FISCAL YEAR 2014  
SECTION 2.06**

**PROJECT SUBMITTALS (\$000s):**

Division	Project Description	Funding Thru FY 2013	FY 2014 Funded	FY 2014 Unfunded	FY 2015	FY 2016	FY 2017	FY 2018	Budget FY14 - FY18
MTS Rail	LED Interior / Exterior Lighting Upgrade SD100			1,470	-	-	-		1,470
MTS Rail	Switches 9 and 11 Crossover Replacement			1,200	-	-	-	-	1,200
MTS Rail	Roof Replacement on Building C			1,200	-	-	-	-	1,200
MTS Rail	SD100 Propulsion System Overhaul			1,000	500	-	-	-	1,500
MTS Rail	System Grade Crossing Replacements			900	900	900	900	900	4,500
MTS Rail	25th and Commercial Crossover Replacement			700	700	-	-	-	1,400
MTS Rail	LRV Interior Rehabilitation			520					520
MTS Rail	C4 & C5 Mezzanine			500					500
MTS Rail	Orange Line Grade Crossing Signal Upgrades (Design)			400	1,848	1,038	1,038	1,038	5,362
MTS Rail	12 & C Street Corridor Track Work			300	300	-	-	-	600
MTS Rail	Station Platform - Rio Vista Stability			250	1,000	-	-	-	1,250
MTS Bus	Video Surveillance System for Minibus Fleet			225					225
MTS Bus	IAD Asphalt Seal & Patch	-		200	-	-	-	-	200
MTS Bus	KMD Storeroom Decking Replacement	-		200	-	-	-	-	200
MTS Rail	S70 Brake Tooling			200	-	-	-	-	200
MTS Bus	MTS Service Trucks	240		160	300	-	270		730
MTS Rail	EI Cajon Station Parking Lot Pavement Sealing and Striping			150	-	-	-	-	150
MTS Rail	Sanding / Shop			150	-	-	-		150
MTS	12th & Imperial Bus Plaza Upgrades	-		142	722				863
MTS Rail	Station ADA Ramps - Design			125	1,000	-	-	-	1,125
MTS Rail	Replace Wiggins Forklift 10K Capacity			80	-	-	-		80
MTS Rail	Tool Vending Machines			60					60
MTS Rail	Replacement Parts Washers			25					25
MTS Rail	Replacement Paint Booth Compressor			25					25
CVT	CNG Compressor Replacement			-	150	150	-		300
MTS Rail	LRV Electronic Components	1,540		-	-	180	-		180
MTS Rail	SD100 Traction Motor Disconnects	1,070			600	600	-		1,200
MTS Rail	LRV Procurement	128,519				18,538	18,538		37,076

**TOTAL \$ 244,284 \$ 63,007 \$ 47,442 \$ 76,805 \$ 86,166 \$ 84,781 \$ 69,838 \$ 427,838**

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Significant Revenue Activities  
Proposed Budget Fiscal Year 2014  
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 \$248 million operating budget. These are budgeted to increase by \$1,284,000 (1.4 percent) to \$95.3 million for fiscal year 2014 compared to amended fiscal year 2013 levels. Total passenger levels for all operators are projected to total 87,049,000.

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 increase by \$378,000 (6.6 percent). This is primarily due to increased revenues within Administration due to the transition of the Compass Card department from the San Diego Association of Governments (SANDAG).

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 \$139.1 million (a decrease of \$4.1 million or 2.9 percent) in subsidy income for fiscal year 2014. This decrease is primarily due to the reduction in funding related to the payment of the Dexia variable pension debt, which was paid in full in fiscal year 2013.

Federal Transit Administration (FTA)

On July 6, 2012, President Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, reauthorizing surface transportation programs through federal fiscal year 2014. MAP-21 establishes the legal authority to commence and continue FTA programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. MAP-21 took effect on October 1, 2012.

MAP-21 supersedes Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous legislation to fund FTA programs. MAP-21 provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs

- 5337 (NEW) State of Good Repair Funding for capital improvements and preventative maintenance
- 5339 (NEW) Bus and Bus Facilities Funding for capital improvements

There were a number of changes to funding sources between SAFETEA-LU and MAP-21. These changes include the inclusion of Fixed Guideway Modernization funds (formerly 5309) into section 5337 State of Good Repair, as well as the modification of Section 5309 Bus and Bus Facilities to Fixed Guideway Capital Investments, which will now be focused on "New Starts" projects. Additionally, Section 5316 Job Access Reverse Commute (JARC) funding has been repealed and JARC funding is now included in 5307 for urban services and 5311 for rural services.

#### Section 5307 / 5337 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 5337 State of Good Repair is a new formula-based program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair

In fiscal year 2014, MTS will use both Section 5307 and 5337 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 \$3,887,000 in fiscal year 2014.

Federal levels for Jobs Access and Reverse Commute (JARC) prior funding allocations will remain available until exhausted. Funding for fiscal year 2014 is \$1,078,000.

Total federal funding has decreased by \$3.1 million (-7.5 percent) to \$38,596,000. This is primarily due to one-time funding of \$3.0 million included in the amended fiscal year 2013 budget. FTA conducted a trial, which MTS participated in, of using preventative maintenance funds towards fuel, however that usage has not been approved on a go forward basis, and it was therefore removed from the fiscal year 2014 budget.

#### Transportation Development Act (TDA)

TDA provides funding for public transit operators. This state fund is one-quarter of a percent of the 8 percent sales tax assessed in the region. SANDAG is responsible for apportionment of these funds within the San Diego region.

Sales tax receipts for fiscal year 2013 were higher than originally anticipated due to the economic recovery and the strong growth is expected to continue in fiscal year 2014. 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 reduction of funding related to the Dexia variable pension debt mentioned above, TDA funds in the operating budget have decreased \$2,307,000 (-3.4 percent) to \$65,433,000.

### State Transit Assistance (STA)

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

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. Due to this volatile history, STA funding has been primarily utilized in the CIP.

Of the projected fiscal year 2014 funding of \$22.2 million, \$16.6 million was included within the fiscal year 2014 CIP. In the fiscal year 2013 budget cycle, the MTS board approved using up to \$6 million of service adjustments. The actual amount of service added during fiscal year 2013 was \$5.6 million, so in fiscal year 2014 and beyond, the operating budget will include \$5.6 million of STA funding. This is an increase of \$576,000 (11.5%) over amended fiscal year 2013 levels.

### 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, TransNet operating support funding is \$25,504,000 and ADA funding is \$744,000. This totals \$26,248,000 for fiscal year 2014, which is an increase of \$1,395,000 (5.6 percent).

### Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For fiscal year 2014, 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 2014 funding needed to provide this service totals \$202,000.

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 2014, NCTD's portion of the funding needed to provide this service totals \$80,000.

MTS also participates in the Transportation Security Administration's National Explosive Detection Canine Team Program, and is projected to receive \$140,000 in revenue to fund its canine program in fiscal year 2014.

#### 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 2014 budgeted revenue from the lease/leaseback funds is \$7,567,000 and is used to make the lease payments.

#### Reserves

Taxicab Administration will be using \$159,000 of its reserves to fund the difference in operations between its budgeted fiscal year 2014 revenue and expenses.

The San Diego and Arizona Eastern (SD&AE) Railway Company will be adding \$11,000 to its reserves as total fiscal year 2014 projected revenues exceed fiscal year 2014 projected expenses.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 3.02**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	90,764,526	94,027,678	95,312,025	1,284,346	1.4%
ADVERTISING REVENUE	784,204	900,000	720,000	(180,000)	-20.0%
CONTRACT SERVICE REVENUE	186,728	0	0	0	-
OTHER INCOME	4,458,862	4,812,704	5,370,360	557,656	11.6%
<b>TOTAL OPERATING REVENUE</b>	<b>96,194,320</b>	<b>99,740,382</b>	<b>101,402,385</b>	<b>1,662,002</b>	<b>1.7%</b>
<b>NON OPERATING REVENUE</b>					
<b>SUBSIDY REVENUE</b>					
FEDERAL REVENUE	38,512,163	41,738,754	38,595,638	(3,143,116)	-7.5%
TRANSPORTATION DEVELOPMENT ACT (TDA)	65,341,898	67,740,993	65,433,430	(2,307,563)	-3.4%
STATE TRANSIT ASSISTANCE (STA)	1,697,468	5,023,765	5,600,000	576,236	11.5%
STATE REVENUE - OTHER	1,471,433	1,320,000	1,320,000	0	0.0%
TRANSNET	22,390,054	24,853,634	26,248,289	1,394,655	5.6%
OTHER LOCAL SUBSIDIES	4,816,267	2,539,631	1,881,698	(657,933)	-25.9%
<b>TOTAL SUBSIDY REVENUE</b>	<b>134,229,283</b>	<b>143,216,777</b>	<b>139,079,055</b>	<b>(4,137,722)</b>	<b>-2.9%</b>
<b>OTHER REVENUE</b>					
OTHER FUNDS	7,514,290	7,571,926	7,566,990	(4,936)	-0.1%
RESERVES REVENUE	31,846	3,342,498	148,192	(3,194,306)	-95.6%
<b>TOTAL OTHER REVENUE</b>	<b>7,546,136</b>	<b>10,914,424</b>	<b>7,715,182</b>	<b>(3,199,242)</b>	<b>-29.3%</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>141,775,419</b>	<b>154,131,201</b>	<b>146,794,237</b>	<b>(7,336,964)</b>	<b>-4.8%</b>
<b>GRAND TOTAL REVENUES</b>	<b>237,969,740</b>	<b>253,871,583</b>	<b>248,196,622</b>	<b>(5,674,962)</b>	<b>-2.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PASSENGER REVENUE BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 3.03**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	27,497,861	28,707,697	28,993,362	285,665	1.0%
RAIL OPERATIONS - BASE	35,216,068	36,294,351	36,773,378	479,027	1.3%
MCS - FIXED ROUTE	23,689,188	24,277,253	24,635,673	358,421	1.5%
MCS - PARATRANSIT	1,690,932	2,068,156	2,125,105	56,949	2.8%
CHULA VISTA TRANSIT	2,670,477	2,680,221	2,784,506	104,285	3.9%
CORONADO FERRY	0	0	0	0	-
<b>TOTAL PASSENGER REVENUE</b>	<b>90,764,526</b>	<b>94,027,678</b>	<b>95,312,025</b>	<b>1,284,346</b>	<b>1.4%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 3.04**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>ADVERTISING REVENUE</b>					
ADMINISTRATIVE	<u>784,204</u>	<u>900,000</u>	<u>720,000</u>	<u>(180,000)</u>	<u>-20.0%</u>
<b>TOTAL ADVERTISING REVENUE</b>	<b><u>784,204</u></b>	<b><u>900,000</u></b>	<b><u>720,000</u></b>	<b><u>(180,000)</u></b>	<b><u>-20.0%</u></b>
<b>CONTRACT SERVICE REVENUE</b>					
BUS OPERATIONS	<u>186,388</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>
<b>TOTAL CONTRACT REVENUE</b>	<b><u>186,388</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>0</u></b>	<b><u>-</u></b>
<b>OTHER INCOME</b>					
BUS OPERATIONS	9,190	10,000	10,000	0	0.0%
RAIL OPERATIONS - BASE	551,893	575,000	575,000	0	0.0%
ADMINISTRATIVE	2,932,904	3,197,704	3,775,360	577,656	18.1%
LAND MANAGEMENT	845,127	865,000	865,000	0	0.0%
TAXICAB	<u>119,749</u>	<u>165,000</u>	<u>145,000</u>	<u>(20,000)</u>	<u>-12.1%</u>
<b>TOTAL OTHER INCOME</b>	<b><u>4,458,862</u></b>	<b><u>4,812,704</u></b>	<b><u>5,370,360</u></b>	<b><u>557,656</u></b>	<b><u>11.6%</u></b>
<b>TOTAL OTHER OPERATING INCOME</b>	<b><u>5,429,454</u></b>	<b><u>5,712,704</u></b>	<b><u>6,090,360</u></b>	<b><u>377,656</u></b>	<b><u>6.6%</u></b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SUBSIDY REVENUE BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 3.05**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>FEDERAL</b>					
FTA 5307 - PLANNING	151,771	110,000	0	(110,000)	-100.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	33,200,000	33,200,000	33,200,000	0	0.0%
FTA 5309 - PREVENTITIVE MAINTENANCE ADA	3,967,449	3,995,213	3,887,480	(107,733)	-2.7%
FTA 5309 - PREVENTITIVE MAINTENANCE FUEL	0	2,959,280	0	(2,959,280)	-100.0%
JARC	758,106	1,039,425	1,078,158	38,733	3.7%
FTA 5311 / 5311(f) - RURAL	<u>434,837</u>	<u>434,837</u>	<u>430,000</u>	<u>(4,837)</u>	<u>-1.1%</u>
TOTAL FEDERAL FUNDS	38,512,163	41,738,754	38,595,638	(3,143,116)	-7.5%
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>					
TDA - ARTICLE 4.0 MTS AREA	61,094,667	63,318,786	60,798,118	(2,520,668)	-4.0%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	0	0	0	0	-
TDA - MATCH	0	0	0	0	-
TDA - ARTICLE 4.5 (ADA)	3,692,182	3,985,719	4,189,922	204,203	5.1%
TDA - ARTICLE 8.0	<u>555,049</u>	<u>436,488</u>	<u>445,390</u>	<u>8,902</u>	<u>2.0%</u>
TOTAL TDA FUNDS	65,341,898	67,740,993	65,433,430	(2,307,563)	-3.4%
<b>STATE TRANSIT ASSISTANCE (STA)</b>					
STA - FORMULA	<u>1,697,468</u>	<u>5,023,765</u>	<u>5,600,000</u>	<u>576,236</u>	<u>11.5%</u>
TOTAL STA FUNDS	1,697,468	5,023,765	5,600,000	576,236	11.5%
<b>STATE REVENUE - OTHER</b>					
CALTRANS	73,683	0	0	0	-
MEDICAL	<u>1,397,749</u>	<u>1,320,000</u>	<u>1,320,000</u>	<u>0</u>	<u>0.0%</u>
TOTAL STATE FUNDS	1,471,433	1,320,000	1,320,000	0	0.0%
<b>TRANSNET</b>					
TRANSNET - 40% OPERATING SUPPORT	19,821,804	21,255,580	22,554,000	1,298,420	6.1%
TRANSNET - ACCESS ADA	671,783	709,697	744,000	34,303	4.8%
TRANSNET - SUPERLOOP	1,823,745	2,598,357	2,600,289	1,933	0.1%
TRANSNET - BRT	<u>72,722</u>	<u>290,000</u>	<u>350,000</u>	<u>60,000</u>	<u>20.7%</u>
TOTAL TRANSNET FUNDS	22,390,054	24,853,634	26,248,289	1,394,655	5.6%
<b>OTHER LOCAL</b>					
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	128,035	210,030	202,037	(7,993)	-3.8%
SANDAG - MURPHY CANYON	182,576	0	0	0	-
OTHER	82,881	81,073	220,559	139,486	172.0%
CNG REBATES	<u>2,963,673</u>	<u>789,426</u>	<u>0</u>	<u>(789,426)</u>	<u>-100.0%</u>
OTHER LOCAL FUNDS	4,816,267	2,539,631	1,881,698	(657,933)	-25.9%
<b>TOTAL SUBSIDY REVENUE</b>	<u><u>134,229,283</u></u>	<u><u>143,216,777</u></u>	<u><u>139,079,055</u></u>	<u><u>(4,137,722)</u></u>	<u><u>-2.9%</u></u>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER NON OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 3.06**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OTHER FUNDS</b>					
LEASE/LEASEBACK LEASE PAYMENT FUND	<u>7,514,290</u>	<u>7,571,926</u>	<u>7,566,990</u>	<u>(4,936)</u>	<u>-0.1%</u>
TOTAL OTHER FUNDS	<u>7,514,290</u>	<u>7,571,926</u>	<u>7,566,990</u>	<u>(4,936)</u>	<u>-0.1%</u>
<b>RESERVES REVENUE</b>					
MTS CONTINGENCY RESERVE	-	(1,800,000)	0	1,800,000	-100.0%
TAXICAB RESERVES	43,613	170,000	159,241	(10,759)	-6.3%
SD&AE RESERVE	<u>(11,767)</u>	<u>(27,502)</u>	<u>(11,049)</u>	<u>16,453</u>	<u>-59.8%</u>
TOTAL RESERVES REVENUE	<u>31,846</u>	<u>3,342,498</u>	<u>148,192</u>	<u>(3,194,306)</u>	<u>-95.6%</u>
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u><b>7,546,136</b></u>	<u><b>10,914,424</b></u>	<u><b>7,715,182</b></u>	<u><b>(3,199,242)</b></u>	<u><b>-29.3%</b></u>

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2014  
SECTION 4.01**

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	90,764,526	94,027,678	95,312,025	1,284,346	1.4%
OTHER OPERATING INCOME	747,811	585,000	585,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>91,512,337</b>	<b>94,612,678</b>	<b>95,897,025</b>	<b>1,284,346</b>	<b>1.4%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	124,720,755	135,719,530	138,656,459	2,936,929	2.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	5,000,000	-	(5,000,000)	-100.0%
OTHER INCOME	3,221,401	1,080,529	282,596	(797,933)	-73.8%
TOTAL OTHER NON OPERATING REVENUE	3,221,401	6,080,529	282,596	(5,797,933)	-95.4%
<b>TOTAL NON OPERATING REVENUE</b>	<b>127,942,155</b>	<b>141,800,059</b>	<b>138,939,055</b>	<b>(2,861,004)</b>	<b>-2.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>219,454,492</b>	<b>236,412,738</b>	<b>234,836,080</b>	<b>(1,576,658)</b>	<b>-0.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	53,917,958	56,751,178	56,993,689	242,510	0.4%
FRINGE EXPENSES	42,741,046	52,082,529	42,165,887	(9,916,642)	-19.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>96,659,004</b>	<b>108,833,707</b>	<b>99,159,575</b>	<b>(9,674,132)</b>	<b>-8.9%</b>
SECURITY EXPENSES	117,199	92,000	92,000	-	0.0%
REPAIR/MAINTENANCE SERVICES	3,904,938	3,823,988	3,977,920	153,932	4.0%
ENGINE AND TRANSMISSION REBUILD	1,350,938	1,106,687	1,390,000	283,313	25.6%
OTHER OUTSIDE SERVICES	2,267,086	2,277,290	1,967,372	(309,918)	-13.6%
PURCHASED TRANSPORTATION	54,549,050	56,487,146	58,809,394	2,322,248	4.1%
<b>TOTAL OUTSIDE SERVICES</b>	<b>62,189,212</b>	<b>63,787,111</b>	<b>66,236,686</b>	<b>2,449,574</b>	<b>3.8%</b>
LUBRICANTS	383,271	405,523	413,833	8,310	2.0%
TIRES	785,139	889,086	932,839	43,753	4.9%
OTHER MATERIALS AND SUPPLIES	6,789,133	7,109,624	7,445,613	335,989	4.7%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,957,543</b>	<b>8,404,233</b>	<b>8,792,285</b>	<b>388,052</b>	<b>4.6%</b>
DIESEL FUEL	6,975,796	7,466,246	7,592,969	126,723	1.7%
CNG	6,904,516	6,497,901	7,226,437	728,536	11.2%
TRACTION POWER	6,220,841	6,500,000	7,220,000	720,000	11.1%
UTILITIES	2,655,021	2,473,471	2,621,817	148,346	6.0%
<b>TOTAL ENERGY</b>	<b>22,756,174</b>	<b>22,937,618</b>	<b>24,661,223</b>	<b>1,723,605</b>	<b>7.5%</b>
<b>RISK MANAGEMENT</b>	<b>3,354,761</b>	<b>3,453,051</b>	<b>3,846,459</b>	<b>393,407</b>	<b>11.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>125,531</b>	<b>308,494</b>	<b>278,380</b>	<b>(30,114)</b>	<b>-9.8%</b>
<b>DEBT SERVICE</b>	<b>1,911,831</b>	<b>1,437,731</b>	<b>1,238,882</b>	<b>(198,849)</b>	<b>-13.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>771,122</b>	<b>913,324</b>	<b>954,439</b>	<b>41,115</b>	<b>4.5%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>195,725,178</b>	<b>210,075,269</b>	<b>205,167,929</b>	<b>(4,907,341)</b>	<b>-2.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(104,212,841)</b>	<b>(115,462,591)</b>	<b>(109,270,904)</b>	<b>(6,191,687)</b>	<b>-5.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(23,680,465)</b>	<b>(26,337,468)</b>	<b>(29,668,152)</b>	<b>(3,330,684)</b>	<b>12.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(127,893,306)</b>	<b>(141,800,059)</b>	<b>(138,939,056)</b>	<b>(2,861,004)</b>	<b>-2.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>48,850</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.02**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	27,497,861	28,707,697	28,993,362	285,665	1.0%
OTHER OPERATING INCOME	195,578	10,000	10,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>27,693,439</b>	<b>28,717,697</b>	<b>29,003,362</b>	<b>285,665</b>	<b>1.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	59,662,329	66,593,222	63,959,671	(2,633,551)	-4.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	5,000,000	-	(5,000,000)	-100.0%
OTHER INCOME	2,963,673	789,426	-	(789,426)	-100.0%
TOTAL OTHER NON OPERATING REVENUE	2,963,673	5,789,426	-	(5,789,426)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>62,626,002</b>	<b>72,382,648</b>	<b>63,959,671</b>	<b>(8,422,977)</b>	<b>-11.6%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>90,319,441</b>	<b>101,100,345</b>	<b>92,963,033</b>	<b>(8,137,311)</b>	<b>-8.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	30,815,035	32,379,516	32,879,743	500,228	1.5%
FRINGE EXPENSES	34,408,676	43,780,623	32,774,384	(11,006,239)	-25.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>65,223,711</b>	<b>76,160,138</b>	<b>65,654,127</b>	<b>(10,506,011)</b>	<b>-13.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	712,336	768,736	799,317	30,580	4.0%
ENGINE AND TRANSMISSION REBUILD	678,256	569,687	800,000	230,313	40.4%
OTHER OUTSIDE SERVICES	464,061	435,705	331,400	(104,305)	-23.9%
PURCHASED TRANSPORTATION	34,350	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,889,004</b>	<b>1,774,129</b>	<b>1,930,717</b>	<b>156,588</b>	<b>8.8%</b>
LUBRICANTS	190,827	180,168	188,478	8,310	4.6%
TIRES	783,688	889,086	932,839	43,753	4.9%
OTHER MATERIALS AND SUPPLIES	3,567,271	3,547,722	3,624,373	76,651	2.2%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>4,541,786</b>	<b>4,616,976</b>	<b>4,745,690</b>	<b>128,714</b>	<b>2.8%</b>
DIESEL FUEL	1,164,616	1,289,471	1,248,473	(40,998)	-3.2%
CNG	3,975,873	3,491,301	3,951,242	459,941	13.2%
TRACTION POWER	-	-	-	-	-
UTILITIES	565,941	485,000	486,000	1,000	0.2%
<b>TOTAL ENERGY</b>	<b>5,706,430</b>	<b>5,265,771</b>	<b>5,685,715</b>	<b>419,943</b>	<b>8.0%</b>
<b>RISK MANAGEMENT</b>	<b>1,982,876</b>	<b>1,604,634</b>	<b>1,937,285</b>	<b>332,651</b>	<b>20.7%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>137,373</b>	<b>149,732</b>	<b>151,300</b>	<b>1,568</b>	<b>1.0%</b>
<b>DEBT SERVICE</b>	<b>1,911,831</b>	<b>1,437,731</b>	<b>1,238,882</b>	<b>(198,849)</b>	<b>-13.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>238,866</b>	<b>287,731</b>	<b>298,665</b>	<b>10,934</b>	<b>3.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>81,631,876</b>	<b>91,296,843</b>	<b>81,642,381</b>	<b>(9,654,462)</b>	<b>-10.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(53,938,437)</b>	<b>(62,579,146)</b>	<b>(52,639,019)</b>	<b>(9,940,127)</b>	<b>-15.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(8,687,568)</b>	<b>(9,803,502)</b>	<b>(11,320,652)</b>	<b>(1,517,150)</b>	<b>15.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(62,626,005)</b>	<b>(72,382,648)</b>	<b>(63,959,671)</b>	<b>(8,422,977)</b>	<b>-11.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RAIL OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.03**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	35,216,068	36,294,351	36,773,378	479,027	1.3%
OTHER OPERATING INCOME	552,233	575,000	575,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>35,768,301</b>	<b>36,869,351</b>	<b>37,348,378</b>	<b>479,027</b>	<b>1.3%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	25,772,158	28,135,205	31,042,874	2,907,669	10.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>25,772,158</b>	<b>28,135,205</b>	<b>31,042,874</b>	<b>2,907,669</b>	<b>10.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>61,540,459</b>	<b>65,004,556</b>	<b>68,391,252</b>	<b>3,386,696</b>	<b>5.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	22,309,238	23,539,982	23,261,240	(278,742)	-1.2%
FRINGE EXPENSES	8,061,653	8,031,392	9,122,692	1,091,300	13.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>30,370,891</b>	<b>31,571,374</b>	<b>32,383,932</b>	<b>812,558</b>	<b>2.6%</b>
SECURITY EXPENSES	117,199	92,000	92,000	-	0.0%
REPAIR/MAINTENANCE SERVICES	3,042,531	2,738,448	2,885,908	147,461	5.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	761,066	668,578	584,910	(83,668)	-12.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>3,920,796</b>	<b>3,499,026</b>	<b>3,562,818</b>	<b>63,793</b>	<b>1.8%</b>
LUBRICANTS	192,444	225,355	225,355	-	0.0%
TIRES	1,450	-	-	-	-
OTHER MATERIALS AND SUPPLIES	3,211,204	3,553,064	3,810,990	257,926	7.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>3,405,098</b>	<b>3,778,419</b>	<b>4,036,345</b>	<b>257,926</b>	<b>6.8%</b>
DIESEL FUEL	431,592	464,370	475,180	10,810	2.3%
CNG	-	-	-	-	-
TRACTION POWER	6,220,841	6,500,000	7,220,000	720,000	11.1%
UTILITIES	2,010,565	1,893,576	2,034,456	140,880	7.4%
<b>TOTAL ENERGY</b>	<b>8,662,998</b>	<b>8,857,946</b>	<b>9,729,636</b>	<b>871,690</b>	<b>9.8%</b>
<b>RISK MANAGEMENT</b>	<b>1,350,487</b>	<b>1,823,117</b>	<b>1,883,874</b>	<b>60,757</b>	<b>3.3%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>49,785</b>	<b>144,030</b>	<b>103,120</b>	<b>(40,910)</b>	<b>-28.4%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>238,881</b>	<b>326,516</b>	<b>356,997</b>	<b>30,481</b>	<b>9.3%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>47,998,937</b>	<b>50,000,427</b>	<b>52,056,722</b>	<b>2,056,294</b>	<b>4.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(12,230,636)</b>	<b>(13,131,076)</b>	<b>(14,708,344)</b>	<b>1,577,268</b>	<b>12.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(13,541,621)</b>	<b>(15,004,129)</b>	<b>(16,334,530)</b>	<b>(1,330,402)</b>	<b>8.9%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(25,772,256)</b>	<b>(28,135,205)</b>	<b>(31,042,874)</b>	<b>2,907,669</b>	<b>10.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(98)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.04**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	23,689,188	24,277,253	24,635,673	358,421	1.5%
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>23,689,188</b>	<b>24,277,253</b>	<b>24,635,673</b>	<b>358,421</b>	<b>1.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	23,871,153	24,077,885	26,162,197	2,084,312	8.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	182,576	210,030	202,037	(7,993)	-3.8%
TOTAL OTHER NON OPERATING REVENUE	182,576	210,030	202,037	(7,993)	-3.8%
<b>TOTAL NON OPERATING REVENUE</b>	<b>24,053,729</b>	<b>24,287,915</b>	<b>26,364,234</b>	<b>2,076,319</b>	<b>8.5%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>47,742,917</b>	<b>48,565,168</b>	<b>50,999,907</b>	<b>2,434,739</b>	<b>5.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	412,684	439,524	450,513	10,989	2.5%
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>412,684</b>	<b>439,524</b>	<b>450,513</b>	<b>10,989</b>	<b>2.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	71,551	203,324	203,780	456	0.2%
ENGINE AND TRANSMISSION REBUILD	559,477	477,000	530,000	53,000	11.1%
OTHER OUTSIDE SERVICES	416,317	485,189	420,108	(65,081)	-13.4%
PURCHASED TRANSPORTATION	39,172,202	39,923,077	41,506,796	1,583,720	4.0%
<b>TOTAL OUTSIDE SERVICES</b>	<b>40,219,546</b>	<b>41,088,590</b>	<b>42,660,684</b>	<b>1,572,094</b>	<b>3.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	7,901	2,639	3,000	361	13.7%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,901</b>	<b>2,639</b>	<b>3,000</b>	<b>361</b>	<b>13.7%</b>
DIESEL FUEL	3,124,372	3,289,308	3,429,529	140,221	4.3%
CNG	2,971,147	2,683,032	3,000,573	317,541	11.8%
TRACTION POWER	-	-	-	-	-
UTILITIES	3,602	3,218	3,338	120	3.7%
<b>TOTAL ENERGY</b>	<b>6,099,121</b>	<b>5,975,558</b>	<b>6,433,440</b>	<b>457,882</b>	<b>7.7%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,323</b>	<b>1,364</b>	<b>3,830</b>	<b>2,466</b>	<b>180.8%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>15,252</b>	<b>19,077</b>	<b>18,777</b>	<b>(300)</b>	<b>-1.6%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>46,755,827</b>	<b>47,526,752</b>	<b>49,570,244</b>	<b>2,043,492</b>	<b>4.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(23,066,639)</b>	<b>(23,249,499)</b>	<b>(24,934,570)</b>	<b>1,685,071</b>	<b>7.2%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(987,090)</b>	<b>(1,038,416)</b>	<b>(1,429,663)</b>	<b>(391,247)</b>	<b>37.7%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(24,053,729)</b>	<b>(24,287,915)</b>	<b>(26,364,234)</b>	<b>2,076,319</b>	<b>8.5%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.05**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	1,690,932	2,068,156	2,125,105	56,949	2.8%
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>1,690,932</b>	<b>2,068,156</b>	<b>2,125,105</b>	<b>56,949</b>	<b>2.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	11,645,339	12,664,685	13,137,789	473,105	3.7%
OTHER NON OPERATING REVENUE	-	-	-	-	-
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	75,152	81,073	80,559	(514)	-0.6%
TOTAL OTHER NON OPERATING REVENUE	75,152	81,073	80,559	(514)	-0.6%
<b>TOTAL NON OPERATING REVENUE</b>	<b>11,720,491</b>	<b>12,745,758</b>	<b>13,218,348</b>	<b>472,591</b>	<b>3.7%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>13,411,423</b>	<b>14,813,914</b>	<b>15,343,453</b>	<b>529,539</b>	<b>3.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	129,381	139,857	146,424	6,567	4.7%
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>129,381</b>	<b>139,857</b>	<b>146,424</b>	<b>6,567</b>	<b>4.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	321,012	363,515	329,363	(34,152)	-9.4%
PURCHASED TRANSPORTATION	10,065,911	11,221,473	11,709,446	487,972	4.3%
<b>TOTAL OUTSIDE SERVICES</b>	<b>10,386,923</b>	<b>11,584,988</b>	<b>12,038,809</b>	<b>453,821</b>	<b>3.9%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	2,249,573	2,417,314	2,433,834	16,520	0.7%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	884	960	1,080	120	12.5%
<b>TOTAL ENERGY</b>	<b>2,250,457</b>	<b>2,418,274</b>	<b>2,434,914</b>	<b>16,640</b>	<b>0.7%</b>
<b>RISK MANAGEMENT</b>	<b>15,300</b>	<b>15,300</b>	<b>15,300</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>2,662</b>	<b>5,788</b>	<b>10,695</b>	<b>4,907</b>	<b>84.8%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>278,123</b>	<b>280,000</b>	<b>280,000</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>13,062,846</b>	<b>14,444,207</b>	<b>14,926,141</b>	<b>481,934</b>	<b>3.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(11,371,914)</b>	<b>(12,376,051)</b>	<b>(12,801,036)</b>	<b>424,986</b>	<b>3.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(348,577)</b>	<b>(369,708)</b>	<b>(417,313)</b>	<b>(47,605)</b>	<b>12.9%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(11,720,491)</b>	<b>(12,745,758)</b>	<b>(13,218,349)</b>	<b>472,591</b>	<b>3.7%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CHULA VISTA TRANSIT BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.06**

	ACTUAL FY12	AMENDED BUDGET FY13	PROPOSED BUDGET FY14	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	2,670,477	2,680,221	2,784,506	104,285	3.9%
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>2,670,477</b>	<b>2,680,221</b>	<b>2,784,506</b>	<b>104,285</b>	<b>3.9%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	3,264,684	3,730,646	3,827,138	96,493	2.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>3,264,684</b>	<b>3,730,646</b>	<b>3,827,138</b>	<b>96,493</b>	<b>2.6%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>5,935,161</b>	<b>6,410,867</b>	<b>6,611,645</b>	<b>200,778</b>	<b>3.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	251,620	252,300	255,769	3,469	1.4%
FRINGE EXPENSES	82,038	81,834	80,131	(1,703)	-2.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>333,657</b>	<b>334,133</b>	<b>335,900</b>	<b>1,766</b>	<b>0.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	78,520	113,480	88,915	(24,565)	-21.6%
ENGINE AND TRANSMISSION REBUILD	113,205	60,000	60,000	-	0.0%
OTHER OUTSIDE SERVICES	150,914	168,803	146,091	(22,712)	-13.5%
PURCHASED TRANSPORTATION	5,115,676	5,168,888	5,410,542	241,654	4.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>5,458,315</b>	<b>5,511,171</b>	<b>5,705,548</b>	<b>194,377</b>	<b>3.5%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,757	6,200	7,250	1,050	16.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>2,757</b>	<b>6,200</b>	<b>7,250</b>	<b>1,050</b>	<b>16.9%</b>
DIESEL FUEL	5,643	5,784	5,953	169	2.9%
CNG	(42,503)	323,568	274,623	(48,945)	-15.1%
TRACTION POWER	-	-	-	-	-
UTILITIES	74,028	90,717	96,943	6,226	6.9%
<b>TOTAL ENERGY</b>	<b>37,169</b>	<b>420,069</b>	<b>377,518</b>	<b>(42,550)</b>	<b>-10.1%</b>
<b>RISK MANAGEMENT</b>	<b>6,098</b>	<b>10,000</b>	<b>10,000</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>(65,611)</b>	<b>7,580</b>	<b>9,435</b>	<b>1,855</b>	<b>24.5%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>5,772,385</b>	<b>6,289,153</b>	<b>6,445,651</b>	<b>156,498</b>	<b>2.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(3,101,909)</b>	<b>(3,608,932)</b>	<b>(3,661,145)</b>	<b>52,213</b>	<b>1.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(115,609)</b>	<b>(121,714)</b>	<b>(165,994)</b>	<b>(44,280)</b>	<b>36.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(3,217,518)</b>	<b>(3,730,646)</b>	<b>(3,827,138)</b>	<b>96,493</b>	<b>2.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CORONADO FERRY BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.07**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	160,911	173,708	182,610	8,902	5.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>160,911</b>	<b>173,708</b>	<b>182,610</b>	<b>8,902</b>	<b>5.1%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>160,911</b>	<b>173,708</b>	<b>182,610</b>	<b>8,902</b>	<b>5.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	160,911	173,708	182,610	8,902	5.1%
<b>TOTAL OUTSIDE SERVICES</b>	<b>160,911</b>	<b>173,708</b>	<b>182,610</b>	<b>8,902</b>	<b>5.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>160,911</b>	<b>173,708</b>	<b>182,610</b>	<b>8,902</b>	<b>5.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(160,911)</b>	<b>(173,708)</b>	<b>(182,610)</b>	<b>8,902</b>	<b>5.1%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(160,911)</b>	<b>(173,708)</b>	<b>(182,610)</b>	<b>8,902</b>	<b>5.1%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.08**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	344,180	344,180	344,180	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>344,180</b>	<b>344,180</b>	<b>344,180</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>344,180</b>	<b>344,180</b>	<b>344,180</b>	<b>-</b>	<b>0.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	188,680	188,680	188,680	-	0.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>188,680</b>	<b>188,680</b>	<b>188,680</b>	<b>-</b>	<b>0.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	153,716	155,500	155,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>153,716</b>	<b>155,500</b>	<b>155,500</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>342,396</b>	<b>344,180</b>	<b>344,180</b>	<b>-</b>	<b>0.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(342,396)</b>	<b>(344,180)</b>	<b>(344,180)</b>	<b>-</b>	<b>0.0%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(342,396)</b>	<b>(344,180)</b>	<b>(344,180)</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>1,784</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 4.09**

	<b>PERSONNEL FY14</b>	<b>OUTSIDE SERVICES FY14</b>
<b>City of Poway</b>	<b>55,027</b>	<b>5,000</b>
<b>City of El Cajon</b>	<b>69,133</b>	<b>21,750</b>
<b>City of Lemon Grove</b>	<b>13,020</b>	<b>108,150</b>
<b>City of La Mesa</b>	<b>51,500</b>	
<b>City of Coronado</b>		<b>20,600</b>
<b>Subtotal</b>	<b>188,680</b>	<b>155,500</b>
<b>Grand Total</b>		<b>344,180</b>

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

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 5.01**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	3,717,108	4,097,704	4,495,360	397,656	9.7%
<b>TOTAL OPERATING REVENUES</b>	<b>3,717,108</b>	<b>4,097,704</b>	<b>4,495,360</b>	<b>397,656</b>	<b>9.7%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	6,146,082	6,306,718	-	(6,306,718)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	7,514,290	(1,800,000)	-	1,800,000	-100.0%
OTHER INCOME	141,046	7,681,926	7,706,990	25,064	0.3%
TOTAL OTHER NON OPERATING REVENUE	7,655,336	5,881,926	7,706,990	1,825,064	31.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>13,801,418</b>	<b>12,188,644</b>	<b>7,706,990</b>	<b>(4,481,654)</b>	<b>-36.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>17,518,526</b>	<b>16,286,348</b>	<b>12,202,350</b>	<b>(4,083,998)</b>	<b>-25.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	9,514,939	10,062,490	10,998,781	936,292	9.3%
FRINGE EXPENSES	5,211,480	5,963,431	6,740,335	776,904	13.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>14,726,419</b>	<b>16,025,921</b>	<b>17,739,117</b>	<b>1,713,196</b>	<b>10.7%</b>
SECURITY EXPENSES	5,789,235	6,681,504	6,939,169	257,665	3.9%
REPAIR/MAINTENANCE SERVICES	70,344	58,664	80,911	22,247	37.9%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,682,438	4,299,720	6,080,169	1,780,449	41.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>9,542,017</b>	<b>11,039,888</b>	<b>13,100,249</b>	<b>2,060,361</b>	<b>18.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	6,641	8,000	8,000	-	0.0%
OTHER MATERIALS AND SUPPLIES	6,345	11,415	16,423	5,008	43.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>12,986</b>	<b>19,415</b>	<b>24,423</b>	<b>5,008</b>	<b>25.8%</b>
DIESEL FUEL	163,532	173,022	173,250	228	0.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	472,679	475,800	507,720	31,920	6.7%
<b>TOTAL ENERGY</b>	<b>636,211</b>	<b>648,822</b>	<b>680,970</b>	<b>32,148</b>	<b>5.0%</b>
<b>RISK MANAGEMENT</b>	<b>278,739</b>	<b>358,112</b>	<b>434,610</b>	<b>76,498</b>	<b>21.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,347,288</b>	<b>1,548,137</b>	<b>1,441,345</b>	<b>(106,792)</b>	<b>-6.9%</b>
<b>DEBT SERVICE</b>	<b>8,215,223</b>	<b>8,321,538</b>	<b>8,303,694</b>	<b>(17,844)</b>	<b>-0.2%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>194,757</b>	<b>261,481</b>	<b>266,905</b>	<b>5,424</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>34,953,641</b>	<b>38,223,314</b>	<b>41,991,312</b>	<b>3,767,999</b>	<b>9.9%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(31,236,533)</b>	<b>(34,125,609)</b>	<b>(37,495,952)</b>	<b>3,370,343</b>	<b>9.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>23,772,940</b>	<b>26,443,683</b>	<b>29,788,962</b>	<b>3,345,279</b>	<b>12.7%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(7,463,593)</b>	<b>(7,681,926)</b>	<b>(7,706,990)</b>	<b>25,064</b>	<b>0.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>6,337,825</b>	<b>4,506,718</b>	<b>-</b>	<b>4,506,718</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS BUDGET  
FISCAL YEAR 2014  
SECTION 5.02**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	717	1,100	1,500	400	36.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>717</b>	<b>1,100</b>	<b>1,500</b>	<b>400</b>	<b>36.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>61,021</b>	<b>70,500</b>	<b>67,500</b>	<b>(3,000)</b>	<b>-4.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>61,738</b>	<b>71,600</b>	<b>69,000</b>	<b>(2,600)</b>	<b>-3.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(61,738)</b>	<b>(71,600)</b>	<b>(69,000)</b>	<b>(2,600)</b>	<b>-3.6%</b>
OVERHEAD ALLOCATION	71,200	71,600	69,000	(2,600)	-3.6%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>9,462</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>9,462</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS ADMINISTRATION BUDGET  
FISCAL YEAR 2014  
SECTION 5.03**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	138,225	163,860	172,510	8,650	5.3%
FRINGE EXPENSES	13,514	22,971	24,068	1,097	4.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>151,739</u>	<u>186,831</u>	<u>196,578</u>	<u>9,747</u>	<u>5.2%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	100	100	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>-</u>	<u>100</u>	<u>100</u>	<u>-</u>	<u>0.0%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>-</u>	<u>300</u>	<u>300</u>	<u>-</u>	<u>0.0%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>151,739</u>	<u>187,231</u>	<u>196,978</u>	<u>9,747</u>	<u>5.2%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(151,739)</u>	<u>(187,231)</u>	<u>(196,978)</u>	<u>9,747</u>	<u>5.2%</u>
<b>OVERHEAD ALLOCATION</b>	<u>154,783</u>	<u>187,231</u>	<u>196,978</u>	<u>9,747</u>	<u>5.2%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>3,044</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>3,044</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS BENCH/SHELTER BUDGET  
FISCAL YEAR 2014  
SECTION 5.04**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	848,228	843,800	843,800	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>848,228</b>	<b>843,800</b>	<b>843,800</b>	<b>-</b>	<b>0.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>848,228</b>	<b>843,800</b>	<b>843,800</b>	<b>-</b>	<b>0.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	89,933	120,000	120,000	-	0.0%
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>89,933</b>	<b>120,000</b>	<b>120,000</b>	<b>-</b>	<b>0.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	657	1,500	1,000	(500)	-33.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>657</b>	<b>1,500</b>	<b>1,000</b>	<b>(500)</b>	<b>-33.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	2,216	2,000	2,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	73	-	-	-	-
<b>TOTAL ENERGY</b>	<b>2,289</b>	<b>2,000</b>	<b>2,000</b>	<b>-</b>	<b>0.0%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>92,880</b>	<b>123,500</b>	<b>123,000</b>	<b>(500)</b>	<b>-0.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>755,348</b>	<b>720,300</b>	<b>720,800</b>	<b>(500)</b>	<b>0.1%</b>
OVERHEAD ALLOCATION	(686,548)	(720,300)	(720,800)	(500)	0.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>68,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>68,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
COMPASS CARD BUDGET  
FISCAL YEAR 2014  
SECTION 5.05**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	510,000	510,000	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>510,000</u>	<u>510,000</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>510,000</u>	<u>510,000</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	277,688	277,688	-
FRINGE EXPENSES	-	-	35,200	35,200	-
<b>TOTAL PERSONNEL EXPENSES</b>	<u>-</u>	<u>-</u>	<u>312,888</u>	<u>312,888</u>	<u>-</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	25,000	25,000	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	1,353,029	1,353,029	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>-</u>	<u>-</u>	<u>1,378,029</u>	<u>1,378,029</u>	<u>-</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	33,400	33,400	-
<b>TOTAL ENERGY</b>	<u>-</u>	<u>-</u>	<u>33,400</u>	<u>33,400</u>	<u>-</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>50,000</u>	<u>50,000</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>-</u>	<u>-</u>	<u>(280,000)</u>	<u>(280,000)</u>	<u>-</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>-</u>	<u>-</u>	<u>1,494,317</u>	<u>1,494,317</u>	<u>-</u>
<b>NET OPERATING SUBSIDY</b>	<u>-</u>	<u>-</u>	<u>(984,317)</u>	<u>984,317</u>	<u>-</u>
OVERHEAD ALLOCATION	-	-	984,317	984,317	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
EXECUTIVE BUDGET  
FISCAL YEAR 2014  
SECTION 5.06**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	480,889	467,960	508,542	40,582	8.7%
FRINGE EXPENSES	104,094	85,826	69,195	(16,630)	-19.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>584,983</b>	<b>553,786</b>	<b>577,738</b>	<b>23,952</b>	<b>4.3%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,100	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,715	2,000	2,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>1,715</b>	<b>2,000</b>	<b>2,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>26,745</b>	<b>31,500</b>	<b>31,500</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>614,543</b>	<b>587,286</b>	<b>611,238</b>	<b>23,952</b>	<b>4.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(614,543)</b>	<b>(587,286)</b>	<b>(611,238)</b>	<b>23,952</b>	<b>4.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>556,654</b>	<b>587,286</b>	<b>611,238</b>	<b>23,952</b>	<b>4.1%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(57,889)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(57,889)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FINANCE BUDGET  
FISCAL YEAR 2014  
SECTION 5.07**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,185,714	1,231,642	1,295,690	64,047	5.2%
FRINGE EXPENSES	190,093	187,316	245,782	58,466	31.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>1,375,807</u>	<u>1,418,958</u>	<u>1,541,472</u>	<u>122,513</u>	<u>8.6%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	4,165	6,000	6,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>4,165</u>	<u>6,000</u>	<u>6,000</u>	<u>-</u>	<u>0.0%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	165	150	150	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,126	2,000	2,000	-	0.0%
<b>TOTAL ENERGY</b>	<u>2,291</u>	<u>2,150</u>	<u>2,150</u>	<u>-</u>	<u>0.0%</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>5,422</u>	<u>14,850</u>	<u>17,850</u>	<u>3,000</u>	<u>20.2%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>1,387,685</u>	<u>1,441,958</u>	<u>1,567,472</u>	<u>125,513</u>	<u>8.7%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(1,387,685)</u>	<u>(1,441,958)</u>	<u>(1,567,472)</u>	<u>125,513</u>	<u>8.7%</u>
<b>OVERHEAD ALLOCATION</b>	<u>1,383,589</u>	<u>1,441,958</u>	<u>1,567,472</u>	<u>125,513</u>	<u>8.7%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>(4,097)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>(4,097)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FRINGE BENEFITS BUDGET  
FISCAL YEAR 2014  
SECTION 5.08**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	5,190,199	5,197,645	5,895,816	698,171	13.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>5,190,199</u>	<u>5,197,645</u>	<u>5,895,816</u>	<u>698,171</u>	<u>13.4%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	13,256	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>13,256</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>RISK MANAGEMENT</b>	<u>291</u>	<u>2,981</u>	<u>3,130</u>	<u>149</u>	<u>5.0%</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>5,203,745</u>	<u>5,200,626</u>	<u>5,898,946</u>	<u>698,320</u>	<u>13.4%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(5,203,745)</u>	<u>(5,200,626)</u>	<u>(5,898,946)</u>	<u>698,320</u>	<u>13.4%</u>
<b>OVERHEAD ALLOCATION</b>	<u>4,881,998</u>	<u>5,200,626</u>	<u>5,898,946</u>	<u>698,320</u>	<u>13.4%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>(321,747)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>(321,747)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
GENERAL EXPENSES BUDGET  
FISCAL YEAR 2014  
SECTION 5.09**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	6,316	7,350	7,350	-	0.0%
FRINGE EXPENSES	(1,125,875)	(426,776)	(478,800)	(52,024)	12.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>(1,119,559)</b>	<b>(419,426)</b>	<b>(471,450)</b>	<b>(52,024)</b>	<b>12.4%</b>
SECURITY EXPENSES	210	-	-	-	-
REPAIR/MAINTENANCE SERVICES	50,085	43,139	39,166	(3,973)	-9.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	865,216	912,295	837,994	(74,301)	-8.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>915,511</b>	<b>955,434</b>	<b>877,160</b>	<b>(78,274)</b>	<b>-8.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	1,000	1,000	-	0.0%
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>1,000</b>	<b>1,000</b>	<b>-</b>	<b>0.0%</b>
DIESEL FUEL	2,688	3,132	3,200	68	2.2%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	426,867	437,500	435,100	(2,400)	-0.5%
<b>TOTAL ENERGY</b>	<b>429,555</b>	<b>440,632</b>	<b>438,300</b>	<b>(2,332)</b>	<b>-0.5%</b>
<b>RISK MANAGEMENT</b>	<b>(84,256)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>844,324</b>	<b>915,056</b>	<b>1,052,989</b>	<b>137,933</b>	<b>15.1%</b>
<b>DEBT SERVICE</b>	<b>8,215,223</b>	<b>8,321,538</b>	<b>8,303,694</b>	<b>(17,844)</b>	<b>-0.2%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>194,757</b>	<b>261,481</b>	<b>266,905</b>	<b>5,424</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>9,395,556</b>	<b>10,475,715</b>	<b>10,468,598</b>	<b>(7,117)</b>	<b>-0.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(9,395,556)</b>	<b>(10,475,715)</b>	<b>(10,468,598)</b>	<b>(7,117)</b>	<b>-0.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>9,689,868</b>	<b>10,475,715</b>	<b>10,468,598</b>	<b>(7,117)</b>	<b>-0.1%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>294,312</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>294,312</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
HUMAN RESOURCES BUDGET  
FISCAL YEAR 2014  
SECTION 5.10**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	927,338	925,597	902,380	(23,218)	-2.5%
FRINGE EXPENSES	124,846	117,257	124,199	6,941	5.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>1,052,183</u>	<u>1,042,855</u>	<u>1,026,578</u>	<u>(16,276)</u>	<u>-1.6%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	377,869	425,005	446,802	21,798	5.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>377,869</u>	<u>425,005</u>	<u>446,802</u>	<u>21,798</u>	<u>5.1%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	70	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,607	2,000	2,400	400	20.0%
<b>TOTAL ENERGY</b>	<u>2,677</u>	<u>2,000</u>	<u>2,400</u>	<u>400</u>	<u>20.0%</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>15,371</u>	<u>14,260</u>	<u>19,560</u>	<u>5,300</u>	<u>37.2%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>1,448,100</u>	<u>1,484,119</u>	<u>1,495,340</u>	<u>11,221</u>	<u>0.8%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(1,448,100)</u>	<u>(1,484,119)</u>	<u>(1,495,340)</u>	<u>11,221</u>	<u>0.8%</u>
<b>OVERHEAD ALLOCATION</b>	<u>1,480,726</u>	<u>1,484,119</u>	<u>1,495,340</u>	<u>11,221</u>	<u>0.8%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>32,626</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>32,626</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
INFORMATION TECHNOLOGY BUDGET  
FISCAL YEAR 2014  
SECTION 5.11**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	963,457	1,079,773	1,361,133	281,360	26.1%
FRINGE EXPENSES	61,734	113,270	129,922	16,651	14.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>1,025,192</u>	<u>1,193,043</u>	<u>1,491,054</u>	<u>298,011</u>	<u>25.0%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,010	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,310,692	1,713,570	1,926,289	212,719	12.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>1,315,703</u>	<u>1,713,570</u>	<u>1,926,289</u>	<u>212,719</u>	<u>12.4%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	41	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	16,600	12,600	13,100	500	4.0%
<b>TOTAL ENERGY</b>	<u>16,641</u>	<u>12,600</u>	<u>13,100</u>	<u>500</u>	<u>4.0%</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>214,439</u>	<u>273,900</u>	<u>315,175</u>	<u>41,275</u>	<u>15.1%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>2,571,974</u>	<u>3,193,114</u>	<u>3,745,618</u>	<u>552,505</u>	<u>17.3%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(2,571,974)</u>	<u>(3,193,114)</u>	<u>(3,745,618)</u>	<u>552,505</u>	<u>17.3%</u>
<b>OVERHEAD ALLOCATION</b>	<u>2,475,097</u>	<u>3,193,114</u>	<u>3,745,618</u>	<u>552,505</u>	<u>17.3%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>(96,877)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>(96,877)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LAND MANAGEMENT BUDGET  
FISCAL YEAR 2014  
SECTION 5.12**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,399,120	1,691,904	1,751,560	59,656	3.5%
<b>TOTAL OPERATING REVENUES</b>	<b>1,399,120</b>	<b>1,691,904</b>	<b>1,751,560</b>	<b>59,656</b>	<b>3.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,399,120</b>	<b>1,691,904</b>	<b>1,751,560</b>	<b>59,656</b>	<b>3.5%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	145,147	149,967	169,725	19,758	13.2%
FRINGE EXPENSES	39,459	37,933	39,820	1,887	5.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>184,606</b>	<b>187,900</b>	<b>209,545</b>	<b>21,645</b>	<b>11.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	96,658	132,000	306,000	174,000	131.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>96,658</b>	<b>132,000</b>	<b>306,000</b>	<b>174,000</b>	<b>131.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	95	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	10,827	11,000	11,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>10,923</b>	<b>11,000</b>	<b>11,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>22,327</b>	<b>19,750</b>	<b>20,250</b>	<b>500</b>	<b>2.5%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>314,514</b>	<b>350,650</b>	<b>546,795</b>	<b>196,145</b>	<b>55.9%</b>
<b>NET OPERATING SUBSIDY</b>	<b>1,084,606</b>	<b>1,341,254</b>	<b>1,204,764</b>	<b>136,490</b>	<b>-10.2%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(1,172,107)</b>	<b>(1,341,254)</b>	<b>(1,204,764)</b>	<b>136,490</b>	<b>-10.2%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(87,501)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(87,501)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LEGAL BUDGET  
FISCAL YEAR 2014  
SECTION 5.13**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	157,185	156,197	161,664	5,467	3.5%
FRINGE EXPENSES	16,509	19,800	20,493	693	3.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>173,694</u>	<u>175,997</u>	<u>182,156</u>	<u>6,160</u>	<u>3.5%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	133,224	106,500	185,500	79,000	74.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>133,224</u>	<u>106,500</u>	<u>185,500</u>	<u>79,000</u>	<u>74.2%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	10	890	890	-	0.0%
<b>TOTAL ENERGY</b>	<u>10</u>	<u>890</u>	<u>890</u>	<u>-</u>	<u>0.0%</u>
<b>RISK MANAGEMENT</b>	<u>383</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>9,309</u>	<u>8,460</u>	<u>14,160</u>	<u>5,700</u>	<u>67.4%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>316,620</u>	<u>291,847</u>	<u>382,706</u>	<u>90,860</u>	<u>31.1%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(316,620)</u>	<u>(291,847)</u>	<u>(382,706)</u>	<u>90,860</u>	<u>31.1%</u>
<b>OVERHEAD ALLOCATION</b>	<u>381,664</u>	<u>291,847</u>	<u>382,706</u>	<u>90,860</u>	<u>31.1%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>65,044</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>65,044</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
MARKETING BUDGET  
FISCAL YEAR 2014  
SECTION 5.14**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	487	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>487</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>487</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	484,473	526,018	596,855	70,838	13.5%
FRINGE EXPENSES	76,082	76,678	85,658	8,979	11.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>560,555</b>	<b>602,696</b>	<b>682,513</b>	<b>79,817</b>	<b>13.2%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	85	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	595,101	775,000	809,000	34,000	4.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>595,186</b>	<b>775,000</b>	<b>809,000</b>	<b>34,000</b>	<b>4.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	190	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,641	-	-	-	-
<b>TOTAL ENERGY</b>	<b>2,832</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>16,285</b>	<b>50,000</b>	<b>16,000</b>	<b>(34,000)</b>	<b>-68.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,174,857</b>	<b>1,427,696</b>	<b>1,507,513</b>	<b>79,817</b>	<b>5.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,174,370)</b>	<b>(1,427,696)</b>	<b>(1,507,513)</b>	<b>79,817</b>	<b>5.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,290,428</b>	<b>1,427,696</b>	<b>1,507,513</b>	<b>79,817</b>	<b>5.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>116,058</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>116,058</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PLANNING BUDGET  
FISCAL YEAR 2014  
SECTION 5.15**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	81,413	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>81,413</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>81,413</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	517,355	554,969	633,114	78,145	14.1%
FRINGE EXPENSES	64,800	76,545	90,254	13,709	17.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>582,156</u>	<u>631,514</u>	<u>723,368</u>	<u>91,854</u>	<u>14.5%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	81,175	29,600	30,000	400	1.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>81,175</u>	<u>29,600</u>	<u>30,000</u>	<u>400</u>	<u>1.4%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	19	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<u>19</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>5,143</u>	<u>10,900</u>	<u>13,760</u>	<u>2,860</u>	<u>26.2%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>668,493</u>	<u>672,014</u>	<u>767,128</u>	<u>95,114</u>	<u>14.2%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(668,493)</u>	<u>(672,014)</u>	<u>(767,128)</u>	<u>95,114</u>	<u>14.2%</u>
<b>OVERHEAD ALLOCATION</b>	<u>656,454</u>	<u>672,014</u>	<u>767,128</u>	<u>95,114</u>	<u>14.2%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>(12,039)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>69,374</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PURCHASING BUDGET  
FISCAL YEAR 2014  
SECTION 5.16**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	496,786	575,994	677,555	101,561	17.6%
FRINGE EXPENSES	75,862	86,450	94,887	8,437	9.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>572,648</b>	<b>662,444</b>	<b>772,442</b>	<b>109,998</b>	<b>16.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	62,004	42,000	44,800	2,800	6.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>62,004</b>	<b>42,000</b>	<b>44,800</b>	<b>2,800</b>	<b>6.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	243	-	-	-	-
<b>TOTAL ENERGY</b>	<b>243</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>10,562</b>	<b>5,700</b>	<b>7,200</b>	<b>1,500</b>	<b>26.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>645,458</b>	<b>710,144</b>	<b>824,442</b>	<b>114,298</b>	<b>16.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(645,458)</b>	<b>(710,144)</b>	<b>(824,442)</b>	<b>114,298</b>	<b>16.1%</b>
OVERHEAD ALLOCATION	634,004	710,144	824,442	114,298	16.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(11,454)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(11,454)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET  
FISCAL YEAR 2014  
SECTION 5.17**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	1,468,761	1,562,000	1,390,000	(172,000)	-11.0%
<b>TOTAL OPERATING REVENUES</b>	<b>1,468,761</b>	<b>1,562,000</b>	<b>1,390,000</b>	<b>(172,000)</b>	<b>-11.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	6,064,669	6,306,718	-	(6,306,718)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	7,514,290	(1,800,000)	-	1,800,000	-100.0%
OTHER INCOME	-	7,571,926	7,566,990	(4,936)	-0.1%
TOTAL OTHER NON OPERATING REVENUE	7,514,290	5,771,926	7,566,990	1,795,064	31.1%
<b>TOTAL NON OPERATING REVENUE</b>	<b>13,578,959</b>	<b>12,078,644</b>	<b>7,566,990</b>	<b>(4,511,654)</b>	<b>-37.4%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>15,047,720</b>	<b>13,640,644</b>	<b>8,956,990</b>	<b>(4,683,654)</b>	<b>-34.3%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>241</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>241</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NET OPERATING SUBSIDY</b>	<b>1,468,520</b>	<b>1,562,000</b>	<b>1,390,000</b>	<b>172,000</b>	<b>-11.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(9,085,812)</b>	<b>(9,133,926)</b>	<b>(8,956,990)</b>	<b>176,936</b>	<b>-1.9%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(7,617,292)</b>	<b>(7,571,926)</b>	<b>(7,566,990)</b>	<b>(4,936)</b>	<b>-0.1%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>5,961,667</b>	<b>4,506,718</b>	<b>-</b>	<b>4,506,718</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RISK BUDGET  
FISCAL YEAR 2014  
SECTION 5.18**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	230,303	225,639	233,782	8,143	3.6%
FRINGE EXPENSES	33,308	33,602	34,634	1,032	3.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>263,611</b>	<b>259,241</b>	<b>268,417</b>	<b>9,176</b>	<b>3.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	7,897	10,000	5,000	(5,000)	-50.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>7,897</b>	<b>10,000</b>	<b>5,000</b>	<b>(5,000)</b>	<b>-50.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>335,445</b>	<b>328,131</b>	<b>354,479</b>	<b>26,349</b>	<b>8.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,700</b>	<b>3,000</b>	<b>5,000</b>	<b>2,000</b>	<b>66.7%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>608,654</b>	<b>600,372</b>	<b>632,896</b>	<b>32,524</b>	<b>5.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(608,654)</b>	<b>(600,372)</b>	<b>(632,896)</b>	<b>32,524</b>	<b>5.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>623,583</b>	<b>600,372</b>	<b>632,896</b>	<b>32,524</b>	<b>5.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>14,929</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>14,929</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SECURITY BUDGET  
FISCAL YEAR 2014  
SECTION 5.19**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	141,046	110,000	140,000	30,000	27.3%
TOTAL OTHER NON OPERATING REVENUE	141,046	110,000	140,000	30,000	27.3%
<b>TOTAL NON OPERATING REVENUE</b>	<u>141,046</u>	<u>110,000</u>	<u>140,000</u>	<u>30,000</u>	<u>27.3%</u>
<b>TOTAL COMBINED REVENUES</b>	<u>141,046</u>	<u>110,000</u>	<u>140,000</u>	<u>30,000</u>	<u>27.3%</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,844,828	1,969,057	1,958,926	(10,131)	-0.5%
FRINGE EXPENSES	258,550	257,884	248,150	(9,734)	-3.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>2,103,378</u>	<u>2,226,941</u>	<u>2,207,076</u>	<u>(19,864)</u>	<u>-0.9%</u>
SECURITY EXPENSES	5,787,155	6,679,504	6,937,169	257,665	3.9%
REPAIR/MAINTENANCE SERVICES	14,164	11,400	14,745	3,345	29.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	101,114	108,890	87,930	(20,960)	-19.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>5,902,433</u>	<u>6,799,794</u>	<u>7,039,844</u>	<u>240,050</u>	<u>3.5%</u>
LUBRICANTS	-	-	-	-	-
TIRES	6,641	7,000	7,000	-	0.0%
OTHER MATERIALS AND SUPPLIES	2,078	3,000	3,000	-	0.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>8,719</u>	<u>10,000</u>	<u>10,000</u>	<u>-</u>	<u>0.0%</u>
DIESEL FUEL	155,005	164,600	164,600	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,936	7,000	7,000	-	0.0%
<b>TOTAL ENERGY</b>	<u>161,941</u>	<u>171,600</u>	<u>171,600</u>	<u>-</u>	<u>0.0%</u>
<b>RISK MANAGEMENT</b>	<u>26,876</u>	<u>27,000</u>	<u>27,000</u>	<u>-</u>	<u>0.0%</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>42,079</u>	<u>44,525</u>	<u>52,275</u>	<u>7,750</u>	<u>17.4%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>8,245,426</u>	<u>9,279,860</u>	<u>9,507,795</u>	<u>227,935</u>	<u>2.5%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(8,245,426)</u>	<u>(9,279,860)</u>	<u>(9,507,795)</u>	<u>227,935</u>	<u>2.5%</u>
<b>OVERHEAD ALLOCATION</b>	<u>8,386,745</u>	<u>9,169,860</u>	<u>9,367,795</u>	<u>197,935</u>	<u>2.2%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>141,319</u>	<u>(110,000)</u>	<u>(140,000)</u>	<u>30,000</u>	<u>27.3%</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>282,365</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STORES BUDGET  
FISCAL YEAR 2014  
SECTION 5.20**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	855,539	936,552	955,936	19,384	2.1%
FRINGE EXPENSES	146,439	139,362	144,556	5,194	3.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>1,001,978</u>	<u>1,075,914</u>	<u>1,100,492</u>	<u>24,578</u>	<u>2.3%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	2,125	-	(2,125)	-100.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	26,916	30,000	30,750	750	2.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>26,916</u>	<u>32,125</u>	<u>30,750</u>	<u>(1,375)</u>	<u>-4.3%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	3,912	8,415	13,423	5,008	59.5%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>3,912</u>	<u>8,415</u>	<u>13,423</u>	<u>5,008</u>	<u>59.5%</u>
DIESEL FUEL	3,041	3,140	3,300	160	5.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,033	810	830	20	2.5%
<b>TOTAL ENERGY</b>	<u>5,074</u>	<u>3,950</u>	<u>4,130</u>	<u>180</u>	<u>4.6%</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>11,905</u>	<u>22,105</u>	<u>12,790</u>	<u>(9,315)</u>	<u>-42.1%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>1,049,785</u>	<u>1,142,508</u>	<u>1,161,585</u>	<u>19,077</u>	<u>1.7%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(1,049,785)</u>	<u>(1,142,508)</u>	<u>(1,161,585)</u>	<u>19,077</u>	<u>1.7%</u>
<b>OVERHEAD ALLOCATION</b>	<u>1,069,042</u>	<u>1,142,508</u>	<u>1,161,585</u>	<u>19,077</u>	<u>1.7%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>19,257</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>19,257</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TELEPHONE INFORMATION SERVICES BUDGET  
FISCAL YEAR 2014  
SECTION 5.21**

	<u>ACTUAL FY12</u>	<u>AMENDED BUDGET FY13</u>	<u>PROPOSED BUDGET FY14</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	779,205	744,045	731,534	(12,511)	-1.7%
FRINGE EXPENSES	(90,990)	(96,365)	(97,625)	(1,260)	1.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>688,215</u>	<u>647,680</u>	<u>633,909</u>	<u>(13,771)</u>	<u>-2.1%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,967	4,100	5,400	1,300	31.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>3,967</u>	<u>4,100</u>	<u>5,400</u>	<u>1,300</u>	<u>31.7%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>(13,172)</u>	<u>(15,196)</u>	<u>(8,275)</u>	<u>6,921</u>	<u>-45.5%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>679,010</u>	<u>636,584</u>	<u>631,034</u>	<u>(5,550)</u>	<u>-0.9%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(679,010)</u>	<u>(636,584)</u>	<u>(631,034)</u>	<u>(5,550)</u>	<u>-0.9%</u>
<b>OVERHEAD ALLOCATION</b>	<u>633,509</u>	<u>636,584</u>	<u>631,034</u>	<u>(5,550)</u>	<u>-0.9%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>(45,501)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>(45,501)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TRANSIT STORE BUDGET  
FISCAL YEAR 2014  
SECTION 5.22**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	512	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>512</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>512</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	212,246	227,869	234,396	6,527	2.9%
FRINGE EXPENSES	32,856	34,032	34,127	94	0.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>245,102</b>	<b>261,902</b>	<b>268,523</b>	<b>6,621</b>	<b>2.5%</b>
SECURITY EXPENSES	1,870	2,000	2,000	-	0.0%
REPAIR/MAINTENANCE SERVICES	999	2,000	2,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	710	2,060	3,075	1,015	49.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>3,579</b>	<b>6,060</b>	<b>7,075</b>	<b>1,015</b>	<b>16.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	356	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>356</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>73,586</b>	<b>78,528</b>	<b>83,311</b>	<b>4,784</b>	<b>6.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>322,622</b>	<b>346,490</b>	<b>358,909</b>	<b>12,420</b>	<b>3.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(322,110)</b>	<b>(346,490)</b>	<b>(358,909)</b>	<b>12,420</b>	<b>3.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>348,063</b>	<b>346,490</b>	<b>358,909</b>	<b>12,420</b>	<b>3.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>25,953</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>25,953</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET SUMMARY  
FISCAL YEAR 2014  
SECTION 6.01**

	<u>ACTUAL</u> <u>FY12</u>	<u>AMENDED</u> <u>BUDGET</u> <u>FY13</u>	<u>PROPOSED</u> <u>BUDGET</u> <u>FY14</u>	<u>\$ CHANGE</u> <u>BUDGET/</u> <u>AMENDED</u>	<u>% CHANGE</u> <u>BUDGET/</u> <u>AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	964,876	1,030,000	1,010,000	(20,000)	-1.9%
<b>TOTAL OPERATING REVENUES</b>	<b>964,876</b>	<b>1,030,000</b>	<b>1,010,000</b>	<b>(20,000)</b>	<b>-1.9%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	31,846	142,498	148,192	5,694	4.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	31,846	142,498	148,192	5,694	4.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>31,846</b>	<b>142,498</b>	<b>148,192</b>	<b>5,694</b>	<b>4.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>996,722</b>	<b>1,172,498</b>	<b>1,158,192</b>	<b>(14,306)</b>	<b>-1.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	516,214	540,193	544,077	3,884	0.7%
FRINGE EXPENSES	151,358	146,290	152,634	6,345	4.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>667,571</b>	<b>686,483</b>	<b>696,711</b>	<b>10,229</b>	<b>1.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,689	9,600	10,000	400	4.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	85,864	202,000	177,500	(24,500)	-12.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>91,553</b>	<b>211,600</b>	<b>187,500</b>	<b>(24,100)</b>	<b>-11.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	10,141	26,700	7,000	(19,700)	-73.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>10,141</b>	<b>26,700</b>	<b>7,000</b>	<b>(19,700)</b>	<b>-73.8%</b>
DIESEL FUEL	4,354	5,000	5,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	5,279	5,000	5,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>9,633</b>	<b>10,000</b>	<b>10,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>23,543</b>	<b>22,300</b>	<b>27,300</b>	<b>5,000</b>	<b>22.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>101,805</b>	<b>109,200</b>	<b>108,870</b>	<b>(330)</b>	<b>-0.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>904,246</b>	<b>1,066,283</b>	<b>1,037,381</b>	<b>(28,901)</b>	<b>-2.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>60,630</b>	<b>(36,283)</b>	<b>(27,381)</b>	<b>(8,901)</b>	<b>-24.5%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(92,476)</b>	<b>(106,215)</b>	<b>(120,810)</b>	<b>(14,595)</b>	<b>13.7%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(31,846)</b>	<b>(142,498)</b>	<b>(148,192)</b>	<b>5,694</b>	<b>4.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

Group	Condition A	Condition B	Condition C	Condition D
Control (○)	~95	~95	100	~95
MCI (●)	~75	~75	80	~75
AD (□)	~55	~55	60	~55

1. *Journal of the American Medical Association*, 1997; 277: 1033-1038.

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion. The number of people aged 65 and over is expected to increase from 200 million to 400 million. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion. The number of people aged 15 and over is expected to increase from 3.5 billion to 4.5 billion.

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**Summary of Debt-Service Activities**  
**Proposed Budget Fiscal Year 2014**  
**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 \$737,000 for fiscal year 2014. Debt-service payments run through 2020. This annual expense is offset to some degree by approximately \$303,000 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 2014 is \$7,567,000 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 was comprised of two parts - the first part encompassed Series A fixed-rate bonds (\$38,690,000) composed of serial bonds and term bonds. Principal maturities are from 2005 to 2024 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 \$3,154,000. This amount is budgeted in MTS bus operations with \$1,239,000 (interest component) budgeted in debt service and \$1,915,000 (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 encompassed 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 retired this loan in fiscal year 2013.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
DEBT SERVICE SCHEDULE  
FISCAL YEARS 2014 - 2034  
SECTION 7.02**

<b>Fiscal Year</b>	<b>1995 LRV Leaseback (Debt Service)</b>	<b>MTS Tower (Operations)</b>	<b>2004 Fixed Pension Obligation (Operations)</b>	<b>Grand Total MTS Debt Service</b>
2014	\$ 7,566,990	\$ 736,704	\$ 3,153,882	\$ 12,040,826
2015	5,689,623	750,550	3,154,100	10,112,673
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	-	-	-	-
2028	-	-	-	-
2029	-	-	-	-
2030	-	-	-	-
2031	-	-	-	-
2032	-	-	-	-
2033	-	-	-	-
2034	-	-	-	-
<b>Total</b>	<b>\$ 122,236,570</b>	<b>\$ 4,818,276</b>	<b>\$ 33,434,327</b>	<b>\$ 161,590,824</b>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Significant Capital Activities  
Proposed Budget Fiscal Year 2014  
Section 8.01

Development of the MTS Fiscal Year 2014 CIP

The Capital Improvement Program (CIP) process began in October 2012 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 2014 ensuring that operationally critical projects were funded. The Chief Executive Officer approved the prioritization of those capital requests. The fiscal year 2014 MTS CIP was approved by the MTS Board of Directors on March 21, 2013, and amended on May 16, 2013, sections 2.05 and 2.06 detail the approved fiscal year 2014 CIP.

The 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 2014 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 2014 funding levels represent 57 percent of the total project needs after funding preventative maintenance.

Of the \$63 million available after Preventative Maintenance, ADA eligible operating expenses and SANDAG Planning Studies, \$29.2 million (or 47 percent) has been dedicated to revenue vehicle fleet replacement and \$14.0 million (or 23 percent) has been dedicated to projects that related to the rehabilitation of our rail infrastructures.

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 \$11.1 million in federal funds. The remaining amount for capital projects is funded with various non-federal funds totaling \$31.8 million. An additional \$20.1 million of capital funding has been dedicated to SANDAG administered construction projects which have been omitted from Section 8.03.

Federal Funding

On July 6, 2012, President Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, reauthorizing surface transportation programs through fiscal year 2014. MAP-21 establishes the legal authority to commence and continue FTA programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. MAP-21 took effect on October 1, 2012.

MAP-21 supersedes Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous legislation to fund FTA programs. MAP-21 provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs

- 5337 State of Good Repair Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

There were a number of changes to funding sources in going from SAFETEA-LU to MAP-21. These changes include the inclusion of Fixed Guideway Modernization funds (formerly 5309) into section 5337 State of Good Repair, as well as the modification of Section 5309 Bus and Bus Facilities to Fixed Guideway Capital Investments, which will now be focused on “New Starts” projects. Additionally, Section 5316 Job Access Reverse Commute (JARC) funding has been repealed and JARC funding is now included in 5307 for urban services and 5311 for rural services.

The fiscal year 2014 MTS CIP will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section are estimates.

As the region’s Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region’s vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area’s share of funds is based on an urbanized area’s population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a maximum of 10 percent maximum of the allocation to support operations of ADA complementary paratransit service.

For federal fiscal year 2013, the estimated allocation for the MTS Section 5307 program is \$38.9 million, which would be matched with local funds of \$9.7 million. This program would provide an estimated \$48.6 million to fund MTS’s fiscal year 2014 CIP.

Section 5337 is a new formula-based State of Good Repair program dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least seven years. For federal fiscal year 2013, the Section 5337 funds MTS allocation estimate is \$20.6 million and will be matched with local funds of \$5.2 million. The program will provide an estimated \$25.8 million to fund MTS’s fiscal year 2014 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2013, the Section 5339 funds MTS allocation estimate is \$3.4 million and will be matched with local funds of \$852,000. The program will provide an estimated \$4.3 million to fund MTS’s fiscal year 2014 CIP.



MTS was awarded a discretionary federal Section 5317 New Freedom Program grant in the amount of \$200,000 for fiscal year 2014. This will fund the installation of Mobile Data Terminals (MDT) on MTS Access vehicles. The MDTs would utilize Global Positioning System technology to provide mapping and driving directions to drivers and allow management and dispatchers to know the precise location of all vehicles in real-time via an electronic map.

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/TransNet) is scheduled at the beginning of each fiscal year and received on a monthly basis. In many situations, local funds are received before expenses are incurred.

#### Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the fiscal year 2014 CIP implementation process in order to maximize the availability and flexibility of funding.

#### Other Revenue

MTS receives State Transit Assistance (STA) funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. The estimated STA funding for fiscal year 2014 is \$15.5 million.

Additionally, MTS anticipates receiving its apportionment of \$2.8 million in Proposition 1B – Transit Security Grant Program (TSGP) for fiscal year 2014. This funding was authorized by the California Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, which was approved by the voters as Proposition 1B at the November 7, 2006 general election. It authorized the issuance of general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response 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, MTS staff identified and transferred \$1.3 million to the fiscal year 2014 CIP.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
THROUGH FISCAL YEAR 2014  
SECTION 8.02**

Project Number	Project Title	Funded Budget Through FY14	Expenses Through Mar 2013	Remaining Budget Through FY13	FUNDING SOURCES							
					5307	5309	TDA	TransNet	STA	TSGP/ Security Prop 1B	Prop 1B	Non Federal Transfer/ Others
11165	LRV Interior/Exterior Rehabilitation	\$ 3,100	\$ 2,699	\$ 401	\$ 683	\$ 1,685	\$ 732	\$ -	\$ -	\$ -	\$ -	\$ -
11167	LRV Tires	3,630	2,349	(1,178)	1,593	1,248	710	-	79	-	-	-
11184	Bus Video Cameras	5,414	5,249	166	1,128	-	504	-	60	3,704	-	19
11200	Misc. Capital with no Federal Funding	2,467	668	1,528	-	-	1,755	-	398	-	-	313
11206	Rail Profile Grinding	1,838	1,574	7	540	778	520	-	-	-	-	-
11213	SDTC KMD Building Improvements	254	167	87	195	-	49	-	11	-	-	-
11214	LRV HVAC Overhaul	3,549	680	(469)	1,550	38	1,961	-	-	-	-	-
11216	LRV Electronic Components	1,540	1,161	(116)	360	584	596	-	-	-	-	-
11251	LRV Gearbox Overhaul Kits	2,250	1,767	250	1,400	400	450	-	-	-	-	-
11254	LRV Brake Overhaul	2,525	1,367	380	640	500	1,385	-	-	-	-	-
11263	Signal Event Recorder Upgrade	78	77	1	62	16	-	-	-	-	-	-
11267	LRV Procurement	269,656	228,599	3,712	-	-	21,017	112,742	25,283	-	102,873	7,741
11271	LRV On Board CCTV	3,973	3,581	(34)	-	-	336	-	-	3,637	-	-
11277	Enhance Infrastructure	1,270	201	-	-	-	-	-	-	1,270	-	-
11278	APC's for Trolley	1,500	1,468	18	1,200	-	300	-	-	-	-	-
11286	IAD Bus Wash Replacement	450	-	450	329	-	121	-	-	-	-	-
11290	RTMS Expansion	5,889	495	2,976	-	800	2,681	-	-	-	-	2,408
11294	Building A- roll up door replacement	100	23	77	-	-	50	-	-	-	-	50
11299	Escalator and Elevator Capital expenses	500	133	355	-	-	250	-	-	-	-	250
11301	Building A- A/C and heating replacement	565	89	176	-	-	565	-	-	-	-	-
11302	SD-100 Main Breaker Replacement	650	75	575	520	-	130	-	-	-	-	-
11304	Buffer/ Coupler Overhaul (SD-100)	1,133	-	980	401	-	732	-	-	-	-	-
11306	Para-Transit Vehicles	8,686	6,507	304	5,449	-	3,237	-	-	-	-	-
11307	NEW ERP System	3,500	12	2,588	982	-	2,518	-	-	-	-	-
11309	New Wheel Truing Machine/ Wheel scan	3,150	518	2,221	1,760	-	1,390	-	-	-	-	-
11310	Metropolitan Transit System Bus Replacement	71,460	35,890	8,134	31,566	6,409	11,705	-	19,811	-	-	1,969
11311	Regional Scheduling System Upgrade	1,600	29	971	-	-	1,600	-	-	-	-	-
11312	RTMS Back Office Upgrade	1,000	-	1,000	-	-	1,000	-	-	-	-	-
11314	La Mesa Village Trolley Access Improvements	420	-	420	336	-	84	-	-	-	-	-
11315	Network Infrastructure	1,240	99	86	-	-	1,240	-	-	-	-	-
11316	La Mesa Boulevard Bus Shelters	70	62	8	56	-	14	-	-	-	-	-
11318	Teleinfo - Interactive Voice Response System Upgrade	130	84	-	-	-	130	-	-	-	-	-
11319	Cyber Security Project	175	55	(28)	-	-	-	-	-	175	-	-
11320	Compass Card	635	635	(0)	264	-	371	-	-	-	-	-
11321	Barrier System at SYTC	458	96	339	-	-	-	-	-	458	-	-
11322	CCI Handheld Units	458	54	401	-	-	-	-	-	458	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
THROUGH FISCAL YEAR 2014  
SECTION 8.02**

Project Number	Project Title	Funded Budget Through FY14	Expenses Through Mar 2013	Remaining Budget Through FY13	FUNDING SOURCES							
					5307	5309	TDA	TransNet	STA	TSGP/ Security Prop 1B	Prop 1B	Non Federal Transfer/ Others
11323	Transit Store Security Improvement	100	4	3	-	-	-	-	-	100	-	-
11324	CCTV System Upgrade	1,050	178	860	-	-	-	-	-	1,050	-	-
11325	iLON Replacement	860	225	445	-	-	80	-	-	700	-	80
11327	Portable Compressor	20	-	20	-	-	20	-	-	-	-	-
11328	SD100 Traction Motor Overhaul	1,795	-	680	-	-	1,795	-	-	-	-	-
11329	S70 Passenger Window Retrofit	660	-	660	-	-	660	-	-	-	-	-
11330	MVE/Orange Line Signal Print Verification	850	334	(2)	-	-	557	-	-	-	-	293
11331	PCIDs for Station Renewal	495	-	1	-	-	377	-	-	-	-	118
11332	SD100 Operator Seats Replacement	325	-	325	-	-	325	-	-	-	-	-
11333	ADA and Rural RCS Radio Replacement	420	167	253	-	-	100	-	-	-	-	320
11334	Roof Replacement on Building B and C	350	188	(13)	-	-	350	-	-	-	-	-
11335	Facilities Station Cleaning Equipment Replacement	150	92	58	-	-	-	-	-	-	-	150
11336	TransitWatch Re-write	200	1	74	-	-	75	-	-	125	-	-
11337	MTS (IAD) Sever Room HVAC Improvements	60	-	60	-	-	60	-	-	-	-	-
11339	SDTC Security Improvement	505	9	456	-	-	-	-	-	505	-	-
11340	Fiber Optics Link	400	-	400	-	-	-	-	-	400	-	-
11341	Blue Line Wireless Nodes	400	1	399	-	-	-	-	-	400	-	-
11342	Operation Control Center Upgrade	493	59	234	-	-	-	-	-	493	-	-
11343	Video Surveillance System for ADA/Paratransit	1,150	-	505	-	-	-	-	-	1,150	-	-
11344	Video Surveillance System for New Buses	1,256	-	731	-	-	-	-	-	1,256	-	-
11345	Transit Asset Management System (TAM)	3,750	-	3,750	-	3,000	-	-	750	-	-	-
11346	Orange Line Entry Monument Signs	132	-	132	-	-	132	-	-	-	-	-
11349	Hyrail Bucket Trucks	400		400	-	-	400	-	-	-	-	-
New	Cisco VOIP phone system	630					630					
New	SD100 Inverters Overhaul	500					500					
New	CNG Dispenser Replacements	150					150					
New	Design for Second Elevator at Fashion Valley Station	150					150					
New	Emergency Operations Center	100								100		
New	Three Ton Mini-Excavator and Trailer	75					75					
New	CPD Bus Wash Wall	40					40					
New	IAD Service Lanes Compressed Air System	30					30					
New	RTMS Dispatch Radio Recording System Replacement	28					28					
New	ADA AVL / MDT Equipment	425					225					200
ADA PM	FY14 ADA CAPITAL EXPENSES	7,775			3,887	-	3,887	-	-	-	-	-
PM	FY14 PREVENTATIVE MAINTENANCE	41,500			33,200	-	8,300	-	-	-	-	-
TOTAL \$		472,536	\$ 297,720	\$ 37,198	\$ 88,100	\$ 15,458	\$ 77,080	\$ 112,742	\$ 46,392	\$ 15,981	\$ 102,873	\$ 13,911

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2014  
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
11310	<u>MTS Bus Replacement</u> This project provides for the purchase of replacement buses for the bus fleet.	\$ 27,365	\$ 11,143	\$ 16,223	\$ -	Claire Spielberg
11290	<u>RTMS Expansion</u> This project will provide dispatch equipment, automatic vehicle location system, and automated passenger counters for South Bay.	1,950.0	-	1,950.0	-	Stevan White
11306	<u>Para-Transit Vehicles</u> This project provides for the purchase of replacement of ADA buses and vans for the Para transit bus fleet.	1,875.0	-	1,875.0	-	Dan McCaslin
11214	<u>LRV HVAC Overhaul</u> This project will allow for the HVAC system on LRV fleet of vehicles to be retrofitted or replaced.	1,564.0	-	1,564.0	-	Lee Summerlott
11328	<u>SD100 Traction Motor Overhaul</u> This project will overhaul of SD100 Traction motors.	1,135.0	-	1,135.0	-	Lee Summerlott
11277	<u>Enhance Infrastructure (Fiber Optic)</u> This project will allow for the systematic installation of enhanced security at multiple locations identified as a homeland security threat.	1,069.4	-	-	1,069.4	Michael Diana
11307	<u>New ERP System</u> This project will allow for the procurement of a new agency wide technology system.	900.0	-	900.0	-	Tom Lynch
11343	<u>Video Surveillance System for ADA/Paratransit</u> This project will install CCTV for ADA/Paratransit bus fleet.	645.0	-	-	645.0	Dan McCaslin
New	<u>Cisco VOIP phone system</u> This project will replace our existing Toshiba phone system with Cisco VOIP phone system.	630.0	-	630.0	-	Sandra Bobek
11311	<u>Regional Scheduling System Upgrade</u> This project will upgrade the Regional Scheduling system used for Scheduling Adherence and Bus/Rail Operator Crew Assignments.	600.0	-	600.0	-	Stevan White
11344	<u>Video Surveillance System for New Buses</u> This project will install CCTV for SDTC bus fleet.	525.0	-	-	525.0	Ray Thompson
11304	<u>Buffer/ Coupler Overhaul (SD-100)</u> The project will allow for the overhaul of 104 coupler and buffer assemblies on SD100 vehicles.	520.0	-	520.0	-	Lee Summerlott
New	<u>SD100 Inverters Overhaul</u> This project will overhaul the Inverters on the SD100 light rail vehicles.	500.0	-	500.0	-	Lee summerlott
New	<u>Hyrail Bucket Trucks</u> This project will procure two hyrail bucket trucks.	400.0	-	400.0	-	Fred Byle
11315	<u>Network Infrastructure</u> This project will replace aging network infrastrutue equipment to support application service delivery throughout MTS building faciltites.	350.0	-	350.0	-	Stevan White
11330	<u>MVE/Orange Line Signal Print Verification</u> This project will upgrade crossing approaches, signals, and update drawings.	350.0	-	350.0	-	Fred Byle
11301	<u>Building A- A/C and Heating Replacement</u> This project will provide for the procurement and installation of a replacement air conditioning and heating system for Trolley building A.	300.0	-	300.0	-	Fred Byle
11309	<u>New Wheel Truing Machine/ Wheel scan</u> This project will replace the current wheel truing machine in service.	300.0	-	300.0	-	Michael Diana
11200	<u>Misc. Capital with no Federal</u> This project provides for unforeseen the completion of capital projects throughout the year.	250.0	-	250.0	-	Paul Jablonski
11342	<u>Emergency Power Backup Generator for Building C</u> This project will install a emergency power backup generator at building C.	200.0	-	-	200.0	Michael Diana
New	<u>CNG Dispenser Replacements</u> This project will replace the CNG dispenser for CVT.	150.0	-	150.0	-	Andy Trujillo

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2014  
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
11334	<u>Roof Replacement on Building B and C</u> This project will repair leaky roofs on SDTI building B and C.	150.0	-	150.0	-	Fred Byle
New	<u>Design for Second Elevator at Fashion Valley Station</u> This project will produce a design for a second elevator at Fashion Valley trolley station.	150.0	-	150.0	-	Fred Byle
11346	<u>Orange Line Entry Monument Signs</u> This project will install monument signs at some of the Trolley stations on the Orange Line.	132.0	-	132.0	-	Rob Schupp
11336	<u>TransitWatch Re-write</u> This project will replace the TransitWatch software.	125.0	-	-	125.0	Stevan White
New	<u>Emergency Operations Center</u> This project will repurpose existing space in Security Department to operate as an emergency operations center.	100.0	-	-	100.0	Fred Byle
11319	<u>Cyber Security Plan</u> This project will assess the vulnerability of the MTS Network.	75.0	-	-	75.0	Stevan White
New	<u>Three Ton Mini-Excavator and Trailer</u> This project will procure a three ton Mini-excavator and trailer.	75.0	-	75.0	-	Fred Byle
New	<u>CPD Bus Wash Wall</u> This project will construct waterproof wall in the bus wash at Copley Park Division.	40.0	-	40.0	-	Dan McCaslin
11339	<u>SDTC Security Improvement</u> This project will replace fences, gate and CCTV for IAD, KMD and Copley Place.	40.0	-	-	40.0	Frank Doucette
New	<u>IAD Service Lanes Compressed Air System</u> This project will replace existing Compressors and dries with new equipments.	30.0	-	30.0	-	Frank Doucette
New	<u>RTMS Dispatch Radio Recording System Replacement</u> This project will replace the voice recorder for RTMS over the air audio.	28.0	-	28.0	-	Jan Michael Reyes
New	<u>ADA AVL / MDT Equipment</u> This project will install Mobile Data Unit (MDU) on ADA Buses.	425.0	-	425.0	-	Dan McCaslin
<b>Totals</b>		<b>\$ 42,948</b>	<b>\$ 11,143</b>	<b>\$ 29,027</b>	<b>\$ 2,779</b>	

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2014  
SECTION 9.01**

	<b>Federal</b>	<b>TDA</b>	<b>STA</b>	<b>State - Other</b>	<b>TransNet</b>	<b>Other Local</b>	<b>Other Non Operating</b>	<b>Reserves/ Carryovers</b>	<b>Total</b>
SDTC	17,764,216	20,163,166	5,600,000	-	20,154,289	278,000	-	-	63,959,671
SDTI	16,000,000	10,042,874	-	-	5,000,000	-	-	-	31,042,874
MCS 801 - South Central	-	14,055,974	-	-	-	-	-	-	14,055,974
MCS 802 - JARC Otay	352,263	379,130	-	-	-	-	-	-	731,393
MCS 803 - JARC Mid City	161,679	166,905	-	-	-	-	-	-	328,584
MCS 820 - East County	-	6,268,997	-	-	-	-	-	-	6,268,997
MCS 830 - Commuter Express	-	303,847	-	-	210,000	1,202,037	-	-	1,715,884
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	2,248,336	-	-	-	-	-	-	2,248,336
MCS 840 - Regional Transit Center Maintenance	-	203,417	-	-	140,000	-	-	-	343,417
MCS 850 - ADA Access	3,887,480	6,707,684	-	1,320,000	744,000	181,102	-	-	12,840,266
MCS 856 - ADA Certification	-	216,964	-	-	-	-	-	-	216,964
MCS 875 - Coaster Connection	-	80,559	-	-	-	80,559	-	-	161,118
MCS 880 - Rural	430,000	241,649	-	-	-	-	-	-	671,649
Chula Vista Transit	-	3,827,138	-	-	-	-	-	-	3,827,138
Coronado Ferry	-	182,610	-	-	-	-	-	-	182,610
Administrative Pass Thru	-	344,180	-	-	-	-	-	-	344,180
<b>Subtotal Operations</b>	<b>38,595,638</b>	<b>65,433,430</b>	<b>5,600,000</b>	<b>1,320,000</b>	<b>26,248,289</b>	<b>1,741,698</b>	<b>-</b>	<b>-</b>	<b>138,939,056</b>
Taxicab	-	-	-	-	-	-	-	159,241	159,241
SD&AE	-	-	-	-	-	-	-	(11,049)	(11,049)
<b>Subtotal Other Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>148,192</b>	<b>148,192</b>
<b>Administrative</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>140,000</b>	<b>7,566,990</b>	<b>-</b>	<b>7,706,990</b>
<b>Grand Total</b>	<b>38,595,638</b>	<b>65,433,430</b>	<b>5,600,000</b>	<b>1,320,000</b>	<b>26,248,289</b>	<b>1,881,698</b>	<b>7,566,990</b>	<b>148,192</b>	<b>146,794,237</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2014  
SECTION 9.02**

	<b>FTA 5307 Planning</b>	<b>FTA 5307 Preventative Maintenance</b>	<b>JARC</b>	<b>FTA 5311/ 5311(f) Rural</b>	<b>TDA Article 4.0</b>	<b>TDA Article 4.5 ADA</b>	<b>TDA Article 8.0</b>	<b>STA Formula</b>
SDTC	-	17,200,000	564,216	-	20,163,166	-	-	5,600,000
SDTI	-	16,000,000	-	-	10,042,874	-	-	-
MCS 801 - South Central	-	-	-	-	14,055,974	-	-	-
MCS 802 - JARC Otay	-	-	352,263	-	379,130	-	-	-
MCS 803 - JARC Mid City	-	-	161,679	-	166,905	-	-	-
MCS 820 - East County	-	-	-	-	6,268,997	-	-	-
MCS 830 - Commuter Express	-	-	-	-	41,067	-	262,780	-
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	2,248,336	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	203,417	-	-	-
MCS 850 - ADA Access	-	3,887,480	-	-	2,734,726	3,972,958	-	-
MCS 856 - ADA Certification	-	-	-	-	-	216,964	-	-
MCS 875 - Coaster Connection	-	-	-	-	80,559	-	-	-
MCS 880 - Rural	-	-	-	430,000	241,649	-	-	-
Chula Vista Transit	-	-	-	-	3,827,138	-	-	-
Coronado Ferry	-	-	-	-	-	-	182,610	-
Administrative Pass Thru	-	-	-	-	344,180	-	-	-
<b>Subtotal Operations</b>	<b>-</b>	<b>37,087,480</b>	<b>1,078,158</b>	<b>430,000</b>	<b>60,798,118</b>	<b>4,189,922</b>	<b>445,390</b>	<b>5,600,000</b>
Taxicab	-	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-	-
<b>Subtotal Other Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Administrative</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Grand Total</b>	<b><u>0</u></b>	<b><u>37,087,480</u></b>	<b><u>1,078,158</u></b>	<b><u>430,000</u></b>	<b><u>60,798,118</u></b>	<b><u>4,189,922</u></b>	<b><u>445,390</u></b>	<b><u>5,600,000</u></b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2014  
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>
SDTC	-	17,554,000	-	2,600,289	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	-	-	-	210,000	-	1,000,000	202,037
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	140,000	-	-	-
MCS 850 - ADA Access	1,320,000	-	744,000	-	181,102	-	-
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-
MCS 880 - Rural	-	-	-	-	-	-	-
Chula Vista Transit	-	-	-	-	-	-	-
Coronado Ferry	-	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
<b>Subtotal Operations</b>	<b>1,320,000</b>	<b>22,554,000</b>	<b>744,000</b>	<b>2,950,289</b>	<b>459,102</b>	<b>1,000,000</b>	<b>202,037</b>
Taxicab	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
<b>Subtotal Other Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Administrative	-	-	-	-	-	-	-
<b>Grand Total</b>	<b><u>1,320,000</u></b>	<b><u>22,554,000</u></b>	<b><u>744,000</u></b>	<b><u>2,950,289</u></b>	<b><u>459,102</u></b>	<b><u>1,000,000</u></b>	<b><u>202,037</u></b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**NON OPERATING FUNDING SOURCES BY ACTIVITY**  
**FISCAL YEAR 2014**  
**SECTION 9.02**

	<b>Other Local</b>	<b>CNG Credits</b>	<b>Other Non Operating</b>	<b>Reserves/ Carryovers</b>	<b>Total</b>
SDTC	-	-	-	-	63,959,671
SDTI	-	-	-	-	31,042,874
MCS 801 - South Central	-	-	-	-	14,055,974
MCS 802 - JARC Otay	-	-	-	-	731,393
MCS 803 - JARC Mid City	-	-	-	-	328,584
MCS 820 - East County	-	-	-	-	6,268,997
MCS 830 - Commuter Express	-	-	-	-	1,715,884
MCS 831 - Murphy Canyon	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	2,248,336
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	343,417
MCS 850 - ADA Access	-	-	-	-	12,840,266
MCS 856 - ADA Certification	-	-	-	-	216,964
MCS 875 - Coaster Connection	80,559	-	-	-	161,118
MCS 880 - Rural	-	-	-	-	671,649
Chula Vista Transit	-	-	-	-	3,827,138
Coronado Ferry	-	-	-	-	182,610
Administrative Pass Thru	-	-	-	-	344,180
<b>Subtotal Operations</b>	<b>80,559</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>138,939,056</b>
Taxicab	-	-	-	159,241	159,241
SD&AE	-	-	-	(11,049)	(11,049)
<b>Subtotal Other Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>148,192</b>	<b>148,192</b>
Administrative	140,000	-	7,566,990	-	7,706,990
<b>Grand Total</b>	<b>220,559</b>	<b>0</b>	<b>7,566,990</b>	<b>148,192</b>	<b>146,794,237</b>

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>MTS Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	95,312,025	40100-40990
Advertising Revenue	720,000	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	5,370,360	41600-42990
<b>Total Operating Revenue</b>	<b>101,402,385</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	37,087,480	45125
FTA - JARC	1,078,158	45170
FTA 5311 - Rural	230,000	45190
FTA 5311(f) - Rural	200,000	45195
<b>Total Federal Revenue</b>	<b>38,595,638</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	60,798,118	46110
TDA - Article 4.5 (ADA)	4,189,922	46120
TDA - Article 8.0	445,390	46130
<b>Total TDA Revenue</b>	<b>65,433,430</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	22,554,000	47110
TransNet - Access ADA	744,000	47130
TransNet - SuperLoop, Other	2,950,289	47140
<b>Total TransNet Revenue</b>	<b>26,248,289</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	5,600,000	46220
<b>Total STA Revenue</b>	<b>5,600,000</b>	
<b>Other State Revenue</b>		
MediCal	1,320,000	46340
<b>Total Other State Revenue</b>	<b>1,320,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	202,037	48115
City of San Diego	459,102	48120
Other Local	220,559	48140
CNG Credits	-	48140
<b>Total Other Local Revenue</b>	<b>1,881,698</b>	
<b>Total Subsidy Revenue</b>	<b>139,079,056</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	7,566,990	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	148,192	
<b>Total Other Funds / Reserves</b>	<b>7,715,182</b>	
<b>Total Non Operating Revenue</b>	<b>146,794,237</b>	
<b>Total Revenue</b>	<b>248,196,622</b>	
<b>Total Expenses</b>	<b>248,196,622</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Administrative</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		40100-40990
Advertising Revenue	720,000	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	3,775,360	41600-42990
<b>Total Operating Revenue</b>	<b>4,495,360</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>-</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local	140,000	48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	<b>140,000</b>	
<b>Total Subsidy Revenue</b>	<b>140,000</b>	
<b>Other Funds // Reserves</b>		
Lease/Leaseback Income	7,566,990	49110
Contingency Reserves	-	49510
Other Reserves		
Carryovers		
<b>Total Other Funds // Reserves</b>	<b>7,566,990</b>	
<b>Total Non Operating Revenue</b>	<b>7,708,990</b>	
<b>Total Revenue</b>	<b>12,202,350</b>	
<b>Total Expenses</b>	<b>12,202,350</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**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
<b><u>Operations Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	95,312,025	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	585,000	41600-42990
<b>Total Operating Revenue</b>	<b>95,897,025</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	37,087,480	45125
FTA - JARC	1,078,158	45170
FTA 5311 - Rural	230,000	45190
FTA 5311(f) - Rural	200,000	45195
<b>Total Federal Revenue</b>	<b>38,595,638</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	60,798,118	46110
TDA - Article 4.5 (ADA)	4,189,922	46120
TDA - Article 8.0	445,390	46130
<b>Total TDA Revenue</b>	<b>65,433,430</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	22,554,000	47110
TransNet - Access ADA	744,000	47130
TransNet - SuperLoop, Other	2,950,289	47140
<b>Total TransNet Revenue</b>	<b>26,248,289</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	5,600,000	46220
<b>Total STA Revenue</b>	<b>5,600,000</b>	
<b>Other State Revenue</b>		
MediCal	1,320,000	46340
<b>Total Other State Revenue</b>	<b>1,320,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	202,037	48115
City of San Diego	459,102	48120
Other Local	80,559	48140
CNG Credits	-	48140
<b>Total Other Local Revenue</b>	<b>1,741,698</b>	
<b>Total Subsidy Revenue</b>	<b>138,939,056</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>138,939,056</b>	
<b>Total Revenue</b>	<b>234,836,080</b>	
<b>Total Expenses</b>	<b>234,836,080</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Bus Operations (San Diego Transit Corp)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	28,993,362	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	10,000	41600-42990
<b>Total Operating Revenue</b>	<b>29,003,362</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	17,200,000	45125
FTA - JARC	564,216	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>17,764,216</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	20,163,166	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>20,163,166</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	17,554,000	47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other	2,600,289	47140
<b>Total TransNet Revenue</b>	<b>20,154,289</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	5,600,000	46220
<b>Total STA Revenue</b>	<b>5,600,000</b>	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego	278,000	48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	<b>278,000</b>	
<b>Total Subsidy Revenue</b>	<b>63,959,671</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>63,959,671</b>	
<b>Total Revenue</b>	<b>92,963,033</b>	
<b>Total Expenses</b>	<b>92,963,033</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Rail Operations (San Diego Trolley)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	36,773,378	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	575,000	41600-42990
<b>Total Operating Revenue</b>	<b>37,348,378</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	16,000,000	45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>16,000,000</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	10,042,874	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>10,042,874</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	5,000,000	47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	<b>5,000,000</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>31,042,874</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>31,042,874</b>	
<b>Total Revenue</b>	<b>68,391,252</b>	
<b>Total Expenses</b>	<b>68,391,252</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	26,760,778	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>26,760,778</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	3,887,480	45125
FTA - JARC	513,942	45170
FTA 5311 - Rural	230,000	45190
FTA 5311(f) - Rural	200,000	45195
<b>Total Federal Revenue</b>	<b>4,831,422</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	26,420,760	46110
TDA - Article 4.5 (ADA)	4,189,922	46120
TDA - Article 8.0	262,780	46130
<b>Total TDA Revenue</b>	<b>30,873,462</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	744,000	47130
TransNet - SuperLoop, Other	350,000	47140
<b>Total TransNet Revenue</b>	<b>1,094,000</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	1,320,000	46340
<b>Total Other State Revenue</b>	<b>1,320,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	202,037	48115
City of San Diego	181,102	48120
Other Local	80,559	48140
CNG Credits	-	48140
<b>Total Other Local Revenue</b>	<b>1,463,698</b>	
<b>Total Subsidy Revenue</b>	<b>39,582,582</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>39,582,582</b>	
<b>Total Revenue</b>	<b>66,343,360</b>	
<b>Total Expenses</b>	<b>66,343,361</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	



**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
<b><u>Contracted Bus Operations - Fixed Route Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	24,635,673	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>24,635,673</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	-	45125
FTA - JARC	513,942	45170
FTA 5311 - Rural	230,000	45190
FTA 5311(f) - Rural	200,000	45195
<b>Total Federal Revenue</b>	<b>943,942</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	23,605,474	46110
TDA - Article 4.5 (ADA)	-	46120
TDA - Article 8.0	262,780	46130
<b>Total TDA Revenue</b>	<b>23,868,255</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	-	47130
TransNet - SuperLoop, Other	350,000	47140
<b>Total TransNet Revenue</b>	<b>350,000</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal	-	46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	202,037	48115
City of San Diego	-	48120
Other Local	-	48140
CNG Credits	-	48140
<b>Total Other Local Revenue</b>	<b>1,202,037</b>	
<b>Total Subsidy Revenue</b>	<b>26,364,234</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>26,364,234</b>	
<b>Total Revenue</b>	<b>50,999,907</b>	
<b>Total Expenses</b>	<b>50,999,907</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Contracted Bus Operations - Paratransit Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	2,125,105	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>2,125,105</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	3,887,480	45125
FTA - JARC	-	45170
FTA 5311 - Rural	-	45190
FTA 5311(f) - Rural	-	45195
<b>Total Federal Revenue</b>	<b>3,887,480</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	2,815,285	46110
TDA - Article 4.5 (ADA)	4,189,922	46120
TDA - Article 8.0	-	46130
<b>Total TDA Revenue</b>	<b>7,005,207</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	744,000	47130
TransNet - SuperLoop, Other	-	47140
<b>Total TransNet Revenue</b>	<b>744,000</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	1,320,000	46340
<b>Total Other State Revenue</b>	<b>1,320,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	-	48110
Other - 4S Ranch	-	48115
City of San Diego	181,102	48120
Other Local	80,559	48140
CNG Credits	-	48140
<b>Total Other Local Revenue</b>	<b>261,661</b>	
<b>Total Subsidy Revenue</b>	<b>13,218,348</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>13,218,348</b>	
<b>Total Revenue</b>	<b>15,343,453</b>	
<b>Total Expenses</b>	<b>15,343,454</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Contracted Bus Operations (801 - South Central)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	16,976,823	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>16,976,823</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	-	45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	14,055,974	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>14,055,974</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>14,055,974</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>14,055,974</b>	
<b>Total Revenue</b>	<b>31,032,796</b>	
<b>Total Expenses</b>	<b>31,032,796</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations (802 - JARC Otay)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	759,788	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>759,788</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC	352,263	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>352,263</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	379,130	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>379,130</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>731,393</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>731,393</b>	
<b>Total Revenue</b>	<b>1,491,181</b>	
<b>Total Expenses</b>	<b>1,491,181</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations (803 - JARC Mid-City)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	96,223	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>96,223</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC	161,679	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>161,679</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	166,905	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>166,905</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>328,584</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>328,584</b>	
<b>Total Revenue</b>	<b>424,807</b>	
<b>Total Expenses</b>	<b>424,807</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Contracted Bus Operations (820 - East County)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	4,441,746	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>4,441,746</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	6,268,997	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>6,268,997</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>6,268,997</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>6,268,997</b>	
<b>Total Revenue</b>	<b>10,710,744</b>	
<b>Total Expenses</b>	<b>10,710,744</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations (830 - Commuter Express)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	1,194,507	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>1,194,507</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	41,067	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0	262,780	46130
<b>Total TDA Revenue</b>	<b>303,847</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other	210,000	47140
<b>Total TransNet Revenue</b>	<b>210,000</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	48110
Other - 4S Ranch	202,037	48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	<b>1,202,037</b>	
<b>Total Subsidy Revenue</b>	<b>1,715,884</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>1,715,884</b>	
<b>Total Revenue</b>	<b>2,910,391</b>	
<b>Total Expenses</b>	<b>2,910,391</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**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
<b><u>Contracted Bus Operations (835 - Central)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	1,009,696	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>1,009,696</b>	
<b><u>Non Operating/Subsidy Revenue</u></b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	2,248,336	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>2,248,336</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>2,248,336</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>2,248,336</b>	
<b>Total Revenue</b>	<b>3,258,032</b>	
<b>Total Expenses</b>	<b>3,258,032</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	



**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
<b><u>Contracted Bus Operations (840 - Transit Center Maintenance)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	203,417	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>203,417</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other	140,000	47140
<b>Total TransNet Revenue</b>	<b>140,000</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>343,417</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>343,417</b>	
<b>Total Revenue</b>	<b>343,417</b>	
<b>Total Expenses</b>	<b>343,417</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Contracted Bus Operations (880 - Rural)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	156,890	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>156,890</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural	230,000	45190
FTA 5311(f) - Rural	200,000	45195
<b>Total Federal Revenue</b>	<b>430,000</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	241,649	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>241,649</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>671,649</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>671,649</b>	
<b>Total Revenue</b>	<b>828,539</b>	
<b>Total Expenses</b>	<b>828,539</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Contracted Bus Operations (850 - ADA Access)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	2,002,803	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>2,002,803</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	3,887,480	45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>3,887,480</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	2,734,726	46110
TDA - Article 4.5 (ADA)	3,972,958	46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>6,707,684</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA	744,000	47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	<b>744,000</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal	1,320,000	46340
<b>Total Other State Revenue</b>	<b>1,320,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego	181,102	48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	<b>181,102</b>	
<b>Total Subsidy Revenue</b>	<b>12,840,266</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>12,840,266</b>	
<b>Total Revenue</b>	<b>14,843,069</b>	
<b>Total Expenses</b>	<b>14,843,069</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations (856 - ADA Certification)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)	216,964	46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>216,964</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>216,964</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>216,964</b>	
<b>Total Revenue</b>	216,964	
<b>Total Expenses</b>	216,964	
<b>Net of Revenues over Expense</b>	(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
<b><u>Contracted Bus Operations (875 - Coaster Connection (SVCC))</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	122,302	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>122,302</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	80,559	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>80,559</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local	80,559	48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	<b>80,559</b>	
<b>Total Subsidy Revenue</b>	<b>161,118</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>161,118</b>	
<b>Total Revenue</b>	<b>283,420</b>	
<b>Total Expenses</b>	<b>283,420</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Chula Vista Transit</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	2,784,506	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>2,784,508</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	3,827,138	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>3,827,138</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>3,827,138</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>3,827,138</b>	
<b>Total Revenue</b>	<b>6,611,645</b>	
<b>Total Expenses</b>	<b>6,611,645</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Coronado Ferry</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0	182,610	46130
<b>Total TDA Revenue</b>	182,610	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	182,610	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	182,610	
<b>Total Revenue</b>	182,610	
<b>Total Expenses</b>	182,610	
<b>Net of Revenues over Expense</b>	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
<b><u>Administrative Pass Thru</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	344,180	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>344,180</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>344,180</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>344,180</b>	
<b>Total Revenue</b>	<b>344,180</b>	
<b>Total Expenses</b>	<b>344,180</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	



**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
<b><u>Other Activities - Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	1,010,000	41600-42990
<b>Total Operating Revenue</b>	<b>1,010,000</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	-	45125
FTA - JARC	-	45170
FTA 5311 - Rural	-	45190
FTA 5311(f) - Rural	-	45195
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	46110
TDA - Article 4.5 (ADA)	-	46120
TDA - Article 8.0	-	46130
<b>Total TDA Revenue</b>	<b>-</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	-	47130
TransNet - SuperLoop, Other	-	47140
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	-	46340
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	-	48110
Other - 4S Ranch	-	48115
City of San Diego	-	48120
Other Local	-	48140
CNG Credits	-	48140
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>-</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	148,192	
<b>Total Other Funds / Reserves</b>	<b>148,192</b>	
<b>Total Non Operating Revenue</b>	<b>148,192</b>	
<b>Total Revenue</b>	<b>1,158,192</b>	
<b>Total Expenses</b>	<b>1,158,192</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Taxicab Administration</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	865,000	41600-42990
<b>Total Operating Revenue</b>	<b>865,000</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	-	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves	159,241	
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>159,241</b>	
<b>Total Non Operating Revenue</b>	<b>159,241</b>	
<b>Total Revenue</b>	<b>1,024,241</b>	
<b>Total Expenses</b>	<b>1,024,241</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>San Diego and Arizona Eastern Railroad</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	145,000	41600-42990
<b>Total Operating Revenue</b>	<b>145,000</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop, Other		47140
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		46340
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
Other - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
CNG Credits		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	-	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves	(11,049)	
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>(11,049)</b>	
<b>Total Non Operating Revenue</b>	<b>(11,049)</b>	
<b>Total Revenue</b>	<b>133,951</b>	
<b>Total Expenses</b>	<b>133,951</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FIVE YEAR FINANCIAL PROJECTIONS  
FISCAL YEAR 2014  
SECTION 10.01**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>PROJECTED FY15</b>	<b>PROJECTED FY16</b>	<b>PROJECTED FY17</b>	<b>PROJECTED FY18</b>
TOTAL OPERATING REVENUES	\$ 96,194,320	\$ 99,740,382	\$ 101,402,385	\$ 103,127,000	\$ 105,038,000	\$ 106,989,000	\$ 108,981,000
RECURRING SUBSIDY FUNDING	124,521,024	134,817,156	137,058,055	144,488,400	149,666,200	154,708,200	159,919,200
<b>TOTAL RECURRING REVENUES</b>	<b>\$ 220,715,345</b>	<b>\$ 234,557,539</b>	<b>\$ 238,460,440</b>	<b>\$ 247,615,400</b>	<b>\$ 254,704,200</b>	<b>\$ 261,697,200</b>	<b>\$ 268,900,200</b>
BASE COMBINED OPERATOR TRANSP. SERVICES	\$ 195,725,178	\$ 210,075,269	\$ 205,167,929	\$ 211,018,000	\$ 217,236,000	\$ 223,949,000	\$ 230,870,000
ADMINISTRATIVE EXPENSES	34,953,641	30,651,388	34,424,322	35,406,000	36,449,000	37,575,000	38,736,000
OTHER ACTIVITIES	904,246	1,066,283	1,037,381	1,067,000	1,098,000	1,132,000	1,167,000
<b>TOTAL RECURRING OPERATING EXPENSES</b>	<b>\$ 231,583,065</b>	<b>\$ 241,792,940</b>	<b>\$ 240,629,632</b>	<b>\$ 247,491,000</b>	<b>\$ 254,783,000</b>	<b>\$ 262,656,000</b>	<b>\$ 270,773,000</b>
<b>ANNUAL RECURRING EXCESS (DEFICIT) OF REVENUE OVER EXPENSES</b>	<b>\$ (10,867,720)</b>	<b>\$ (7,235,401)</b>	<b>\$ (2,169,192)</b>	<b>\$ 124,400</b>	<b>\$ (78,800)</b>	<b>\$ (958,800)</b>	<b>\$ (1,872,800)</b>
NON RECURRING REVENUES	9,692,988	11,742,119	2,169,192	95,000	95,000	95,000	95,000
NET DEBT SERVICE/LEASE REVENUE/(EXPENSE)	-	-	-	-	-	-	-
<b>ANNUAL EXCESS (DEFICIT) OF REVENUES OVER EXPENSES</b>	<b>\$ (1,174,732)</b>	<b>\$ 4,506,718</b>	<b>\$ (0)</b>	<b>\$ 219,400</b>	<b>\$ 16,200</b>	<b>\$ (863,800)</b>	<b>\$ (1,777,800)</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2014  
SECTION 10.02**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	28,162,823	28,707,697	28,993,362	285,665	1.0%
RAIL OPERATIONS	35,216,167	36,294,351	36,773,378	479,027	1.3%
CONTRACTED SERVICES - FIXED ROUTE	23,689,188	24,277,253	24,635,673	358,421	1.5%
CONTRACTED SERVICES - PARATRANSIT	1,690,932	2,068,156	2,125,105	56,949	2.8%
CHULA VISTA TRANSIT	2,670,477	2,680,221	2,784,506	104,285	3.9%
<b>TOTAL PASSENGER REVENUES</b>	<b>91,429,587</b>	<b>94,027,678</b>	<b>95,312,025</b>	<b>1,284,346</b>	<b>1.4%</b>
<b>PASSENGERS</b>					
BUS OPERATIONS	28,798,647	29,337,140	29,802,077	464,937	1.6%
RAIL OPERATIONS	32,674,618	29,915,815	30,454,300	538,485	1.8%
CONTRACTED SERVICES - FIXED ROUTE	23,323,195	23,251,094	23,647,391	396,297	1.7%
CONTRACTED SERVICES - PARATRANSIT	474,825	507,533	520,665	13,132	2.6%
CHULA VISTA TRANSIT	3,256,316	3,222,157	3,277,195	55,038	1.7%
<b>TOTAL PASSENGERS</b>	<b>88,527,601</b>	<b>86,233,739</b>	<b>87,701,628</b>	<b>1,467,889</b>	<b>1.7%</b>
<b>AVERAGE FARE</b>					
BUS OPERATIONS	0.978	0.979	0.973	(0.006)	-0.6%
RAIL OPERATIONS	1.078	1.213	1.207	(0.006)	-0.5%
CONTRACTED SERVICES - FIXED ROUTE	1.016	1.044	1.042	(0.002)	-0.2%
CONTRACTED SERVICES - PARATRANSIT	3.561	4.075	4.082	0.007	0.2%
CHULA VISTA TRANSIT	0.820	0.832	0.850	0.018	2.1%
<b>TOTAL AVERAGE FARE</b>	<b>1.033</b>	<b>1.090</b>	<b>1.087</b>	<b>(0.004)</b>	<b>-0.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2014  
SECTION 10.02**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>REVENUE MILES</b>					
BUS OPERATIONS	8,219,947	8,554,827	8,636,516	81,689	1.0%
RAIL OPERATIONS	7,544,239	7,570,045	7,559,212	(10,833)	-0.1%
CONTRACTED SERVICES - FIXED ROUTE	8,247,037	8,290,267	8,418,080	127,814	1.5%
CONTRACTED SERVICES - PARATRANSIT	3,010,271	3,249,002	3,513,106	264,104	8.1%
CHULA VISTA TRANSIT	1,033,676	1,035,800	1,044,695	8,895	0.9%
<b>TOTAL REVENUE MILES</b>	<b>28,055,170</b>	<b>28,699,940</b>	<b>29,171,609</b>	<b>471,669</b>	<b>1.6%</b>
<b>TOTAL MILES</b>					
BUS OPERATIONS	9,399,544	9,899,004	10,031,048	132,045	1.3%
RAIL OPERATIONS	7,621,905	7,689,128	7,672,600	(16,528)	-0.2%
CONTRACTED SERVICES - FIXED ROUTE	9,886,636	10,018,354	10,201,992	183,638	1.8%
CONTRACTED SERVICES - PARATRANSIT	4,299,289	4,590,497	4,964,165	373,668	8.1%
CHULA VISTA TRANSIT	1,141,402	1,151,851	1,168,072	16,221	1.4%
<b>TOTAL MILES</b>	<b>32,348,776</b>	<b>33,348,834</b>	<b>34,037,878</b>	<b>689,045</b>	<b>2.1%</b>
<b>REVENUE HOURS</b>					
BUS OPERATIONS	756,590	786,789	794,003	7,214	0.9%
RAIL OPERATIONS	427,774	461,029	464,285	3,256	0.7%
CONTRACTED SERVICES - FIXED ROUTE	749,380	770,802	781,398	10,596	1.4%
CONTRACTED SERVICES - PARATRANSIT	176,542	184,785	199,713	14,928	8.1%
CHULA VISTA TRANSIT	100,919	100,335	100,723	388	0.4%
<b>TOTAL REVENUE HOURS</b>	<b>2,211,205</b>	<b>2,303,740</b>	<b>2,340,123</b>	<b>36,382</b>	<b>1.6%</b>
<b>TOTAL HOURS</b>					
BUS OPERATIONS	797,747	834,262	843,498	9,236	1.1%
RAIL OPERATIONS	433,778	464,477	466,618	2,141	0.5%
CONTRACTED SERVICES - FIXED ROUTE	810,746	825,388	837,982	12,594	1.5%
CONTRACTED SERVICES - PARATRANSIT	252,582	272,969	295,167	22,198	8.1%
CHULA VISTA TRANSIT	106,139	105,954	106,768	814	0.8%
<b>TOTAL HOURS</b>	<b>2,400,992</b>	<b>2,503,050</b>	<b>2,550,033</b>	<b>46,983</b>	<b>1.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2014  
SECTION 10.02**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING COSTS *</b>					
BUS OPERATIONS	90,319,444	101,100,345	92,963,033	(8,137,311)	-8.0%
RAIL OPERATIONS	61,540,557	65,004,556	68,391,252	3,386,696	5.2%
CONTRACTED SERVICES - FIXED ROUTE	47,742,917	48,565,168	50,999,907	2,434,739	5.0%
CONTRACTED SERVICES - PARATRANSIT	13,411,423	14,813,915	15,343,454	529,539	3.6%
CHULA VISTA TRANSIT	5,887,994	6,410,867	6,611,645	200,778	3.1%
CORONADO FERRY	147,583	173,708	182,610	8,902	5.1%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
<b>TOTAL OPERATING COSTS</b>	<b>219,394,099</b>	<b>236,412,738</b>	<b>234,836,080</b>	<b>(1,576,657)</b>	<b>-0.7%</b>
<b>TOTAL PASSENGERS / REVENUE HOUR</b>					
BUS OPERATIONS	38.1	37.3	37.5	0.2	0.7%
RAIL OPERATIONS	76.4	64.9	65.6	0.7	1.1%
CONTRACTED SERVICES - FIXED ROUTE	31.1	30.2	30.3	0.1	0.3%
CONTRACTED SERVICES - PARATRANSIT	2.7	2.7	2.6	(0.1)	-5.1%
CHULA VISTA TRANSIT	32.3	32.1	32.5	0.4	1.3%
<b>TOTAL PASSENGERS / REVENUE HOUR</b>	<b>40.0</b>	<b>37.4</b>	<b>37.5</b>	<b>0.0</b>	<b>0.1%</b>
<b>TOTAL FAREBOX RECOVERY</b>					
BUS OPERATIONS	31.3%	28.5%	31.3%	2.8%	9.9%
RAIL OPERATIONS	57.4%	56.1%	54.1%	-2.1%	-3.7%
CONTRACTED SERVICES - FIXED ROUTE	49.6%	50.0%	48.3%	-1.7%	-3.4%
CONTRACTED SERVICES - PARATRANSIT	12.9%	14.2%	14.1%	-0.1%	-0.9%
CHULA VISTA TRANSIT	45.4%	41.8%	42.1%	0.3%	0.7%
<b>TOTAL FAREBOX RECOVERY</b>	<b>41.8%</b>	<b>39.9%</b>	<b>40.8%</b>	<b>0.8%</b>	<b>2.1%</b>

\* Includes the administrative overhead allocation of expenses.

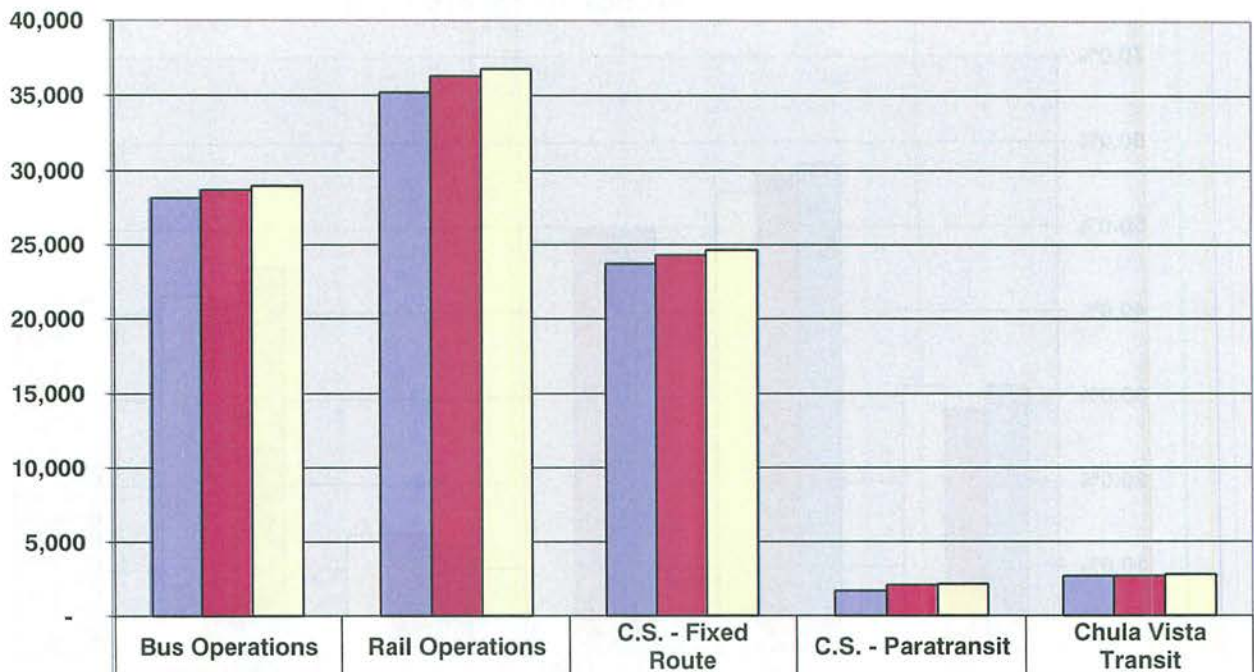


**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2014  
SECTION 10.02**

	<b>ACTUAL FY12</b>	<b>AMENDED BUDGET FY13</b>	<b>PROPOSED BUDGET FY14</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING SUBSIDY</b>					
BUS OPERATIONS	62,626,002	67,382,648	63,959,671	(3,422,977)	-5.1%
RAIL OPERATIONS	25,772,158	28,135,205	31,042,874	2,907,669	10.3%
CONTRACTED SERVICES - FIXED ROUTE	24,053,729	24,287,915	26,364,234	2,076,319	8.5%
CONTRACTED SERVICES - PARATRANSIT	11,720,491	12,745,758	13,218,348	472,591	3.7%
CHULA VISTA TRANSIT	3,264,684	3,730,646	3,827,138	96,493	2.6%
CORONADO FERRY	160,911	173,708	182,610	8,902	5.1%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
<b>TOTAL OPERATING SUBSIDY</b>	<b>127,942,155</b>	<b>136,800,059</b>	<b>138,939,055</b>	<b>2,138,996</b>	<b>1.6%</b>
<b>TOTAL SUBSIDY / PASSENGER</b>					
BUS OPERATIONS	2.17	2.30	2.15	(0.15)	-6.6%
RAIL OPERATIONS	0.79	0.94	1.02	0.08	8.4%
CONTRACTED SERVICES - FIXED ROUTE	1.03	1.04	1.11	0.07	6.7%
CONTRACTED SERVICES - PARATRANSIT	24.68	25.11	25.39	0.27	1.1%
CHULA VISTA TRANSIT	1.00	1.16	1.17	0.01	0.9%
<b>TOTAL SUBSIDY / PASSENGER</b>	<b>1.45</b>	<b>1.59</b>	<b>1.58</b>	<b>(0.00)</b>	<b>-0.1%</b>

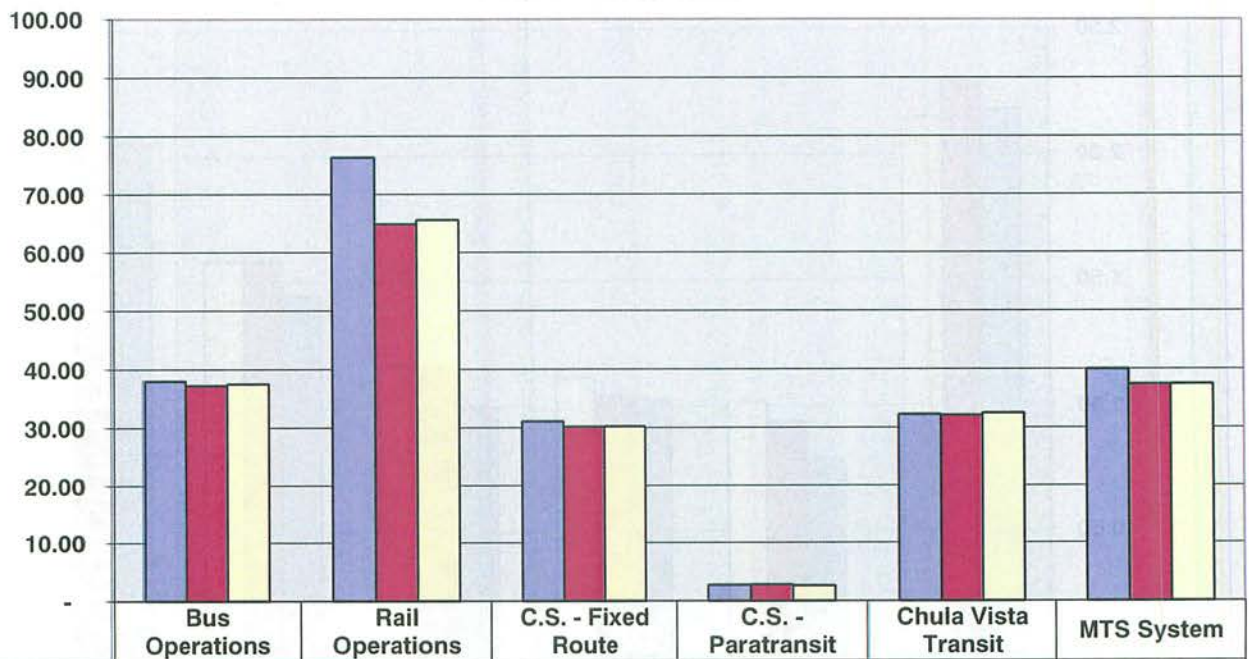
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2014  
SECTION 10.02**

**Passenger Revenue (in 000's)**



	Bus Operations	Rail Operations	C.S. - Fixed Route	C.S. - Paratransit	Chula Vista Transit
Actual FY12	28,163	35,216	23,689	1,691	2,670
Amended FY13	28,708	36,294	24,277	2,068	2,680
Budget FY14	28,993	36,773	24,636	2,125	2,785

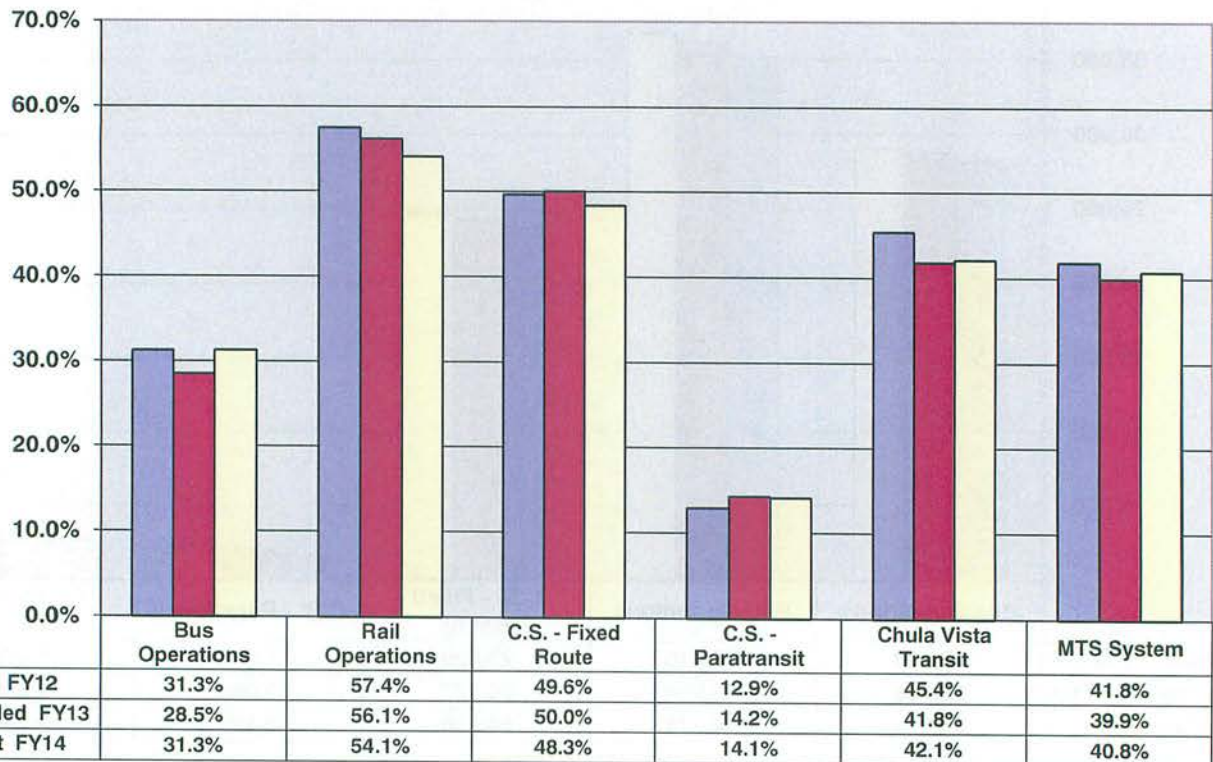
**Passengers Per Revenue Hour**



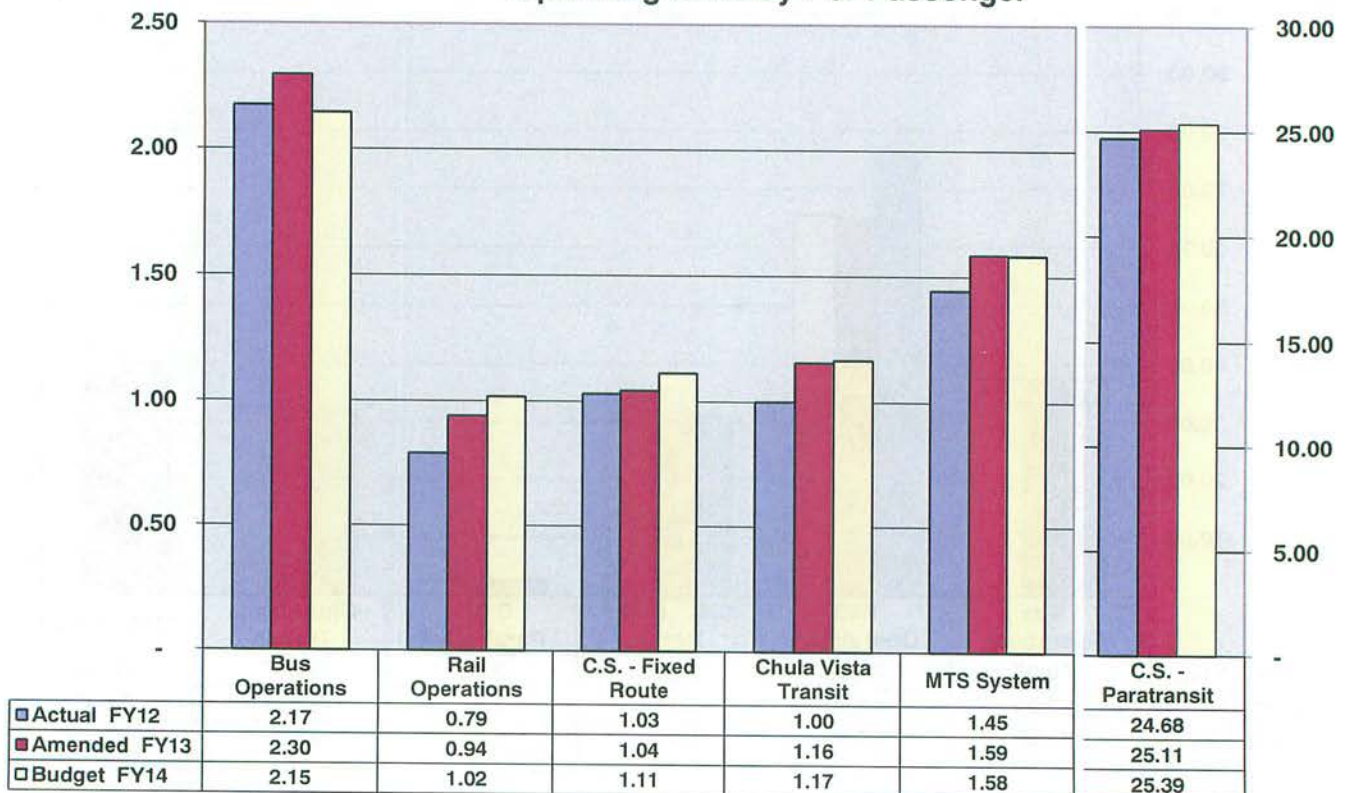
	Bus Operations	Rail Operations	C.S. - Fixed Route	C.S. - Paratransit	Chula Vista Transit	MTS System
Actual FY12	38.06	76.38	31.12	2.69	32.27	40.04
Amended FY13	37.29	64.89	30.16	2.75	32.11	37.43
Budget FY14	37.53	65.59	30.26	2.61	32.54	37.48

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2014  
SECTION 10.02**

**Farebox Recovery Ratio**



**Operating Subsidy Per Passenger**



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (SUMMARY FORMAT)  
PROPOSED FISCAL YEAR 2014 BUDGET  
SECTION 10.3**

	Midyear Budget	Position	Net Positons Requiring	Proposed	Frozen
	FY 2013	Shifts	Funding Adjs	FY 2014	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<b><u>MTS Administration</u></b>					
BOD ADMINISTRATION	2.0	1.0	0.0	3.0	0.0
COMPASS CARD	0.0	0.0	8.0	8.0	0.0
EXECUTIVE	4.0	-1.0	0.0	3.0	0.0
FINANCE	20.0	0.0	0.0	20.0	0.0
HUMAN RESOURCES	15.0	0.0	0.0	15.0	0.0
INFORMATION TECHNOLOGY	17.0	0.0	2.0	19.0	0.0
LEGAL	1.0	0.0	0.0	1.0	0.0
MARKETING	9.5	0.0	0.0	9.5	-1.0
PLANNING	12.0	0.0	0.0	12.0	-1.0
PROCUREMENT	12.0	0.0	0.0	12.0	-1.0
RIGHT OF WAY	3.0	0.0	0.0	3.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	43.0	0.0	0.0	43.0	0.0
STORES (Admin)	1.0	0.0	0.0	1.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	9.0	0.0	0.0	9.0	0.0
TELEPHONE INFORMATION SERVICES	22.0	0.0	-1.0	21.0	0.0
TRANSIT STORES	6.0	0.0	0.0	6.0	0.0
<b>Subtotal MTS Administration</b>	<b>193.5</b>	<b>0.0</b>	<b>9.0</b>	<b>202.5</b>	<b>-3.0</b>
<b><u>Bus Operations</u></b>					
CONTRACT SERVICES	9.5	0.0	0.0	9.5	0.0
EXECUTIVE (BUS)	4.0	0.0	0.0	4.0	0.0
MAINTENANCE	170.0	0.0	0.0	170.0	0.0
MAINTENANCE-FACILITY	6.0	0.0	0.0	6.0	0.0
PASSENGER SERVICES	6.5	0.0	0.0	6.5	-1.0
REVENUE (BUS)	13.0	0.0	0.0	13.0	0.0
SAFETY	1.0	0.0	0.0	1.0	0.0
TRAINING	11.5	0.0	-1.0	10.5	0.0
TRANSPORTATION (BUS)	537.0	0.0	8.0	545.0	0.0
<b>Subtotal Bus Operations</b>	<b>758.5</b>	<b>0.0</b>	<b>7.0</b>	<b>765.5</b>	<b>-1.0</b>
<b><u>Rail Operations</u></b>					
EXECUTIVE (RAIL)	7.0	0.0	-0.5	6.5	0.0
FACILITIES	67.0	0.0	0.0	67.0	-1.0
LIGHT RAIL VEHICLES	90.0	0.0	0.0	90.0	-2.0
MAINTENANCE OF WAYSIDE	39.0	0.0	0.0	39.0	0.0
REVENUE (RAIL)	40.2	0.0	0.0	40.2	0.0
TRACK	18.0	0.0	0.0	18.0	-1.0
TRANSPORTATION (RAIL)	196.8	0.0	13.5	210.3	0.0
<b>Subtotal Rail Operations</b>	<b>458.0</b>	<b>0.0</b>	<b>13.0</b>	<b>471.0</b>	<b>-4.0</b>
<b><u>Other MTS Operations</u></b>					
TAXICAB	10.0	0.0	0.0	10.0	0.0
<b>Subtotal Other MTS Operations</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>
<b>Grand Total</b>	<b>1,420.0</b>	<b>0.0</b>	<b>29.0</b>	<b>1,449.0</b>	<b>-8.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**PROPOSED FISCAL YEAR 2014 BUDGET**  
**SECTION 10.4**

			Net Positions		
	Midyear Budget	Position	Requiring	Proposed	Frozen
Salary	FY 2013	Shifts	Funding Adjs	FY 2014	Positions
Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)

**MTS Administration**

**BOD ADMINISTRATION**

Administrative Assistant I	03	0.0	1.0	0.0	1.0	0.0
Exec Asst GC/Asst Board Clrk	06	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
<b>BOD ADMINISTRATION TOTAL</b>		<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>

**COMPASS CARD**

Call Center Manager	07	0.0	0.0	1.0	1.0	0.0
Customer Service Representative	03	0.0	0.0	3.0	3.0	0.0
Customer Service Representative - PT	01	0.0	0.0	3.0	3.0	0.0
Regional Revenue Administrator	05	0.0	0.0	1.0	1.0	0.0
<b>COMPASS CARD TOTAL</b>		<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>

**EXECUTIVE**

Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Admin Assistant (SDM)	03	1.0	-1.0	0.0	0.0	0.0
Chief of Staff	14	1.0	0.0	0.0	1.0	0.0
Exec Asst CEO / Board Clerk	08	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE TOTAL</b>		<b>4.0</b>	<b>-1.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>

**FINANCE**

Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Admin Assistant II - Finance	05	0.0	1.0	0.0	1.0	0.0
Assistant Finance Manager	09	1.0	0.0	0.0	1.0	0.0
Assistant Payroll Manager	08	1.0	0.0	0.0	1.0	0.0
Budget Manager	10	1.0	0.0	0.0	1.0	0.0
Capital Accountant	06	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Executive Assistant (CFO)	06	1.0	-1.0	0.0	0.0	0.0
Finance Manager	11	1.0	0.0	0.0	1.0	0.0
Financial Analyst	07	0.0	1.0	0.0	1.0	0.0
Grants Administrator	08	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	05	2.0	0.0	0.0	2.0	0.0
Payroll Manager	09	1.0	0.0	0.0	1.0	0.0
Project Accountant	06	1.0	-1.0	0.0	0.0	0.0
Staff Accountant	06	2.0	0.0	0.0	2.0	0.0
Transit Asset Administrator	06	1.0	0.0	0.0	1.0	0.0
<b>FINANCE TOTAL</b>		<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>

**HUMAN RESOURCES**

Dir of HR & Labor Relations	14	1.0	0.0	0.0	1.0	0.0
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Admin Assistant II - General	05	1.0	-1.0	0.0	0.0	0.0
Admin Assistant II - HR	05	0.0	1.0	0.0	1.0	0.0
Benefits & Comp Analyst	07	2.0	0.0	0.0	2.0	0.0
HR Representative II	07	3.0	0.0	0.0	3.0	0.0
Human Resources Analyst	07	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	03	1.0	0.0	0.0	1.0	0.0
Human Resources Supervisor	08	2.0	0.0	0.0	2.0	0.0
Manager of Human Resources	11	0.0	1.0	0.0	1.0	0.0
Mgmt Development Specialist	08	1.0	-1.0	0.0	0.0	0.0
Mgr of HR (Benefits & Comp)	11	1.0	-1.0	0.0	0.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**PROPOSED FISCAL YEAR 2014 BUDGET**  
**SECTION 10.4**

		Midyear Budget	Position	Net Positions	Proposed	Frozen
	Salary	FY 2013	Shifts	Requiring	FY 2014	Positions
	Grade	(FTE's)	(FTE's)	Funding Adj's	(FTE's)	(FTE's)
Mgr of Organizational Dev.	09	0.0	1.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
<b>HUMAN RESOURCES TOTAL</b>		<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.0</b>	<b>0.0</b>
<b><u>INFORMATION TECHNOLOGY</u></b>						
Chief Technology Officer	14	1.0	0.0	0.0	1.0	0.0
Applications Development Mgr	10	1.0	0.0	0.0	1.0	0.0
Asst Chief Technology Officer	11	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst	10	2.0	0.0	2.0	4.0	0.0
Computer Support Specialist	05	3.0	0.0	0.0	3.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Network Administrator	09	0.0	1.0	0.0	1.0	0.0
Network Operations Manager	10	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	09	1.0	0.0	0.0	1.0	0.0
Senior Systems Engineer	08	1.0	-1.0	0.0	0.0	0.0
Sr Programmer Analyst	10	1.0	0.0	0.0	1.0	0.0
Systems Administrator	08	4.0	0.0	0.0	4.0	0.0
<b>INFORMATION TECHNOLOGY TOTAL</b>		<b>17.0</b>	<b>0.0</b>	<b>2.0</b>	<b>19.0</b>	<b>0.0</b>
<b><u>LEGAL</u></b>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
<b>LEGAL TOTAL</b>		<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>
<b><u>MARKETING</u></b>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Advertising Specialist	07	1.0	0.0	0.0	1.0	0.0
Communications Design Manager	09	1.0	0.0	0.0	1.0	0.0
Communications Designer II	05	0.0	1.0	0.0	1.0	0.0
Communications Designer III	07	2.0	-1.0	0.0	1.0	0.0
Group Sales Specialist	06	1.0	0.0	0.0	1.0	-1.0
Manager of Marketing	10	1.0	0.0	0.0	1.0	0.0
Marketing Coordinator	05	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	0.5	0.0	0.0	0.5	0.0
Web Content Specialist	06	1.0	0.0	0.0	1.0	0.0
<b>MARKETING TOTAL</b>		<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>-1.0</b>
<b><u>PLANNING</u></b>						
Director of Planning	12	1.0	0.0	0.0	1.0	-1.0
Assoc Transportation Planner	06	1.0	0.0	0.0	1.0	0.0
Associate Scheduler	06	1.0	0.0	0.0	1.0	0.0
Manager of Planning	10	0.0	1.0	0.0	1.0	0.0
Manager of Scheduling	10	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	2.5	0.0	0.0	2.5	0.0
Planning Intern	01	0.5	0.0	0.0	0.5	0.0
Schedules / Operations Analyst	09	1.0	0.0	0.0	1.0	0.0
Senior Transportation Planner	09	4.0	-1.0	0.0	3.0	0.0
<b>PLANNING TOTAL</b>		<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>-1.0</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
PROPOSED FISCAL YEAR 2014 BUDGET  
SECTION 10.4**

		Midyear Budget	Position	Net Positions Requiring	Proposed	Frozen
	Salary Grade	FY 2013 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2014 (FTE's)	Positions (FTE's)
<b><u>PROCUREMENT</u></b>						
Manager of Procurement	12	1.0	0.0	0.0	1.0	0.0
Buyer	07	2.0	-1.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	09	1.0	-1.0	0.0	0.0	0.0
Procurement Assistant	05	2.0	0.0	0.0	2.0	-1.0
Procurement Specialist	08	4.0	2.0	0.0	6.0	0.0
<b>PROCUREMENT TOTAL</b>		<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>-1.0</b>
<b><u>RIGHT OF WAY</u></b>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Assistant Right of Way Agent	07	1.0	0.0	0.0	1.0	0.0
Right of Way Engineer	10	1.0	0.0	0.0	1.0	0.0
<b>RIGHT OF WAY TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>
<b><u>RISK</u></b>						
Manager of Claims & Liability	10	1.0	-1.0	0.0	0.0	0.0
Liability Claims Supervisor	07	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	0.0	1.0	0.0	1.0	0.0
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Workers' Compensation Analyst	06	1.0	0.0	0.0	1.0	0.0
<b>RISK TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>SECURITY</u></b>						
Dir of Transit System Security	12	1.0	0.0	0.0	1.0	0.0
Deputy Dir of Tran Security	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry TSS	BU	4.0	0.0	0.0	4.0	0.0
Code Compliance Inspector	BU	30.0	0.0	0.0	30.0	0.0
Code Compliance Supervisor	06	5.0	0.0	0.0	5.0	0.0
Mgr of TSS Field Operations	09	1.0	0.0	0.0	1.0	0.0
Security / Crime Analyst	08	1.0	0.0	0.0	1.0	0.0
<b>SECURITY TOTAL</b>		<b>43.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43.0</b>	<b>0.0</b>
<b><u>STORES (Admin)</u></b>						
Materials Manager	10	1.0	0.0	0.0	1.0	0.0
<b>STORES (Admin) TOTAL</b>		<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>
<b><u>STORES (BUS)</u></b>						
Assistant Manager of Stores	08	1.0	-1.0	0.0	0.0	0.0
Asst Manager of Stores (Bus)	08	0.0	1.0	0.0	1.0	0.0
Storeroom Clerks - IAD	BU	6.0	0.0	0.0	6.0	0.0
Storeroom Clerks - KMD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Supervisor - KMD	07	1.0	0.0	0.0	1.0	0.0
<b>STORES (BUS) TOTAL</b>		<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>0.0</b>
<b><u>STORES (RAIL)</u></b>						
Asst Manager of Stores (Rail)	08	0.0	1.0	0.0	1.0	0.0
Storekeeper	BU	8.0	0.0	0.0	8.0	0.0
Storeroom Supervisor	07	1.0	-1.0	0.0	0.0	0.0
<b>STORES (RAIL) TOTAL</b>		<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**PROPOSED FISCAL YEAR 2014 BUDGET**  
**SECTION 10.4**

	Salary Grade	Midyear Budget FY 2013 (FTE's)	Position Shifts (FTE's)	Net Positions Requiring Funding Adjs (FTE's)	Proposed FY 2014 (FTE's)	Frozen Positions (FTE's)
<b><u>TELEPHONE INFORMATION SERVICES</u></b>						
Sr Tele Info Supervisor	08	1.0	0.0	0.0	1.0	0.0
Tele Info Clerk P/T	BU	1.0	0.0	-1.0	0.0	0.0
Tele Info Supervisor	07	2.0	0.0	0.0	2.0	0.0
Telephone Information Clerk	BU	18.0	0.0	0.0	18.0	0.0
<b>TELEPHONE INFORMATION SERVICES TO</b>		<b>22.0</b>	<b>0.0</b>	<b>-1.0</b>	<b>21.0</b>	<b>0.0</b>
<b><u>TRANSIT STORES</u></b>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	3.0	0.0	0.0	3.0	0.0
<b>TRANSIT STORES TOTAL</b>		<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b>Subtotal MTS Administration</b>		<b>193.5</b>	<b>0.0</b>	<b>9.0</b>	<b>202.5</b>	<b>-3.0</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
PROPOSED FISCAL YEAR 2014 BUDGET  
SECTION 10.4**

		Midyear Budget	Position	Net Positions Requiring	Proposed	Frozen
	Salary	FY 2013	Shifts	Funding Adjs	FY 2014	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>Bus Operations</u></b>						
<b><u>CONTRACT SERVICES</u></b>						
Transit Services Administrator	12	1.0	0.0	0.0	1.0	0.0
Asst Trans Ops Specialist	06	3.0	0.0	0.0	3.0	0.0
Contract Services Admin	11	3.0	0.0	0.0	3.0	0.0
Intern - Transit Services	01	0.0	0.5	0.0	0.5	0.0
Manager of Capital Projects	12	1.0	-1.0	0.0	0.0	0.0
Mgr of Capital Projects (SDTC)	12	0.0	1.0	0.0	1.0	0.0
Multimodal Intern	01	0.5	-0.5	0.0	0.0	0.0
Transit Operations Technician	04	1.0	0.0	0.0	1.0	0.0
<b>CONTRACT SERVICES TOTAL</b>		<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>
<b><u>EXECUTIVE (BUS)</u></b>						
Chief Operating Officer (Bus)	15	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
Quality Assurance Inspector	07	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	09	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (BUS) TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>MAINTENANCE</u></b>						
Director of Maintenance	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Asst Mgr of Maintenance - IAD	10	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Communications Tech - KMD	BU	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	08	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	08	7.0	0.0	0.0	7.0	0.0
Maintenance Analyst	06	1.0	0.0	0.0	1.0	0.0
Maintenance Clerk - KMD	02	1.0	0.0	0.0	1.0	0.0
Manager of Maintenance IAD	11	1.0	0.0	0.0	1.0	0.0
Manager Of Maintenance KMD	11	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	27.0	-2.0	0.0	25.0	0.0
Mechanic A - KMD	BU	22.0	0.0	0.0	22.0	0.0
Mechanic Apprentice I - IAD	BU	4.0	5.0	0.0	9.0	0.0
Mechanic Apprentice I - KMD	BU	2.0	-1.0	0.0	1.0	0.0
Mechanic Apprentice II - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic B - IAD	BU	3.0	-1.0	0.0	2.0	0.0
Mechanic C - IAD	BU	21.0	-2.0	0.0	19.0	0.0
Mechanic C - KMD	BU	15.0	-3.0	0.0	12.0	0.0
Serviceman A - IAD	BU	13.0	1.0	0.0	14.0	0.0
Serviceman A - KMD	BU	8.0	0.0	0.0	8.0	0.0
Serviceman B - IAD	BU	16.0	2.0	0.0	18.0	0.0
Serviceman B - KMD	BU	9.0	1.0	0.0	10.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
<b>MAINTENANCE TOTAL</b>		<b>170.0</b>	<b>0.0</b>	<b>0.0</b>	<b>170.0</b>	<b>0.0</b>
<b><u>MAINTENANCE-FACILITY</u></b>						
Manager of Facilities	10	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
Supvr Building Maintenance	07	1.0	0.0	0.0	1.0	0.0
<b>MAINTENANCE-FACILITY TOTAL</b>		<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
PROPOSED FISCAL YEAR 2014 BUDGET  
SECTION 10.4**

		Midyear Budget	Position	Net Positions Requiring	Proposed	Frozen
	Salary	FY 2013	Shifts	Funding Adjs	FY 2014	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>PASSENGER SERVICES</u></b>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Classroom Day Pass Coordinator	01	0.0	0.5	0.0	0.5	0.0
Classroom Day Tripper Coordinator	01	0.5	-0.5	0.0	0.0	0.0
Customer Service Clerk	BU	2.0	0.0	0.0	2.0	-1.0
Information Service Rep	03	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
<b>PASSENGER SERVICES TOTAL</b>		<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>-1.0</b>
<b><u>REVENUE (BUS)</u></b>						
Revenue Manager (Bus)	10	1.0	0.0	0.0	1.0	0.0
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Analyst	03	1.0	0.0	0.0	1.0	0.0
Revenue Processors - IAD	BU	2.0	1.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	3.0	-1.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>REVENUE (BUS) TOTAL</b>		<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>0.0</b>
<b><u>SAFETY</u></b>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
<b>SAFETY TOTAL</b>		<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>
<b><u>TRAINING</u></b>						
Manager Of Training	09	1.0	0.0	0.0	1.0	0.0
Bus Op Training Instructor	06	6.0	0.0	0.0	6.0	0.0
Maintenance Instructor	07	1.0	0.0	0.0	1.0	0.0
Operator/Admin Instructor	BU	1.0	0.0	-1.0	0.0	0.0
P/T Bus Op Training Instructor	06	1.5	0.0	0.0	1.5	0.0
Sr Bus Operations Instructor	07	1.0	0.0	0.0	1.0	0.0
<b>TRAINING TOTAL</b>		<b>11.5</b>	<b>0.0</b>	<b>-1.0</b>	<b>10.5</b>	<b>0.0</b>
<b><u>TRANSPORTATION (BUS)</u></b>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Asst Mgr of Trans Comm & Techn	10	0.0	1.0	0.0	1.0	0.0
Bus Operators - F/T	BU	495.0	0.0	8.0	503.0	0.0
Bus Operators - P/T	BU	2.0	0.0	0.0	2.0	0.0
Comm/Ops Supv-Dispatch IAD	08	6.0	0.0	0.0	6.0	0.0
Comm/Ops Supv-Dispatch KMD	BU	1.0	-1.0	0.0	0.0	0.0
Comm/Ops Supv-Radio	08	11.0	-1.0	0.0	10.0	0.0
Dispatch Clerk	BU	4.0	1.0	0.0	5.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Manager of Transportation	11	1.0	-1.0	0.0	0.0	0.0
Mgr of Trans Comm & Technology	10	0.0	1.0	0.0	1.0	0.0
Service Operations Supervisor	08	12.0	0.0	0.0	12.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
<b>TRANSPORTATION (BUS) TOTAL</b>		<b>537.0</b>	<b>0.0</b>	<b>8.0</b>	<b>545.0</b>	<b>0.0</b>
<b>Subtotal Bus Operations</b>		<b>758.5</b>	<b>0.0</b>	<b>7.0</b>	<b>765.5</b>	<b>-1.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
PROPOSED FISCAL YEAR 2014 BUDGET  
SECTION 10.4**

	Salary Grade	Midyear Budget FY 2013 (FTE's)	Position Shifts (FTE's)	Net Positions Requiring Funding Adjs (FTE's)	Proposed FY 2014 (FTE's)	Frozen Positions (FTE's)
<b><u>Rail Operations</u></b>						
<b><u>EXECUTIVE (RAIL)</u></b>						
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.0	0.0	0.5	0.5	0.0
Engineering Liason	07	1.0	0.0	-1.0	0.0	0.0
Executive Assistant (COO Rail)	06	1.0	0.0	0.0	1.0	0.0
Mgr of Capital Projects (Rail)	12	1.0	0.0	0.0	1.0	0.0
Special Events Coordinator	09	1.0	0.0	0.0	1.0	0.0
System Safety Manager	09	1.0	-1.0	0.0	0.0	0.0
System Safety Manager (Rail)	09	0.0	1.0	0.0	1.0	0.0
Systems Engineer (Rail)	11	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (RAIL) TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>-0.5</b>	<b>6.5</b>	<b>0.0</b>
<b><u>FACILITIES</u></b>						
Facilities Manager	10	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	6.0	0.0	0.0	6.0	0.0
Serviceperson	BU	59.0	0.0	0.0	59.0	-1.0
<b>FACILITIES TOTAL</b>		<b>67.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67.0</b>	<b>-1.0</b>
<b><u>LIGHT RAIL VEHICLES</u></b>						
Superintendent of LRV Maint	12	1.0	0.0	0.0	1.0	0.0
Admin Asst II - LRV	05	0.0	1.0	0.0	1.0	0.0
Asst Superintendent LRV	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	-1.0	0.0	1.0	0.0
LRV Asst Lineman	BU	11.0	3.0	0.0	14.0	-2.0
LRV Electromechanic	BU	60.0	-2.0	0.0	58.0	0.0
LRV Lineman	BU	7.0	0.0	0.0	7.0	0.0
LRV Maint Supervisor	09	6.0	-1.0	0.0	5.0	0.0
LRV Project Cordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	08	1.0	0.0	0.0	1.0	0.0
<b>LIGHT RAIL VEHICLES TOTAL</b>		<b>90.0</b>	<b>0.0</b>	<b>0.0</b>	<b>90.0</b>	<b>-2.0</b>
<b><u>MAINTENANCE OF WAYSIDE</u></b>						
Superintendent Wayside Maint	12	1.0	0.0	0.0	1.0	0.0
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry MOW	BU	2.0	0.0	0.0	2.0	0.0
Training Supervisor - MOW	08	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	5.0	2.0	0.0	7.0	0.0
Wayside Electromechanic	BU	18.0	-1.0	0.0	17.0	0.0
Wayside Lineman	BU	7.0	-1.0	0.0	6.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
<b>MAINTENANCE OF WAYSIDE TOTAL</b>		<b>39.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**PROPOSED FISCAL YEAR 2014 BUDGET**  
**SECTION 10.4**

		Midyear Budget	Position	Net Positions		
	Salary	FY 2013	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2014	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>REVENUE (RAIL)</u></b>						
Revenue Manager (Rail)	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry REV	BU	2.0	0.0	0.0	2.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Revenue Maintainer I	BU	2.0	-1.0	0.0	1.0	0.0
Revenue Maintainer II	BU	2.0	1.0	0.0	3.0	0.0
Revenue Maintainer III	BU	9.0	0.0	0.0	9.0	0.0
Revenue Maintenance Supervisor	09	2.0	0.0	0.0	2.0	0.0
Revenue Supervisor	07	2.0	0.0	0.0	2.0	0.0
Ridership Surveyor	BU	5.0	0.0	0.0	5.0	0.0
Special Events Assistant	01	7.2	0.0	0.0	7.2	0.0
<b>REVENUE (RAIL) TOTAL</b>		<b>40.2</b>	<b>0.0</b>	<b>0.0</b>	<b>40.2</b>	<b>0.0</b>
<b><u>TRACK</u></b>						
Track Supervisor	09	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	16.0	0.0	0.0	16.0	-1.0
<b>TRACK TOTAL</b>		<b>18.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.0</b>	<b>-1.0</b>
<b><u>TRANSPORTATION (RAIL)</u></b>						
Superintendent Transportation	12	1.0	0.0	0.0	1.0	0.0
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
Assignments Supervisor	07	4.0	0.0	0.0	4.0	0.0
Central Control Supervisor	09	2.0	0.0	0.0	2.0	0.0
Flagpersons	BU	20.0	0.0	10.0	30.0	0.0
Systems Supervisors	08	13.0	1.0	0.0	14.0	0.0
Train Operator	BU	95.0	0.0	0.0	95.0	0.0
Train Operator - PT	BU	46.8	0.0	2.5	49.3	0.0
Training Supervisor - Trans	08	2.0	-1.0	1.0	2.0	0.0
Transportation Controller	08	12.0	0.0	0.0	12.0	0.0
<b>TRANSPORTATION (RAIL) TOTAL</b>		<b>196.8</b>	<b>0.0</b>	<b>13.5</b>	<b>210.3</b>	<b>0.0</b>
<b>Subtotal Rail Operations</b>		<b>458.0</b>	<b>0.0</b>	<b>13.0</b>	<b>471.0</b>	<b>-4.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
PROPOSED FISCAL YEAR 2014 BUDGET  
SECTION 10.4**

		Midyear Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2013	Shifts	Funding Adjs	FY 2014	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>Other MTS Operations</u></b>						
<b><u>TAXICAB</u></b>						
Taxicab Administration Manager	10	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Taxi	05	1.0	0.0	0.0	1.0	0.0
Office Clerk II	03	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	3.0	0.0	0.0	3.0	0.0
Regulatory Enforcement Supvr	06	1.0	-1.0	0.0	0.0	0.0
Regulatory Inspector	05	3.0	1.0	0.0	4.0	0.0
<b>TAXICAB TOTAL</b>		<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>
<b>Subtotal Other MTS Operations</b>		<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>
<b>Grand Total</b>		<b>1,420.0</b>	<b>0.0</b>	<b>29.0</b>	<b>1,449.0</b>	<b>-8.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SALARY GRADE RANGES  
PROPOSED FISCAL YEAR 2014 BUDGET  
SECTION 10.5**

<b>Range</b>	<b>FTE Count</b>	<b>Minimum</b>	<b>Midpoint</b>	<b>Maximum</b>
BU	1,138.3	Bargaining Unit Position, Not Applicable		
01	15.2	\$ 20,567	\$ 26,172	\$ 31,777
02	3.0	\$ 23,652	\$ 30,097	\$ 36,542
03	9.0	\$ 27,200	\$ 34,612	\$ 42,024
04	4.0	\$ 31,280	\$ 39,804	\$ 48,328
05	22.0	\$ 35,972	\$ 45,774	\$ 55,577
06	41.5	\$ 41,512	\$ 52,824	\$ 64,136
07	27.0	\$ 47,531	\$ 60,483	\$ 73,436
08	94.0	\$ 53,356	\$ 69,270	\$ 85,183
09	32.0	\$ 61,093	\$ 79,313	\$ 97,534
10	31.0	\$ 69,951	\$ 90,813	\$ 111,676
11	9.0	\$ 80,093	\$ 103,981	\$ 127,869
12	12.0	\$ 91,707	\$ 119,059	\$ 146,411
13	3.0	\$ 102,985	\$ 136,353	\$ 169,720
14	3.0	\$ 113,284	\$ 149,988	\$ 186,692
15	4.0	\$ 124,612	\$ 164,987	\$ 205,361
16	1.0	\$ 208,000	\$ 371,800	\$ 535,600

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RESERVE BALANCES  
AS OF JUNE 30, 2012  
SECTION 10.6**

<b>Title</b>	<b>Amount</b>	<b>Explanation</b>
Contingency	\$ 27,745,054	For ongoing operations, future matching of grants; 12.5% of operating budget per Policy 36
Capital Project Reserve	3,748,706	To hold prior year's revenue for the FY 2013 capital budget
Taxicab Contingency	412,840	For ongoing operations and future capital improvement needs
Insurance	2,000,000	Established for potential future liability claims, minimum \$2 million per Policy 46
Billboard San Diego	108,042	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	1,169,007	Per agreement with city, used for improvements to right of way
SD&AE	916,413	Established from 1984 state payments for storm damage, restricted for repair/improvement of line
MTS JPA residual	535,527	Established from proceeds of legal settlement, restricted for repairs to MTS Tower
Land management	<u>436,648</u>	For repair and maintenance of rental property
	<u><u>\$ 37,072,237</u></u>	

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 13-12

Resolution Approving the Fiscal Year 2014 Budget

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

WHEREAS, the budgets have been prepared using the budget assumptions approved by the MTS Board of Directors;

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the San Diego Metropolitan Transit System Board of Directors, hereinafter "Board," as follows:

1. That the Fiscal Year 2014 Budget, on file with the Clerk of the Board, is hereby adopted (including MTS, San Diego Transit Corporation, San Diego Trolley, Inc., 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 Fiscal Year 2014 Budget is not exceeded by more than \$500,000, the total amount authorized to be spent by the Fiscal Year 2014 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 Fiscal Year 2014 Budget as set forth in Section 7.02; and
6. That the MTS budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the MTS Board of Directors; and
7. That any budget variances will be reported to the MTS Board of Directors; and
8. That MTS is authorized to withhold monthly subsidy payments to those operators that do not provide the information according to an established schedule; and
9. That the salary-grade ranges and position schedules of MTS, San Diego Transit Corporation, and San Diego Trolley, Inc., as contained in the Fiscal Year 2014 Budget Section 10 are approved; and

PASSED AND ADOPTED, by the Board this \_\_\_\_\_ day of \_\_\_\_\_ 2013, by the following vote:

AYES:

NAYES:

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



## The Youth Opportunity Pass – A Pilot

### Quick Facts

**Total Project Cost:** \$416,200

**Funding:**

SDUSD - \$150,000 (allocation secured and dedicated to purchase) *note: San Diego Unified School District will be the administrator of the pilot project. In this role, they will be spending staff hours for implementation. This additional in kind contribution is not included in the amount above.*

MTS - \$56,430 (expected 15% discount from MTS on passes sold to SDUSD for pilot)

Unknown or Private Source - \$9,770 (depending on who does the pilot analysis, we may be able to negotiate that cost down to close the funding gap.)

**Number of passes to be distributed:** 1100

1000 passes distributed through San Diego High, Lincoln, Crawford, and Hoover (250 to each)

100 passes available by request from principals at elementary and middle schools for specific children who move outside the school boundaries, to allow them to stay at their home school.

### Frequently Asked Questions

#### **1. How does the Youth Opportunity Pass improve safety for youth in San Diego?**

The Youth Opportunity Pass allows young people to travel to and from school, work, and recreation in a safe and supervised environment.

Every year there are many instances of assault and harassment victimizing young people on their way to and from school, work, and other activities. A *Voice of San Diego* analysis of crime shows that the bulk of crime affecting young people occurs in the pre and after school hours. An independent analysis of police arrest data in City Heights demonstrates that the bulk of violent crime occurs within 1,000 feet of schools; this is consistent with nationwide patterns. In some communities this situation is made more severe by the high concentration of registered sexual offenders in the neighborhood surrounding the high school. The data, as well as countless family testimonials, illustrate the challenges that our young people face in





## The Youth Opportunity Pass – A Pilot

neighborhoods across San Diego. The Youth Opportunity Pass is an important step towards prevention and keeping our young people safe.

### **2. How does the Youth Opportunity Pass support jobs for families?**

The Youth Opportunity Pass allows young people to access job and internship opportunities within and outside their immediate neighborhood. Access to job opportunities early in life help set the stage for a life-long positive career track.

### **3. Will this pilot project become an ongoing drain on the City's finances?**

The one year pilot project is a necessary step to secure a permanent funding solution. Funding opportunities from the State of California (cap-and-trade funds, AB 1002 The Vehicle Registration and Sustainable Communities Strategy, etc) and Federal government (Federal Transportation Administration funds through CalTrans grants, The Moving Ahead for Progress in the 21st Century Act, etc) require local support and data generated by the pilot to prove impact.

### **4. How will students be selected? Who will do the selecting?**

In order to get a pass, young people fill out an application. If the school receives more applications than it has passes, the Community Oversight Committee (made up of school principals, guidance counselors, City Staff, MTS Staff, and community members) will determine which students get the passes.

Criteria for selection may include students who:

- Use/need transit
- Lost SDUSD provided busing during recent cuts (last 5 years)
- Families have a difficult time paying for passes
- Fear for their safety while walking to school
- Have previous community and/or extracurricular involvement
- Are chronically absent
- Have siblings who go to other schools (because these families have more challenges transporting all their children to school)
- Have a part-time job
- Have a caregiver/close family member with a disability

### **5. Are you pursuing private and/or corporate funding for this program?**

Yes, we are in contact with Natasha Collura, Director of Corporate Partnerships at the City of San Diego.



## The Youth Opportunity Pass – A Pilot

**6. Who will do the analysis and what will the analysis dollars be spent on?**

A transportation analyst will be selected by the Community Oversight Committee (which will include representatives from SDUSD, MTS, the City of San Diego, and community members) in order to understand the impact of the Youth Opportunity Pass. This is a necessary step to apply for State and Federal funding opportunities.

**7. Will elementary and middle school children be riding the bus alone?**

The elementary and middle school passes are distributed individually by a child's Principal in conjunction with parents. The Principal works with the child's parents to ensure their safety.

**8. How does the Youth Opportunity Pass encourage the next generation of bus ridership?**

The Youth Opportunity Pass sustains and increases transit ridership among young people. They learn about and how to conveniently utilize the transit system with their pre-loaded Compass Card. The Compass Card is a faster and more convenient way to ride the bus than the cash payments many low-income young people now rely on. This is an investment in a lifetime of transit ridership.

Many of the State funding opportunities prioritize programs that can show an increase in transit ridership and decrease in greenhouse gas emissions. The ridership data collected during the analysis will be critical in making our case for these funds. This is also in line with the City's SMART Growth and Transit Oriented Design city planning models.

**9. How does the Youth Opportunity Pass expand extra-curricular and community involvement?**

The Youth Opportunity Pass provides young people with safe access to enriching extracurricular activities like dance lessons or tutoring classes. If a young person has little access to transportation, they are less likely to attend extracurricular programs after-school, especially when it is dark, or in locations outside their neighborhood. Access and involvement in extracurricular activities keeps kids safe and is a proven crime prevention strategy.





## The Youth Opportunity Pass – A Pilot

A Proposal from the  
Improving Transportation in City Heights Momentum Team  
at Mid-City CAN

### Summary

The Youth Opportunity Pass is designed to provide positive opportunities for transit-dependent youth in San Diego. It will encourage and incentivize regular school attendance, increase safety for kids en route to school, increase access to extracurricular and job opportunities, and invest in future bus ridership for transit-dependent and low-income high school students. The pilot project will be a one-year program involving San Diego Unified School District schools where students are the most transit-dependent: Crawford High School, Hoover High School, Lincoln High School, and San Diego High School. There will also be a smaller-scale program for elementary and/or middle schools to preserve academic stability for students who move within the community but outside the local catchment area.

### Background

School busing has been severely cut in recent years, affecting almost 400 students in the City Heights area alone. Now students are forced to walk long distances or buy bus passes to get to school. The long walks have put kids at risk of being victims of crime and accidents with motor vehicles. The cost of a bus pass severely impacts low-income family budgets. The repercussions for the student are serious, with the potential for increased stress, lack of sleep, spotty attendance, inability to participate in extracurricular activities, and lack of access to job opportunities. **Transit dependant, low-income students experience severe limits on educational, extracurricular, and economic opportunities.**

For the family, the financial strain can be insurmountable and can add another challenge to family stability. A transit-dependent family with three kids attending school will pay \$108 a month for their children to get to school<sup>1</sup>. In City Heights, the median income is \$19,000 a year for a family of five<sup>2</sup>. (The federal poverty line is about \$24,000 for a family of four). This forces many to decide between transportation and other necessities, like food.

For the school, the obvious challenges with student performance and attendance are made greater when children struggle to get to school safely each day. In the area around Hoover High School, there is one of the largest concentrations of convicted sex offenders. This means that girls and boys walking to school, many times at distances of more than a mile, could fall victim to assaults, sexual harassment, and accidents with motor vehicles.

For the broader community, not only do better performing and involved students improve community cohesion, but the investment in long-term bus ridership is critical to the future viability of our public transit system and the quality of our environment.

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<sup>1</sup> <http://www.sdmts.com/fares.asp>

<sup>2</sup> House Meeting Data, by Bill Oswald, Jesse Mills, & Sheila Mitrasarker, 2009





## **The Youth Opportunity Pass – A Pilot**

### **A Proposal from the Improving Transportation in City Heights Momentum Team at Mid-City CAN**

A 2012 student survey in Oakland of more than 1,500 students, analyzed by the San Francisco Public Health Department found that:

- One out of three students pays for bus passes and fares out of his/her own pocket.
- About 60 percent of students said they sometimes use their lunch money to ride the bus.
- Nearly 50 percent of low-income students reported that it was harder to get to school, jobs, or after-school programs with the current fare structure.
- More than 75 percent of students surveyed depend on the bus for mobility.

The neighborhoods served by San Diego High, Hoover, Crawford, and Lincoln are some of the most transit-dependent in the county. According to the San Diego Association of Government's Residential Transit Orientation Index, these neighborhoods are at the top of the scale (see attached Exhibit 11).

#### **Case studies**

*San Francisco* - In December 2012, the San Francisco Municipal Transit Agency board approved the "Free Muni for Low-Income Youth" Plan. This program builds on a two-year pilot program that enrolled 27,000 low-income students and caused a dramatic increase in participation in after-school programs, effectively keeping youth safe and active.<sup>3</sup> The funding comes from a \$6.7 million Transit Performance Initiative grant from the Metropolitan Transportation Commission (their equivalent of SANDAG) that also puts \$5.1 million into vehicle rehabilitation and maintenance.

*Portland, OR* - High school students in the Portland Public School District can ride the local TriMet transit system for free during the school year by showing their student ID. Unlike other school districts, Portland Public Schools does not provide regular yellow school bus service. The Student Pass program is a partnership between TriMet, the school district and the City of Portland.

*Tempe, AZ* - The Tempe Youth Transit Pass Program allows all eligible Tempe youth ages 6 to 18 (children 6 and younger are already free) to ride regional and local Valley Metro bus routes and the Metro light rail for free. Passes are valid on weekends, holidays, and even during school breaks.

#### **Pilot Design**

A thousand Youth Opportunity Passes will be split between San Diego High, Hoover, Crawford, and Lincoln, with 250 passes allotted to each school. Passes will be distributed by the school to students who meet certain criteria. Criteria for selection may include students who:

- Use/need transit
- Lost SDUSD provided busing during recent cuts (last 5 years)

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<sup>3</sup> Urban Habitat, 2012





## The Youth Opportunity Pass – A Pilot

A Proposal from the  
Improving Transportation in City Heights Momentum Team  
at Mid-City CAN

- Families have a difficult time paying for passes
- Live far from school
- Fear for their safety while walking to school
- Have previous community and/or extracurricular involvement
- Are chronically absent
- Have siblings who go to other schools (because these families have more challenges transporting all their children to school)
- Have a part-time job
- Have a caregiver/close family member with a disability

An application will be required of each student receiving a pass and may include a question about his/her future plans for school or asking the student to illustrate his/her need. Selection criteria will be solidified through a series of focus groups with students at each of the four high schools. To encourage extracurricular activities and job opportunities, passes will be valid after school and on weekends. Outreach about the Youth Opportunity Pass will be done in languages appropriate for the population of each school.

A Community Oversight Committee will be formed in an advisory role to SDUSD and MTS staff and committees. If the school receives more applications than it has passes, the Oversight Committee will determine which students get the passes. The Oversight Committee will consist of representatives from the Mid-City CAN Improving Transportation in City Heights Momentum Team with participation from vice-principals and guidance counselors from each school.

In addition, 100 passes will be reserved for distribution by elementary and/or middle school principals to students who move within the community but outside the local catchment area.

### **Measuring Success**

To measure the ways these passes are helping students and their families, the pilot will include performance measures among students receiving the passes including:

- |   |  |
|---|--|
| -Ridership  | -Participation in breakfast at school        |
| -Attitudes towards transit  | -Time saved                                  |
| -Financial burden for families  | -Access to employment                        |
| -School attendance  | -Access to health care                       |
| -Drop-out rate  | -Incidents of assaults/<br>sexual harassment |
| -Participation in recreational/<br>extracurricular/community activities | -Accidents involving motor vehicles          |

Each student receiving the Youth Opportunity Pass will complete an entrance and exit survey to complement empirical data on the above performance measures. The attendance and dropout rates of students receiving the pass will be tracked and reported to the Community Oversight





## The Youth Opportunity Pass – A Pilot

A Proposal from the  
Improving Transportation in City Heights Momentum Team  
at Mid-City CAN

Committee on a quarterly basis. In addition, a series of focus groups with chronically absent students will be conducted to help identify the usefulness of this pass for improving attendance rates among like students.

### **Funding Strategy**

The cost of the Youth Opportunity Pass for school year 2013-2014 will be:

#### High school passes

1000 30-day passes @ \$36 per pass X 9 months	\$324,000
1000 15-day passes @ \$18 per pass	\$18,000

#### Elementary and middle school passes

100 30-day passes @ \$36 per pass X 9 months	\$32,400
100 15-day passes @ \$18 per pass	\$1,800

#### Measuring success

Analysis of performance measures	\$40,000
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### **Total cost for one school year of the Youth Opportunity Pass: \$416,200**

This pilot is seen as a down payment on the future of no-cost youth bus ridership in San Diego and all parties involved will actively seek regional, state, and federal funding mechanisms to continue and expand the project.

### **Timeline**

The pilot is planned to roll out for the 2013-2014 school year.

### **Supporters**

Mayor Bob Filner

Council President Todd Gloria

Councilmember Marti Emerald

San Diego Unified School District Trustee Richard Barrera

San Diego Community College District Board of Directors

Candidate for 80<sup>th</sup> Assembly District Lorena Gonzalez

San Diego Unified School District Superintendant Cindy Marten (incoming)

Hoover High School Vice-Principal Andreas Trakas

Amalgamated Transit Union Local 1309 President Joe Gotcher

**More than 850 San Diego residents**

## Metropolitan Transit System FY 2014 Budget

MTS Board of Directors  
Public Hearing and  
Proposed Board Adoption  
May 16, 2013



1



## Fiscal Year 2014 Proposed Budget Final Adjustments

- Revenue - Increased by \$313K
  - Job Access Reverse Commute (JARC) revenue increased by \$94K
  - TDA shifted from Capital increased by \$223K
    - Total shifted from Capital increases from \$1.8M to \$2.0M
  - Reserves usage (Taxicab/SD&AE) decreased by \$4K
- Expenses - Increased by \$313K
  - Energy increased by \$365K
    - Increased CNG cost by \$165K
    - Increased Electricity cost by \$200K
  - Other expenses decreased by \$52K



2



### Fiscal Year 2014 Proposed Budget Consolidated Revenue (\$000s)

	FY 2013 Amended	Adjust	FY 2013 Adjusted	FY 2014 Prelim.	Var.	Var. %
Passenger Revenue	\$ 94,028		\$ 94,028	\$ 95,312	\$ 1,284	1.4%
Other Operating Income	5,713		5,713	6,090	378	6.6%
<b>Total Operating Income</b>	<b>\$ 99,740</b>	<b>\$ -</b>	<b>\$ 99,740</b>	<b>\$ 101,402</b>	<b>\$ 1,662</b>	<b>1.7%</b>
Federal	41,629	(3,000)	38,629	38,596	(33)	-0.1%
TDA/Transnet	92,595	(2,000)	90,595	91,682	1,087	1.2%
STA	5,024	(4,400)	624	5,600	4,976	797.8%
Other	14,884	(3,200)	11,684	10,917	(767)	-6.6%
<b>Total Subsidy</b>	<b>\$ 154,131</b>	<b>\$ (12,600)</b>	<b>\$ 141,531</b>	<b>\$ 146,794</b>	<b>\$ 5,263</b>	<b>3.7%</b>
<b>Total Revenue</b>	<b>\$ 253,872</b>	<b>\$ (12,600)</b>	<b>\$ 241,272</b>	<b>\$ 248,197</b>	<b>\$ 6,925</b>	<b>2.9%</b>

- Adjustments

- Remove Dexia revenues (-\$5M TDA, -\$5M Reserves, -\$2.6M STA)
- Reverse Federal Fuel PM swap (\$3M TDA, -\$3M Federal)
- Addition to the Contingency Reserves (-\$1.8M STA, \$1.8M Reserves)



3



### Fiscal Year 2014 Proposed Budget Consolidated Expenses (\$000s)

	FY 2012 Amended	FY 2013 Proposed	Var.	Var. %
Personnel Expenses	\$ 112,946	\$ 117,595	\$ 4,649	4.1%
Personnel Expenses - Dexia	12,600	-	(12,600)	-
Outside Services	75,039	79,524	4,486	6.0%
Materials and Supplies	8,450	8,824	373	4.4%
Energy	23,596	25,352	1,756	7.4%
Risk Management	3,833	4,308	475	12.4%
Other	12,900	12,593	(307)	-2.4%
<b>Total Expenses</b>	<b>\$ 249,365</b>	<b>\$ 248,197</b>	<b>\$ (1,168)</b>	<b>-0.5%</b>

- Removing Dexia from FY13, expenses grow by \$11.4M or 4.8%



4





### Fiscal Year 2014 Proposed Budget Consolidated Revenues less Expenses (\$000s)

	FY 2013 Adjusted*	FY 2014 Prelim.	Var.	Var. %
Operating Revenues	\$ 99,740	\$ 101,402	\$ 1,662	1.7%
Subsidy Revenues	141,389	146,646	5,257	3.7%
Reserve Revenues	142	148	6	4.0%
<b>Total Revenues</b>	<b>\$ 241,272</b>	<b>\$ 248,197</b>	<b>\$ 6,925</b>	<b>2.9%</b>
<b>Total Expenses</b>	<b>236,765</b>	<b>248,197</b>	<b>11,432</b>	<b>4.8%</b>
<b>Revenues Less Expenses</b>	<b>\$ 4,507</b>	<b>\$ (0)</b>	<b>\$ (4,507)</b>	<b>-</b>

\*FY13 Adjusted:

- Subsidy revenue adjusted as presented previously
- Expenses adjusted to remove Dexia related expenses



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### Fiscal Year 2014 Proposed Budget 5 Year Trend (\$000s)

	FY 2010 Actual	FY 2011 Actual	FY 2012 Actual	FY 2013 Amended	FY 2014 Proposed
Operating Revenues	\$ 93,240	\$ 92,660	\$ 96,194	\$ 99,740	\$ 101,402
Recurring Subsidy Revenues	112,534	112,731	126,300	135,142	144,773
<b>Total Recurring Revenues</b>	<b>\$ 205,774</b>	<b>\$ 205,392</b>	<b>\$ 222,494</b>	<b>\$ 234,882</b>	<b>\$ 246,176</b>
<b>Total Operating Expenses</b>	<b>220,895</b>	<b>219,167</b>	<b>226,583</b>	<b>236,765</b>	<b>248,197</b>
Net Operating Deficit	\$ (15,121)	\$ (13,776)	\$ (4,089)	\$ (1,883)	\$ (2,021)
Non-recurring Subsidy Revenues	15,387	13,594	9,661	6,389	2,021
<b>Total Revenues Less Expenses</b>	<b>\$ 266</b>	<b>\$ (182)</b>	<b>\$ 5,572</b>	<b>\$ 4,507</b>	<b>\$ (0)</b>

FY 2014 Non-recurring revenue of \$2.0M:

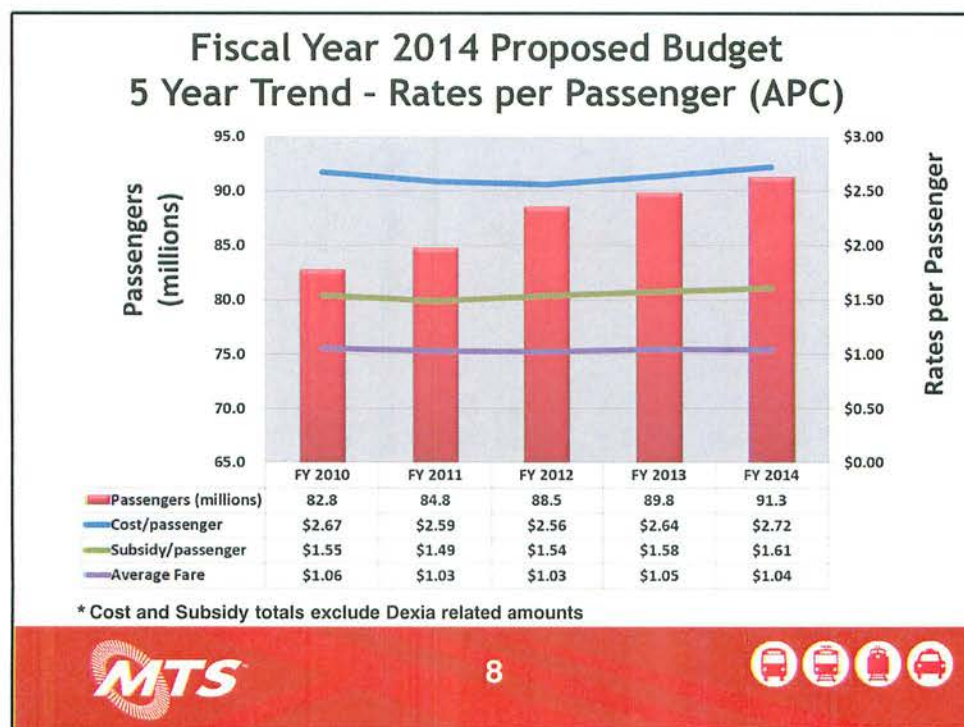
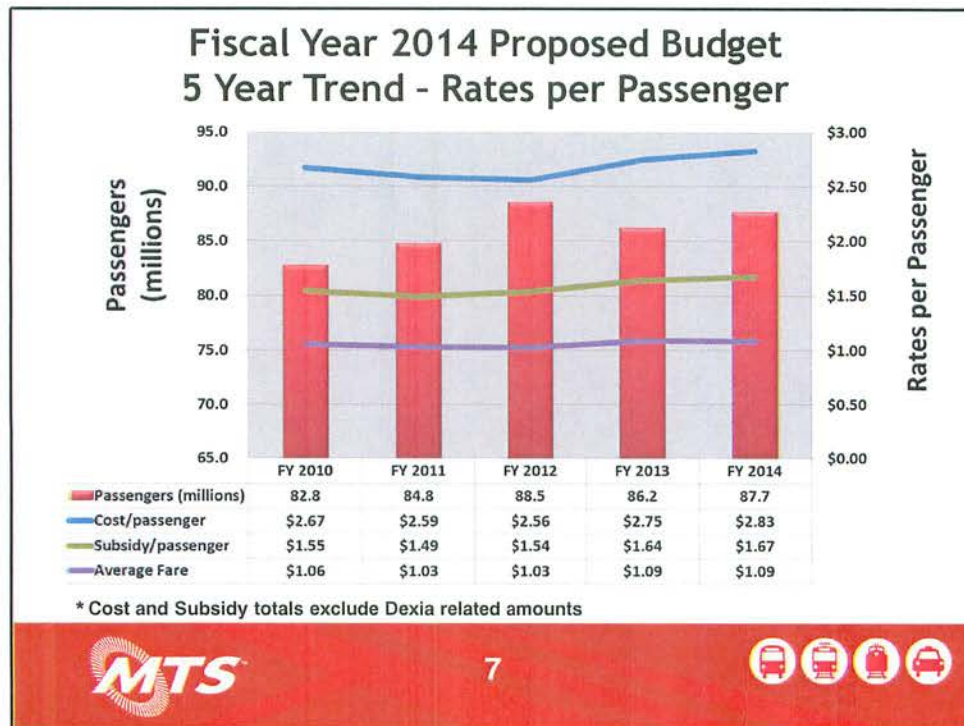
- TDA Capital \$2.0M
- STA \$5.6M for Operations will be considered recurring going forward

\* Cost and Subsidy totals exclude Dexia related amounts



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### Fiscal Year 2014 Proposed Budget 5 Year Projection (\$000s)

	FY 2014 Proposed	FY 2015 Projected	FY 2016 Projected	FY 2017 Projected	FY 2018 Projected
Operating Revenues	\$ 101,402	\$ 103,127	\$ 105,038	\$ 106,989	\$ 108,981
Recurring Subsidy Revenues	137,206	144,583	149,761	154,803	160,014
<b>Total Recurring Revenues</b>	<b>\$ 238,609</b>	<b>\$ 247,710</b>	<b>\$ 254,799</b>	<b>\$ 261,792</b>	<b>\$ 268,995</b>
<b>Total Operating Expenses</b>	<b>240,630</b>	<b>247,491</b>	<b>254,783</b>	<b>262,656</b>	<b>270,773</b>
Net Operating Deficit	\$ (2,021)	\$ 219	\$ 16	\$ (864)	\$ (1,778)
Non-recurring Subsidy Revenues	2,021	-	-	-	-
<b>Total Revenues Less Expenses</b>	<b>\$ (0)</b>	<b>\$ 219</b>	<b>\$ 16</b>	<b>\$ (864)</b>	<b>\$ (1,778)</b>

#### Revenue Assumptions:

- TDA\Transnet grows by 4.8-6% per SANDAG
- Federal revenue remains flat
- STA revenue \$5.6M for FY15 - FY18 (included as recurring subsidy revenue)
- Ridership/Passenger Revenue grows by 2%

#### Expense Assumptions:

- Inflation of 2.5%
- Pension actuary assumptions
- EE Pension contributions increasing
- Health and Welfare continuing to grow
- Energy rates projected using DOE data



### Fiscal Year 2014 Proposed Budget Contingency Reserve Balance

- Balance at June 30, 2012: \$28,146,000
- FY13 Amended Budget includes:
  - \$5.0M usage for final Dexia Pension Debt payment
  - \$1.8M added to the reserve
  - Projected balance of \$24,946,000, 10% of FY14 Operating Budget
- FY14 Proposed Budget includes no adjustment to reserves
  - Plan is to get to 12.5% over the next two fiscal years
  - Target of \$31M based on this budget, \$6.0M increase required





## **Fiscal Year 2014 Proposed Budget Staff Recommendations**

That the MTS Board of Directors:

1. Hold public hearing, receive testimony, and review and comment on the FY 2014 budget information (Attachment A) presented within this report; and
2. Enact Resolution 13-12 (Attachment B) adopting the operating and capital budget for MTS and approving the operating budgets for SDTC, SDTI, MTS Contract Services, CVT and the Coronado Ferry.





AGENDA ITEM NO.

25

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

## 1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	5/16/13
Name	Abdulrahim Mohamed
Address	<del>4061 39th St. SD</del> 4061 39th St. SD
Telephone	619-325-9468 92105
Organization Represented	Mid-City CAD
Subject of Your Remarks	2014 Budget
Regarding Agenda Item No.	25
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

## 4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	5.16.13		
Name	MARGO TONGUAY		
Address	229 16th St #116		
Telephone	619 231-1144		
Organization Represented	Businesswoman		
Subject of Your Remarks	"APC"		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## Agenda Item No. 30

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

EAST COUNTY BUS MAINTENANCE FACILITY CNG FUELING INSTALLATION,  
OPERATION, AND MAINTENANCE – CONTRACT AWARD (ELLIOT HURWITZ)

#### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0594.0-13 (in substantially the same format as Attachment A) with Trillium USA, LLC (doing business as California Trillium Company) for the:

1. design, procurement, installation, and start-up of a compressed natural gas (CNG) fuel station for the East County Bus Maintenance Facility. These services would start on July 1, 2013, and be completed on February 28, 2014; and
2. operation and maintenance of a CNG fuel station at the East County Bus Maintenance Facility for a five-year base period beginning February 28, 2014, through March 1, 2019, with up to three option years beginning March 2, 2019, through March 3, 2022.

#### Budget Impact


The services for the design, procurement, installation, and start-up of the CNG fuel station will cost \$3,824,120.00 and will be funded through CIP 11482-1000. The services for its operation and maintenance will cost \$1,230,776.00 and will be funded through the MTS operating budget for the respective years. The aggregate cost of this contract is \$5,054,896.00.

#### DISCUSSION:

MTS Policy No. 52 governing the procurement of goods and services requires a formal competitive procurement process for purchases exceeding \$100,000. On March 13, 2013, staff published MTS Doc. No. B0594.0-13 to solicit offers. Because of the level of sophistication of some of the requirements of this procurement, discussions were

necessary to ensure MTS's expectations were clearly communicated. Thus, staff used the competitive, negotiated-procurement method in securing a service provider. For efficiency and to minimize transition time between installation, start-up, operation, and maintenance, staff recommends that both agreements be awarded to the same contractor. Two responsive and qualified proposals were received in response to the solicitation. Staff first evaluated these proposals based on technical merits including an analysis of each firm's proposed design, experience, qualifications, and financial stability. After the technical evaluations were complete, staff evaluated the cost proposals from each of the two bidders and found Trillium USA, LLC to be the lowest.

Staff is recommending that Trillium USA, LLC be awarded this design, build, operate, and maintain contract based on findings that Trillium USA, LLC's proposal was the most advantageous and the greatest value to MTS.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. B0594.0-13  
B. Price Summary

## STANDARD SERVICES AGREEMENT

B0594.0-13  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2013, 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: California Trillium Company Address: 2150 South 1300 East, Suite 450  
 Form of Business: Corporation Salt Lake City, Utah 84106  
 (Corporation, partnership, sole proprietor, etc.)  
 Telephone: 800-920-1166

Authorized person to sign contracts: Mark R. Barton President  
 Name Title

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

Provide compressed natural gas (CNG) fueling facilities capital improvement construction and operations maintenance services for MTS's East County Division location, as specified in the Scope of Work; and Trillium's revised price proposal dated 5/3/13 in accordance with the Standard Services Agreement, including the Standard Condition Services, and Federal Requirements.

1. Base capital upgrade work including the procurement and installation of one (1) transit style CNG dispenser, two (2) CNG packaged compressors with a matched buffer system, one (1) gas dryer, one (1) valve panel and one emergency generator. Also included in the base capital work is any civil construction required to make adequate utility connections for the installed equipment as well the design and construction of equipment mounting pads and a secure enclosure for the station, all design engineering, permits, equipment, site work, connections and safety systems specified herein and as required by law.
2. CNG Operation and Maintenance Fueling Facilities shall be a base period of five (5) years with up to three (3) option years exercisable at MTS sole discretion. These services shall include all scheduled and unscheduled repairs, as well as all maintenance, consumables, parts, and labor as required to maintain the performance of the equipment in compliance with these requirements.

All work performed under the Base Capital shall begin July 1, 2013, and be completed on February 28, 2014. The total base capital cost shall be \$3,824,120.00. Base performance period for CNG Operation and Maintenance Fueling Facilities shall begin February 28, 2014 through March 1, 2019, and Option Years 1 through 3 shall be effective March 2, 2019, through March 3, 2022. Compensation will be per the negotiated Operations and Maintenance rates as stipulated in California Trillium Company's Revised Price Proposal cost of \$1,230,776.00. The total amount of this contract shall not exceed **\$5,054,896.00**.

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
\$3,824,120.00	11482-1000	FY 13-14
\$1,230,776.00	54120	FY 14-22

By: \_\_\_\_\_  
Chief Financial Officer Date

(\_\_\_\_ total pages, each bearing contract number)



Purchasing Department  
1255 Imperial Ave., Suite 1000  
San Diego, CA 92101  
619.231.1466 FAX 619.696.7084

## PRICE SUMMARY

**MTS DOC. NO. B0594.0-13**  
**EAST COUNTY DIVISION CNG FUELING FACILITIES INSTALLATION,**  
**OPERATION AND MAINTENANCE**

	TRILLIUM	MANSFIELDS
BASE CAPITAL CONSTRUCTION COST	\$3,824,120.00	\$4,055,442.00
OPERATION AND MAINTENANCE	\$1,230,776.00	\$3,520,816.00
<b>GRAND TOTAL</b>	<b>\$5,054,896.00</b>	<b>\$7,576,258.00</b>



## Metropolitan Transit System East County Bus Maintenance Facility CNG Fuel Station Contract

Board of Directors Meeting  
May 16, 2013



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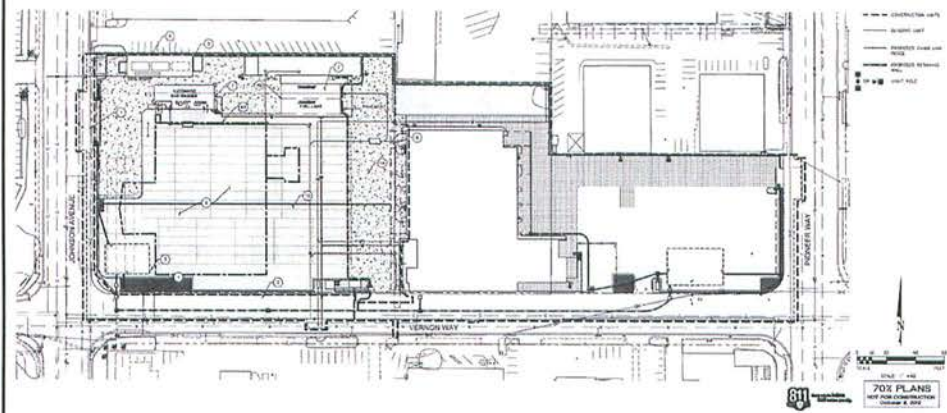


- Negotiated procurement included:
  - CNG Station Design and Installation
  - 5 Years (plus 3 option years) Comprehensive Operation and Maintenance services



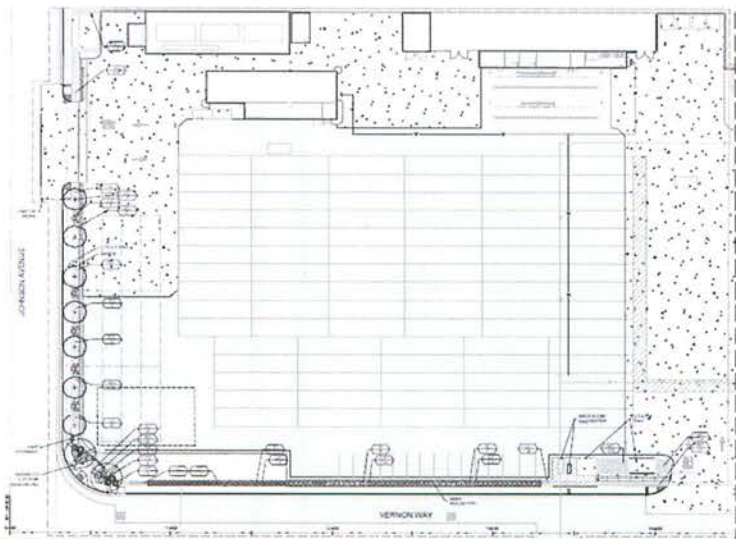
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# Site Layout



3

# Site Layout - West Lot



4

## Results of Negotiated Procurement:

- Trillium provided the most advantageous technical proposal:
  - Reduced footprint of enclosure layout
  - Proposed cost saving strategies
  - Included construction schedule (7 months)
- Trillium provided the lowest bid
  - Capital improvement and O&M low bid
  - Reduced pricing further after negotiations



5

## Recommendation:

- That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0594.0-13 with Trillium USA for the:
  1. design, procurement, installation and start-up of the ECMF compressed natural gas station; and
  2. operation and maintenance of the station for a five-year base period beginning 2/28/13 though 3/1/2019 with up to three additional option years.



6





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

May 16, 2013

#### SUBJECT:

MID-COAST CORRIDOR TRANSIT PROJECT UPDATE (JOHN HAGGERTY - SANDAG)

#### RECOMMENDATION:

That the Board of Directors receive a report for information.

#### Budget Impact

None.

#### DISCUSSION:

In 1995, the MTS Board of Directors adopted light rail as the preferred alternative for the Mid-Coast Transit Corridor between Old Town and University City. This action was consistent with the light rail expansion plan approved by San Diego County voters in the 1987 Proposition A (TransNet) ballot measure. In October 2000, the Board adopted the Transit First strategic plan to be used as a blueprint for transit planning in the region. This strategy focused on market segments and changing land-use and employment patterns and prompted an extensive analysis of service strategies in the Mid-Coast Corridor. Based on this analysis, in February 2003, the MTS Board affirmed its support for LRT as the best service mode to address demand in the corridor.

Legislation enacted in 2003 (Senate Bill 1703) transferred transit development and construction functions to SANDAG and the Mid-Coast Corridor Transit Project (Mid-Coast Project) was transferred to SANDAG for development. That same year, the SANDAG Board approved an update to the original Locally Preferred Alternative (LPA) to better serve the University of California San Diego campus. In 2004, San Diego County voters again affirmed the importance of this project by approving the



Proposition A ballot measure that extended TransNet for 40 years with a “lock-box” provision that precludes elimination of this project without another 2/3 popular vote. SANDAG included the Mid-Coast Project in the TransNet Early Action Program for accelerated funding and implementation.

The original decision by MTS was to segment the project into two phases, and the original National Environmental Policy Act (NEPA) environmental work for the Balboa Extension was completed in 2001. In April 2005, SANDAG determined that the Balboa Extension and the University City Extension should be recombined, which was a decision that prompted the initiation of further NEPA environmental review. On May 13, 2010, the Board of Directors supported SANDAG’s LPA for the Mid-Coast Corridor Transit Project, and that alternative was used as the basis for environmental review of the project.

SANDAG has completed a Draft Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR) for the amended project, which will eventually vie for federal New Starts funding to match dedicated TransNet funds. The document will be available for public comment with an anticipated public hearing to be held at SANDAG in June. SANDAG staff will provide an update on the project.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

# SAN DIEGO TROLLEY PROPOSED TO BE EXTENDED TO UCSD AND UNIVERSITY CITY

The Mid-Coast Corridor Transit Project will extend Trolley service (light rail) from the Santa Fe Depot in Downtown San Diego north to the University City community, serving major activity centers such as Old Town, the University of California, San Diego (UCSD), and Westfield UTC. The San Diego Association of Governments (SANDAG)—which will develop the project in partnership with the Federal Transit Administration (FTA)—has prepared a draft environmental document analyzing potential impacts of the project. To learn more and comment, come to one of these five public meetings being held along the route of the proposed extension:

## Tuesday, June 4, 2013

Open House from 4 to 7 p.m.  
Cadman Elementary School, School Auditorium  
4370 Kamloop Avenue, San Diego, CA 92117  
(Bus 105 at Clairemont Mesa Blvd./Moraga Ave.)

## Monday, June 10, 2013

Open House from 3 to 6 p.m.  
University of California, San Diego  
Price Center East, The Forum, Level 4  
9500 Gilman Drive, La Jolla, CA 92093  
(Bus 30, 150, 41, 921, 101 and SuperLoop Bus 201/202  
at Gilman Dr./Myers Dr.)

## Wednesday, June 12, 2013

Open House from 4 to 7 p.m.  
La Jolla Country Day School, Community Room  
9490 Genesee Avenue, La Jolla, CA 92037  
(SuperLoop Bus 201/202 at Genesee Ave./Eastgate Mall)

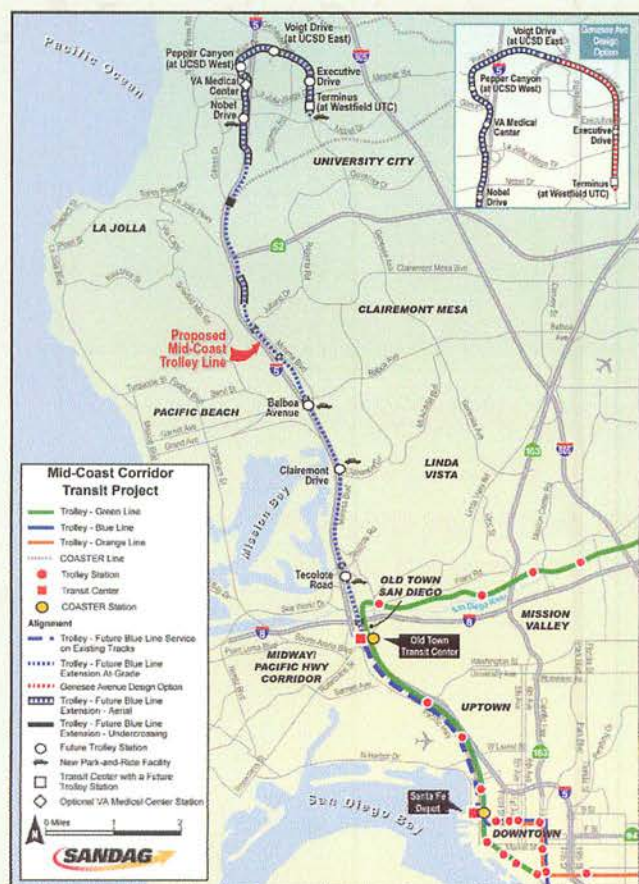
## Tuesday, June 18, 2013

Open House from 4 to 7 p.m.  
Caltrans District 11 Office, Garcia Conference Room  
4050 Taylor Street, San Diego, CA 92110  
(Bus 8, 9, 10, 28, 30, 35, 44, 88, 105, 150 & Green Line  
Trolley and COASTER at Taylor St./Juan St. Old Town  
Transit Center)

## Friday, June 21, 2013

Public Hearing at 9 a.m.  
SANDAG Transportation Committee, Board Room (7th Floor)  
401 B Street, San Diego, CA 92101  
(Bus 3, 120 at 4th Ave./B St. & Bus 2, 7, 15, 30, 50, 150,  
923, 992 at Broadway/5th Ave. & Blue and Orange Line  
Trolley at 5th Ave. Trolley Station)

For more information about the Mid-Coast Corridor Transit Project, please visit [www.sandag.org/midcoast](http://www.sandag.org/midcoast).



SANDAGRegion



@SANDAG



SANDAGRegion

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in the public meetings listed above. If such assistance is required, please contact SANDAG at (619) 595-5620 at least 72 hours in advance of the meeting. To request materials in an alternative format, please call (619) 595-5620 or fax (619) 699-1905.



U.S. Department  
of Transportation  
Federal Transit  
Administration





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## Mid-Coast Corridor Transit Project

Extension of Trolley Blue Line from  
Downtown to University Community Area

- Cost: \$1.7 Billion (excludes finance costs)
- Funding: 50% FTA participation (Full Funding Grant Agreement)
- 10.9 miles of new LRT tracks (7.4 miles at grade and 3.5 miles aerial)
- 3 at-grade and 5 aerial stations
- Optional station at VA Medical Center
- 5 park-and-ride facilities with a combined 1,170 spaces

2

②

# Mid-Coast Corridor Transit Project

MID-COAST CORRIDOR  
TRANSIT PROJECT

One seat ride International Border through  
Downtown to the University Community

- Opening Day - 7.5 minute peak to America Plaza, 15 minute to UTC
- 2030 – 7.5 minute all day service to UTC
- Coordinated MTS bus service and routes
- TransNet operating funds
- New Vehicles: 36

3

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## Mid-Coast Transit Connections



**MID-COAST CORRIDOR  
TRANSIT PROJECT**

Expands entire transit network to link

- Employment centers
- Educational facilities
- Hospitals
- Regional shopping centers
- Recreation and Entertainment

UC San Diego

- Strong University support and transit ridership
- 6,000 daily on university shuttles
- 7,000 trips on MTS services



4

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## Draft SEIS/SEIR



### Draft SEIS/SEIR Evaluates:

- Build Alternative, Locally Preferred Alternative
- No-Build Alternative
- VA Medical Center Station option
- Genesee Avenue guideway design option



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## Environmental Status




- Draft SEIS/SEIR approved by FTA
- Notice of Availability May 17<sup>th</sup>- on line at [www.sandag.org/midcoast](http://www.sandag.org/midcoast)
- 60 day Public Comment Period, closes July 16
- 4 Public Meetings – location & dates on line at [www.sandag.org/midcoast](http://www.sandag.org/midcoast)
- Public Hearing June 21<sup>st</sup> at SANDAG Transportation Committee



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## Project Features - Structures



MID-COAST CORRIDOR  
TRANSIT PROJECT

**Bridges**

- San Diego River
- Tecolote Creek
- Balboa Ave
- Rose Creek (2)
- LOSSAN Tracks Overhead
- Gilman/La Jolla Colony Underpass

**Aerial Guideway**

- I-5 South of Nobel Drive to VA Medical (1 mile)
- VA Medical Center to UTC Station (2.8 miles)


**Retaining Walls**

- 5.3 miles, varies from 3 to 41 high
- Open Channel, Rose Creek

7

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## Project Features - Operations

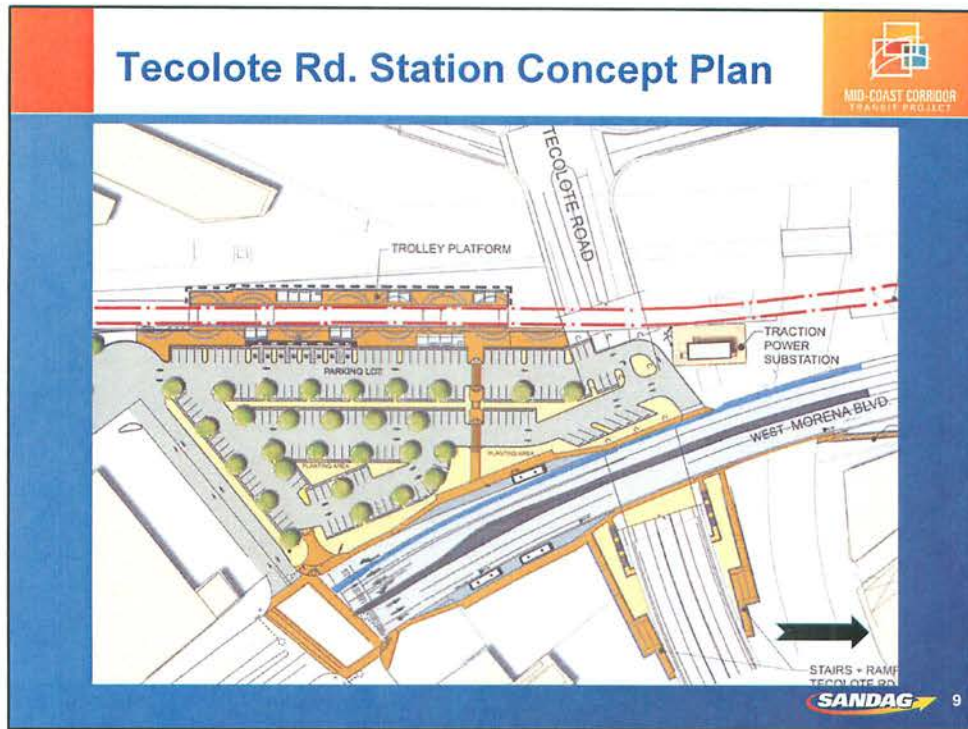


MID-COAST CORRIDOR  
TRANSIT PROJECT

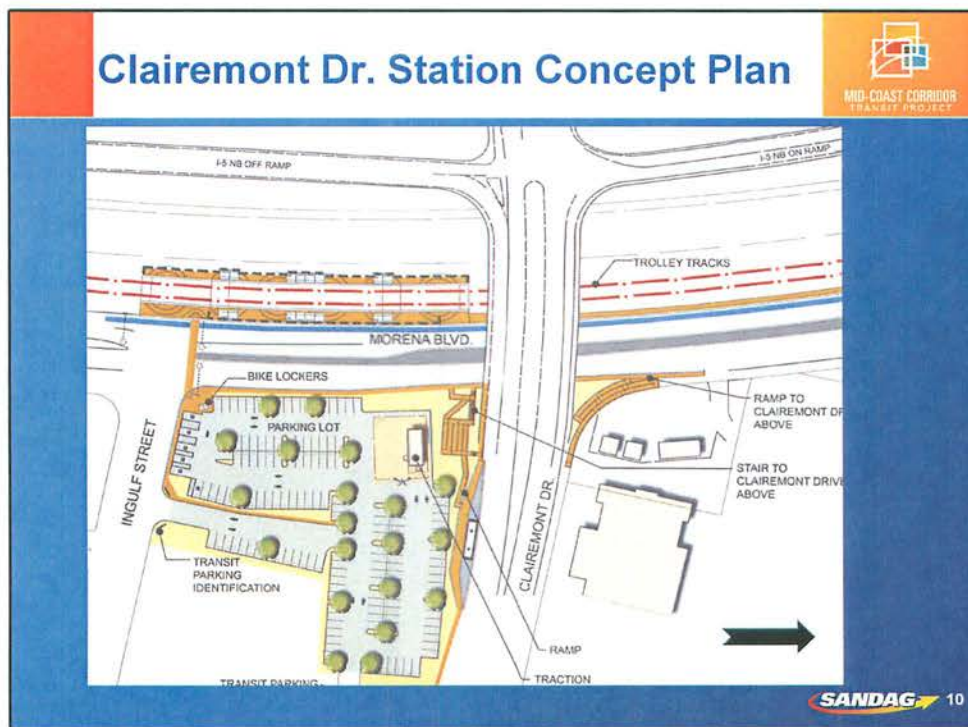
- 8 Stations plus VA Medical Station Option
  - 1170 parking spaces
  - Shelters, public address, visual messaging, next train coming
  - Bus transfer, pedestrian access and bike storage
  - Minimum 2 glass enclosed elevators at aerial stations
- 36 New Low Floor Vehicles
- No new grade crossings
- 6 miles of shared corridor
- 18 Traction Power Substations

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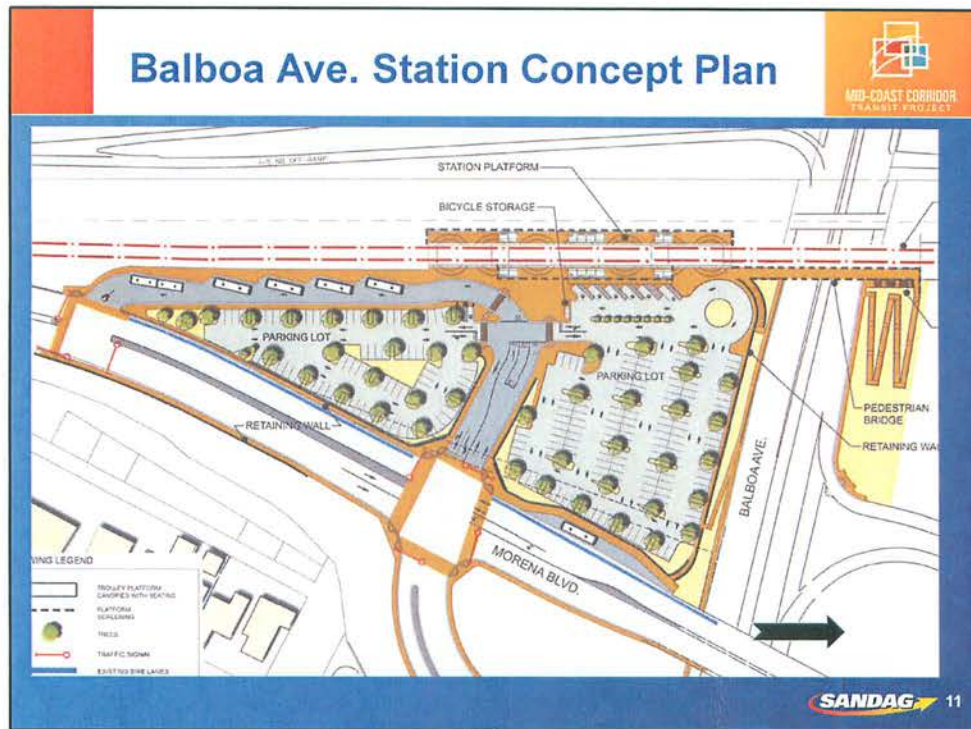


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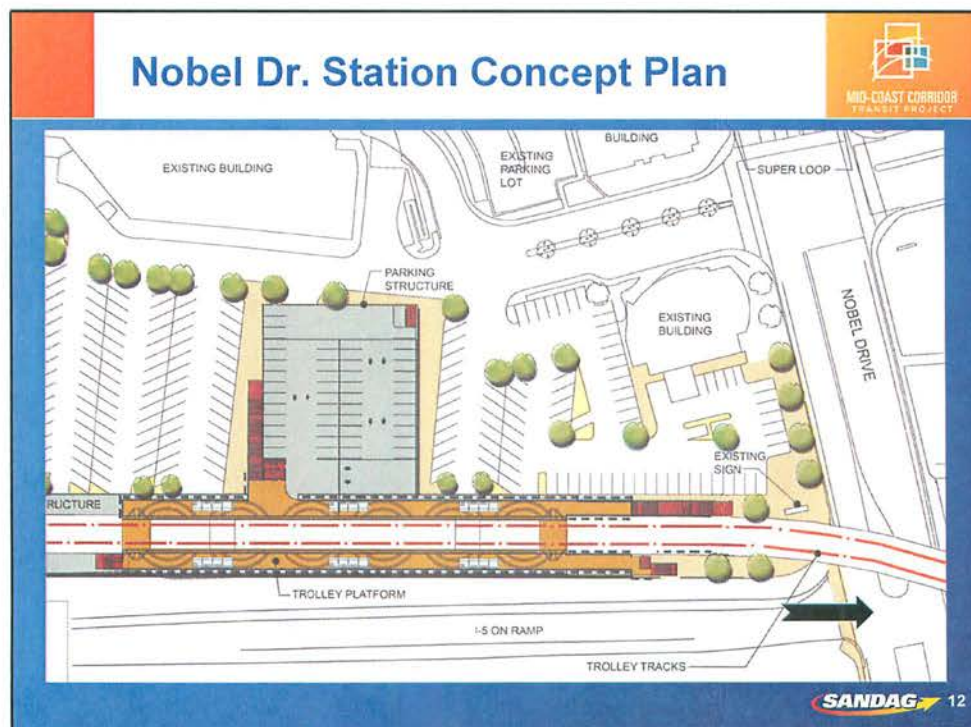


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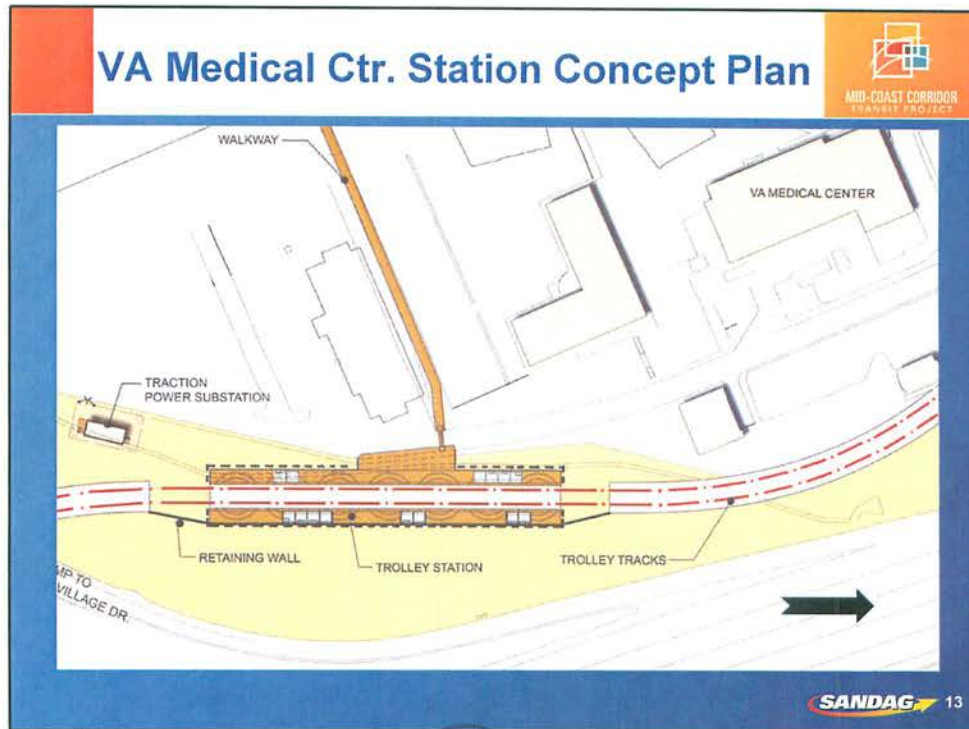




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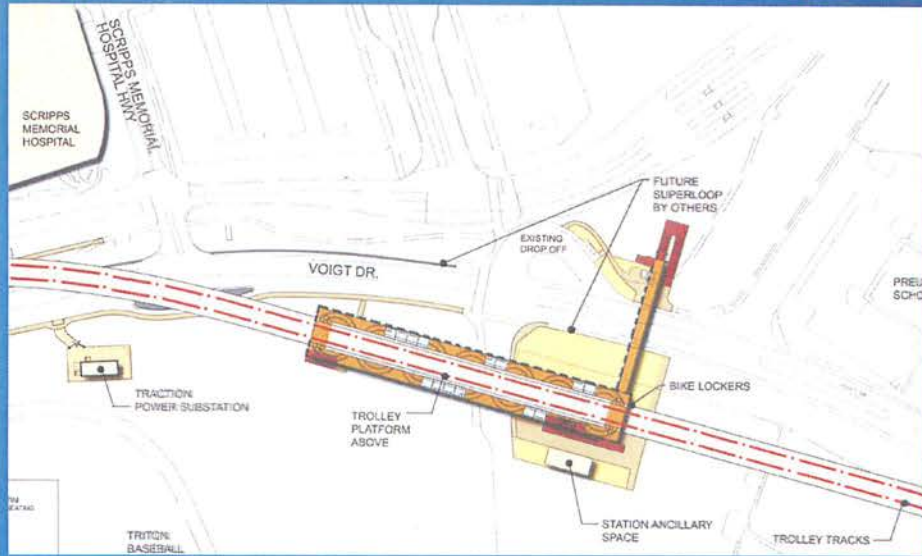


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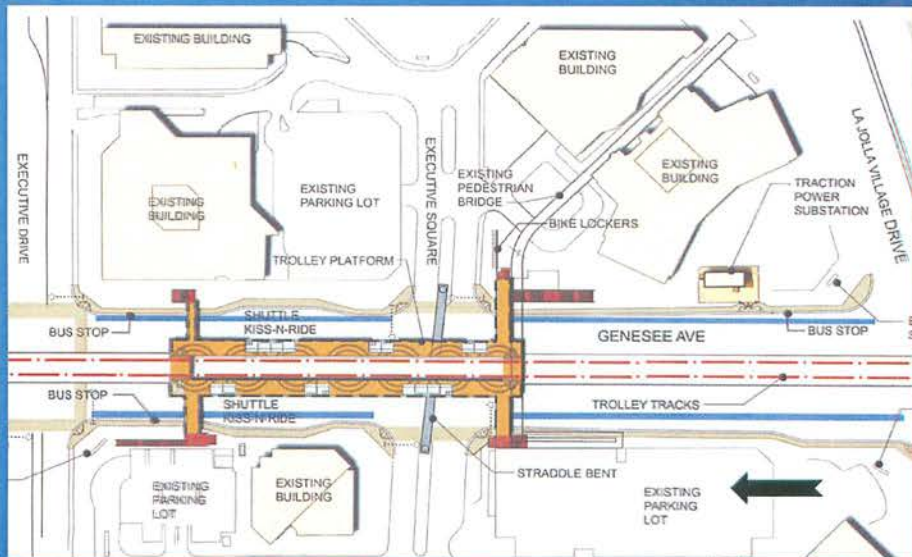
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## Voigt Dr. Station Concept Plan



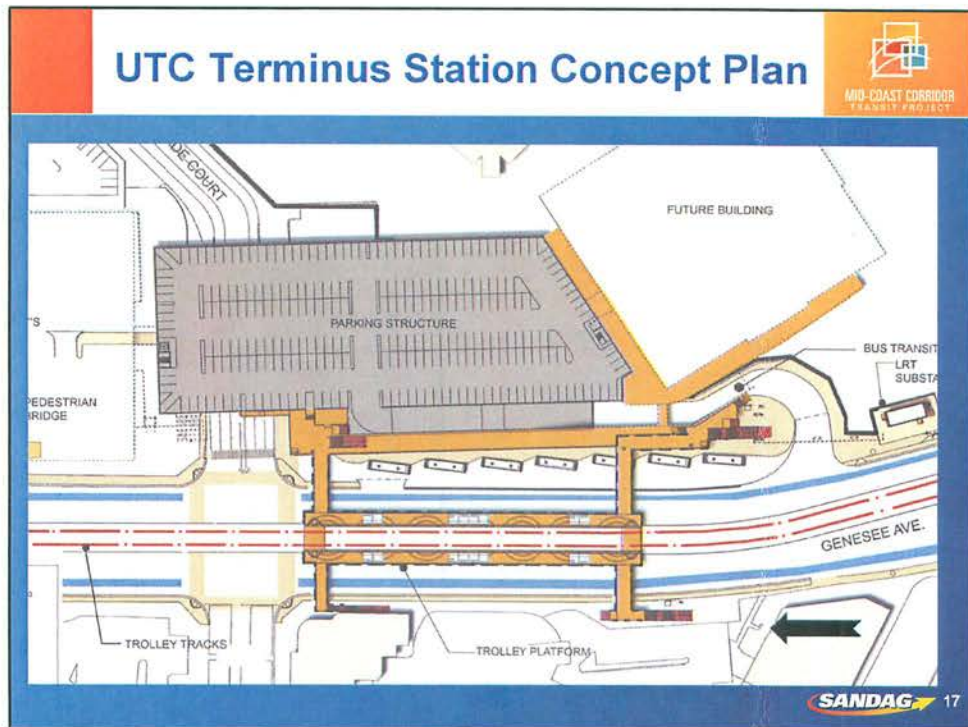
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## Executive Dr. Station Concept Plan



(16)





17

### Next Steps

Project Approvals

- Public Meetings and Public Hearing
- Respond to comments, prepare Final SEIS/SEIR
- FTA/SANDAG Final SEIS/SEIR (early to mid-2014)
- FTA Record of Decision Final SEIS/SEIR (mid- 2014)
- Full Funding Grant Agreement (8 to 12 months after Record of Decision)
- Start LRT Construction (late 2015)

18

18



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

May 16, 2013

#### SUBJECT:

JUNE 2013 ROCK 'N' ROLL MARATHON IMPACTS (DENIS DESMOND)

#### RECOMMENDATION:

That the Board of Directors receive a report for information.

#### Budget Impact

None.

#### DISCUSSION:

The Rock 'n' Roll Marathon and Half Marathon courses have been revised for 2013 to end at Petco Park in Downtown San Diego. Additionally, the half-marathon course will deviate from the full marathon along a new routing through Uptown and Mid-City. Required street closures and detours will have an unprecedented impact on MTS bus services for that day. Staff will present information for the Board on the service issues and MTS passenger-communication efforts.

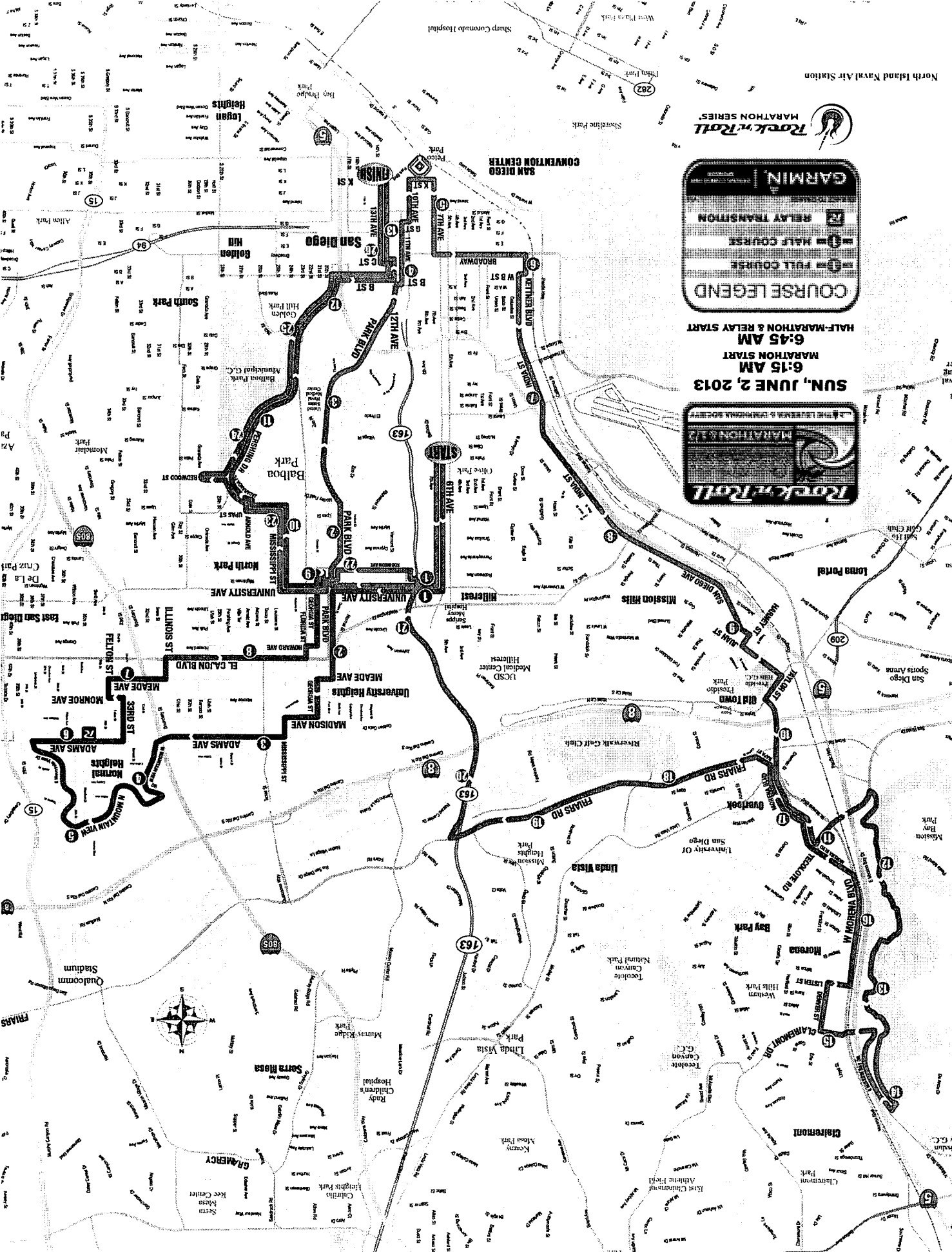
A handwritten signature in blue ink, appearing to read 'Paul C. Jablonski', with a stylized flourish at the end.

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Rock 'n' Roll Marathon Map  
B. Rock 'n' Roll Marathon Take One





**GARMIN**  
RELAY TRANSITION  
HALF COURSE  
FULL COURSE  
**COURSE LEGEND**

SUN, JUNE 2, 2013  
6:15 AM  
MARATHON START  
6:45 AM  
HALF-MARATHON & RELAY START



North Island Naval Air Station

SAN DIEGO CONVENTION CENTER

Charmont

East Channing Athletic Field

Kenny Moss Park

Rady Children's Hospital

Serra Mesa

GA/MERCY

Qualcomm Stadium

Linda Vista

University of San Diego

Riverwalk Golf Club

UCSD Medical Center

University Heights

University Ave

University Ave

University Ave

University Ave

University Ave

University Ave

University Ave

University Ave

University Ave

Loma Portal

San Diego Sports Arena

San Diego

San Diego

San Diego

San Diego

San Diego

San Diego

San Diego

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San Diego

San Diego

San Diego

San Diego

San Diego



## Rock 'n' Roll Marathon Interrupciones de servicio

El **domingo 2 de junio del 2013**, el Rock 'n' Roll Marathon/Half-Marathon cerrará varias calles al tráfico, causando impactos significativos en la mayoría del servicio MTS, incluyendo:

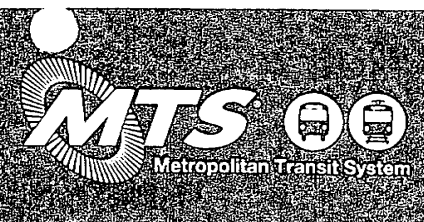
- Más de 20 rutas de autobús tendrán desvíos y paradas que no brindarán servicio
- Algunas paradas y calles no estarán accesibles a nuestros autobuses y no brindarán servicio durante ciertos horarios
- Interrupción de servicio matutino del Trolley en el centro de San Diego
- Retrasos significativos en la mayoría de las rutas de autobús debido a tráfico, calles cerradas y desvíos
- Pasajeros podrán decidir programar citas críticas en otra fecha si es posible

Favor de repasar los cambios para cada ruta detallada al seguir. Note que todos los horarios están **aproximados**; horarios actuales estarán basados en la reapertura de los caminos, que es determinado por el departamento de policías de San Diego basado en seguridad. Pasajeros son alentados a programar bastante tiempo adicional para viajar y planear cualquier viaje para este día muy por adelantado llamando al (619) 233-3004.

Visite el sitio web del Rock 'n' Roll Marathon en <http://runrocknroll.competitor.com/san-diego> para detalles sobre el evento y mapa del curso.

¡Todos los horarios son APROXIMADOS y sujetos a cambiar!

Dirección	Horario aproximado	Notas de servicio/desvíos
<b>Blue y Orange Lines (Trolley)</b>		
Ambas direcciones	5 am–7:30 am	• Servicio interrumpido en la estación de City College. Pasajeros necesitarán cruzar la calle y cambiar al otro tren.
<b>Ruta 1</b>		
En dirección oeste	5 am–10 am	• <b>No se brindará servicio en Park Blvd. o University Ave.</b> • No habrá paradas entre El Cajon Blvd./Florida St. y 4th y University.
En dirección este	5 am–8:15 am	• <b>No se brindará servicio en University Ave., Park Blvd. o El Cajon Blvd. al oeste de 30th St.</b> • No habrá paradas entre 5th/University y El Cajon Blvd./30th St. • Anticipe retrasos significativos debido a los desvíos.
	8:15 am–10 am	• <b>No se brindará servicio en Park Blvd. o El Cajon Blvd. al oeste de Texas St.</b> • En Park/University, suba en la parada de la ruta 10 en dirección este (esquina sudoeste).
<b>Ruta 2</b>		
Ambas direcciones	5 am–9:45 am	• <b>No se brindará servicio en el centro de San Diego al oeste de 14th St.</b> • Para servicio en dirección este desde el centro de San Diego, suba en Broadway/14th St. en dirección este. • <b>Servicio muy limitado en North Park y Normal Heights.</b> • No se brindará servicio en 30th St. al norte de Howard Ave. • Servicio a Normal Heights solo en Adams Ave./39th St. (parada en dirección este). <b>No se brindará servicio a ninguna otra parada.</b> • Para servicio en dirección sur al centro de San Diego, suba en Adams Ave./39th St. en dirección este o en 30th St./Howard Ave. en dirección sur (al cruzar de Vons).
	9:45 am–1:30 pm	• <b>No se brindará servicio en el centro de San Diego al oeste de 14th St.</b> • Para servicio en dirección este desde el centro de San Diego, suba en Broadway/14th St. en dirección este.



## Rock 'n' Roll Marathon Service Interruptions

On **Sunday, June 2, 2013**, the Rock 'n' Roll Marathon/Half-Marathon will close many roads to traffic, causing significant impacts on most MTS services, including:

- Over 20 bus routes will have detours and bus stop closures
- Some stops and streets will not be accessible to our buses and will not have any service during certain hours
- Early morning Trolley interruption downtown
- Significant delays on most bus routes due to traffic, road closures, and detours
- **Passengers may opt to make time-critical appointments on other days if possible**

Please review the changes for each route listed below. Note that all times shown are **approximate**; actual times will be based on the re-opening of roads, which is determined by the San Diego Police Department based on safety. Riders are encouraged to allow plenty of extra time for travel and to plan any trips for this day well in advance by calling (619) 233-3004.

Visit the Rock 'n' Roll Marathon website at <http://runrocknroll.competitor.com/san-diego> for event details and a course map.

All times shown are APPROXIMATE and subject to change

Direction	Approx. Time Period	Service Notes/Detours
<b>Blue &amp; Orange Lines (Trolley)</b>		
Both	5 am–7:30 am	• Service interrupted at City College Station. Passengers must cross street and change trains.
<b>Route 1</b>		
West-bound	5 am–10 am	• <b>No service on Park Blvd. or University Ave.</b> • No stops between El Cajon Blvd. & Florida St. and 4th & University.
East-bound	5 am–8:15 am	• <b>No service on University Ave., Park Blvd., or El Cajon Blvd. west of 30th St.</b> • No stops between 5th & University and El Cajon Blvd. & 30th St. • Expect major delays due to detours.
	8:15 am–10 am	• <b>No service on Park Blvd., or on El Cajon Blvd. west of Texas St.</b> • At Park & University, board at the eastbound Route 10 stop (SW corner).
<b>Route 2</b>		
Both	5 am–9:45 am	• <b>No service in Downtown west of 14th St.</b> • For eastbound service from Downtown, board on eastbound Broadway & 14th St. • <b>Very limited service in North Park and Normal Heights.</b> • No service on 30th St. north of Howard Ave. • Service to Normal Heights only at Adams Ave. & 39th St. (eastbound stop). <b>No other stops on Adams Ave. will be served.</b> • For southbound service to Downtown, board on <b>eastbound</b> Adams Ave. at 39th St. or on southbound 30th St. at Howard Ave. (across from Vons).
	9:45 am–1:30 pm	• <b>No service in Downtown west of 14th St.</b> • For eastbound service from Downtown, board on eastbound Broadway & 14th St.



Direction	Approx. Time Period	Service Notes/Detours
<b>Route 3</b>		
En dirección sur	5 am–9 am	<ul style="list-style-type: none"> <li>No se brindará servicio en el centro de San Diego o en Market St.</li> <li>No se brindará servicio a las paradas entre 4th/Date y 25th/Market.</li> <li>Para servicio al oeste de 25th St. hacia el centro de San Diego, transfiera al Orange Line Trolley en la estación 25th &amp; Commercial.</li> </ul>
	9 am–2 pm	<ul style="list-style-type: none"> <li>No se brindará servicio en Market St.</li> <li>No se brindará servicio a las paradas entre 4th/G y 25th/Market.</li> <li>Para servicio en dirección sur desde el centro de San Diego, suba en 4th/G St. en dirección sur (junto a Lions Manor).</li> </ul>
En dirección norte	5 am–9 am	<ul style="list-style-type: none"> <li>No se brindará servicio en el centro de San Diego o en Market St.</li> <li>No se brindará servicio a las paradas entre Market/25th y 5th/Elm.</li> <li>Para servicio al oeste de 25th St. hacia el centro de San Diego, transfiera al Orange Line Trolley en la estación 25th &amp; Commercial.</li> </ul>
	9 am–2 pm	<ul style="list-style-type: none"> <li>No se brindará servicio en Market St.</li> <li>No se brindará servicio a las paradas entre Market/25th y 5th/G.</li> <li>Para servicio en dirección norte desde el centro de San Diego, suba en las paradas de la ruta 3 a lo largo de 5th Ave.</li> </ul>
<b>Route 4</b>		
Ambas direcciones	5 am–2:30 pm	<ul style="list-style-type: none"> <li>No se brindará servicio al oeste de 25th St. Servicio a la estación 25th &amp; Commercial en lugar del 12th &amp; Imperial.</li> <li>Para servicio al oeste de 25th St., transfiera al Orange Line Trolley en la estación 25th &amp; Commercial.</li> <li>Para servicio de la ruta 4 en dirección este, suba al autobús en la parada provisional en 25th/Commercial St en dirección sur.</li> </ul>
	5 am–1:45 pm	<ul style="list-style-type: none"> <li>No se brindará servicio al oeste de Market/16th St.</li> <li>Para servicio de la ruta 4 en dirección este, suba al autobús en la parada provisional en Market/16th St en dirección este.</li> </ul>
<b>Route 5</b>		
Ambas direcciones	6 am–9:45 am	<ul style="list-style-type: none"> <li>No se brindará servicio a 30th/University.</li> <li>No se brindará servicio en 30th St. o El Cajon Blvd. en dirección este.</li> <li>Para la ruta 6 hacia Fashion Valley, suba en una parada a lo largo El Cajon Blvd. en dirección este entre 30th St. y Texas St.</li> </ul>
	5 am–8:15 am	<ul style="list-style-type: none"> <li>La última parada a lo largo de University Ave es en Arizona St.</li> <li>No se brindará servicio en Park Blvd.</li> <li>Terminal en el centro de San Diego trasladada a 14th St./Broadway.</li> </ul>
En dirección oeste/sur	8:15 am–12:30 pm	<ul style="list-style-type: none"> <li>No se brindará servicio de la ruta 7 a lo largo de Park Blvd. Se brindará servicio a todas las paradas a lo largo de University Ave. En Park/University, suba a la ruta 7 en dirección al centro de San Diego en la parada de la ruta 1/11 en Park Blvd. en dirección norte.</li> <li>Servicio a lo largo de Park Blvd. será proporcionado por distintos autobuses entre City College y Park Blvd./Cypress Ave. Tome el autobús en dirección al centro de San Diego en las paradas a lo largo de Park Blvd. en dirección sur entre Cypress Ave. y A St.</li> </ul>
	5 am–8:15 am	<ul style="list-style-type: none"> <li>Terminal en el centro de San Diego trasladada a 14th St./Broadway.</li> <li>No se brindará servicio en 11th Ave.</li> <li>No se brindará servicio en Park Blvd. o University Ave. al oeste de 30th St.</li> <li>La primera parada en dirección este a lo largo de University Ave. es en 30th St.</li> </ul>
En dirección este/norte	8:15 am–12:30 pm	<ul style="list-style-type: none"> <li>No se brindará servicio de la ruta 7 a lo largo de Park Blvd. Se brindará servicio a todas las paradas a lo largo de University Ave. En Park/University, suba en la parada de la ruta 10 en University Ave. en dirección este.</li> <li>Servicio a lo largo de Park Blvd. será proporcionado por distintos autobuses entre City College y Park Blvd./Cypress St. Tome los autobuses en dirección norte (incluyendo a Balboa Park/Zoológico) en 11th Ave. en la estación de Trolley City College o a lo largo de las paradas en Park Blvd. en dirección norte desde San Diego High School hasta Upas St.</li> </ul>
	5:30 am–8:30 am	<ul style="list-style-type: none"> <li>No se brindará servicio a Hillcrest, Mission Hills o Middletown.</li> <li>La última parada en dirección oeste en University Ave. es en Arizona St. Se brindará servicio a Old Town, pero no a las paradas entre University/Arizona y Old Town.</li> </ul>

Route 10 (continúa en la siguiente página)

Direction	Approx. Time Period	Service Notes/Detours
<b>Route 3</b>		
South-bound	5 am–9 am	<ul style="list-style-type: none"> <li>No service in Downtown or on Market St.</li> <li>No service to stops between 4th/Date and 25th/Market.</li> <li>For service west of 25th St. into Downtown, transfer to the Orange Line Trolley at 25th &amp; Commercial Station.</li> </ul>
	9 am–2 pm	<ul style="list-style-type: none"> <li>No service on Market St.</li> <li>No service to stops between 4th/G and 25th/Market.</li> <li>For southbound service from Downtown, board on southbound 4th at G St. (next to Lions Manor).</li> </ul>
North-bound	5 am–9 am	<ul style="list-style-type: none"> <li>No service in Downtown or on Market St.</li> <li>No service to stops between Market/25th and 5th/Elm.</li> <li>For service west of 25th St. into Downtown, transfer to the Orange Line Trolley at 25th &amp; Commercial Station.</li> </ul>
	9 am–2 pm	<ul style="list-style-type: none"> <li>No service on Market St.</li> <li>No service to stops between Market/25th and 5th/G.</li> <li>For northbound service from Downtown, board at Route 3 stops along 5th Ave.</li> </ul>
<b>Route 4</b>		
Both	5 am–2:30 pm	<ul style="list-style-type: none"> <li>No service west of 25th St. Service to 25th &amp; Commercial Station instead of 12th &amp; Imperial.</li> <li>For service west of 25th St., transfer to the Orange Line Trolley at 25th &amp; Commercial Station.</li> <li>For eastbound Route 4 service, board the bus at the temporary terminal on southbound 25th St. at Commercial St.</li> </ul>
	5 am–1:45 pm	<ul style="list-style-type: none"> <li>No service west of Market &amp; 16th St.</li> <li>For eastbound Route 5 service, board the bus at the temporary terminal on eastbound Market St. at 16th St.</li> </ul>
<b>Route 5</b>		
Both	6 am–9:45 am	<ul style="list-style-type: none"> <li>No service to 30th/University.</li> <li>No service on 30th St. or eastbound El Cajon Blvd.</li> <li>For Route 6 towards Fashion Valley, board at a stop along westbound El Cajon Blvd. between 30th St. and Texas St.</li> </ul>
	5 am–8:15 am	<ul style="list-style-type: none"> <li>Last stop on University Ave. is at Arizona St.</li> <li>No service on Park Blvd.</li> <li>Downtown terminal moved to 14th St. at Broadway</li> </ul>
West-bound/South-bound	8:15 am–12:30 pm	<ul style="list-style-type: none"> <li>No Route 7 service on Park Blvd. All University Ave. stops served. At Park/University, board Downtown-bound Route 7 at Routes 1/11 stop on northbound Park.</li> <li>Park Blvd. service provided by separate shuttle between City College and Park Blvd./Cypress Ave. Board Downtown-bound shuttle on southbound Park Blvd. stops from Cypress Ave. to A St.</li> </ul>
	5 am–8:15 am	<ul style="list-style-type: none"> <li>Downtown terminal moved to 14th St. at Broadway.</li> <li>No service on 11th Ave.</li> <li>No service on Park Blvd. or University Ave. west of 30th St.</li> <li>First eastbound stop on University Ave. is at 30th St.</li> </ul>
North-bound/East-bound	8:15 am–12:30 pm	<ul style="list-style-type: none"> <li>No Route 7 service on Park Blvd. All University Ave. stops served. At Park/University, board at Route 10 stop on eastbound University.</li> <li>Park Blvd. service provided by separate shuttle between City College and Park Blvd./Cypress St. Board northbound shuttle buses (including Balboa Park/Zoo) on 11th Ave. at City College Trolley Station or along northbound Park Blvd. stops from San Diego High School to Upas St.</li> </ul>
	5:30 am–8:30 am	<ul style="list-style-type: none"> <li>No service to Hillcrest, Mission Hills, or Middletown.</li> <li>Last westbound stop on University Ave. is at Arizona St. Old Town is served, but no stops between University/Arizona and Old Town are served.</li> </ul>

Route 10 (continues onto next page)



Direction	Approx. Time Period	Service Notes/Detours
<b>Route 10 (continued)</b>		
East-bound	5:30 am–8:30 am	<ul style="list-style-type: none"> <li>No service to Middletown, Mission Hills, or Hillcrest. Old Town is served, but no stops between Old Town and University/30th are served.</li> <li>First eastbound stop on University Ave. is at 30th St.</li> </ul>
<b>Route 11</b>		
Both	5 am–8:15 am	<ul style="list-style-type: none"> <li>Very limited service north of Barrio Logan.</li> <li>No service to Normal Heights, North Park, University Heights, Downtown, or 12th &amp; Imperial.</li> <li>Service to 25th &amp; Commercial Station instead of 12th &amp; Imperial.</li> <li>For service west of 25th St. into Downtown, transfer to the Orange Line Trolley at 25th &amp; Commercial Station.</li> <li>Service to Hillcrest and Bankers Hill only provided on First Ave./Second Ave. between Robinson Ave. and Ash St. Southbound service starts on southbound 1st Ave. at Robinson Ave. Northbound service ends on northbound 1st Ave. at Robinson Ave.</li> <li>No stops served between Ash St. and 25th &amp; Commercial.</li> <li>No service on Logan Ave. west of Cesar Chavez Pkwy.</li> </ul>
	8:15 am–10:30 am	<ul style="list-style-type: none"> <li>Same information as above for 5am–8:15am, except:</li> <li>Service is extended in Hillcrest to University/Vermont.</li> </ul>
	10:30 am–2:30 pm	<ul style="list-style-type: none"> <li>Service resumes to Normal Heights, North Park, and University Heights along regular route and to bus stops on University, Park, and Adams.</li> <li>No service to Downtown or 12th &amp; Imperial.</li> <li>Service to 25th &amp; Commercial Station instead of 12th &amp; Imperial.</li> <li>For service west of 25th St. into Downtown, transfer to the Orange Line Trolley at 25th &amp; Commercial Station.</li> <li>No service on Logan Ave. west of Cesar Chavez Pkwy.</li> <li>No stops served between 25th &amp; Commercial and Ash St.</li> </ul>
<b>Route 15</b>		
South-bound	5 am–8:15 am	<ul style="list-style-type: none"> <li>No service to the westbound stop at El Cajon Blvd./Georgia St.</li> </ul>
North-bound	5 am–8:15 am	<ul style="list-style-type: none"> <li>No service to 11th Ave. Board Downtown at 10th &amp; Broadway.</li> <li>No stops served between Downtown and El Cajon Blvd./30th St.</li> </ul>
	8:15 am–10:30 am	<ul style="list-style-type: none"> <li>No service to 11th Ave. Board Downtown at 10th &amp; Broadway.</li> <li>No stops served between Downtown and El Cajon Blvd./Arizona St.</li> </ul>
	10:30 am–12:30 pm	<ul style="list-style-type: none"> <li>No service to 11th Ave. Board Downtown at 10th &amp; Broadway.</li> </ul>
<b>Route 20</b>		
North-bound	5 am–12:30 pm	<ul style="list-style-type: none"> <li>No service to 11th Ave. Board Downtown at 10th &amp; Broadway.</li> <li>Northbound early morning Route 20D trips from City College will depart from 9th Ave. at C St. instead.</li> <li>No service to Hillcrest.</li> </ul>
South-bound	5 am–12:30 pm	<ul style="list-style-type: none"> <li>No service to Hillcrest.</li> </ul>
<b>Route 30</b>		
North-bound	5 am–8 am	<ul style="list-style-type: none"> <li>All northbound early morning trips from City College will depart from 9th Ave. at C St. instead.</li> </ul>
<b>Route 41</b>		
Both	5 am–12 noon	<ul style="list-style-type: none"> <li>No service to Friars Road or Fashion Valley Road (north of Fashion Valley Transit Center).</li> </ul>

Direction	Horario aproximado	Notas de servicio/desvíos
<b>Ruta 10 (seguido)</b>		
En dirección este	5:30 am–8:30 am	<ul style="list-style-type: none"> <li>No se brindará servicio a Middletown, Mission Hills o Hillcrest. Se brindará servicio a Old Town, pero no a las paradas entre Old Town y University/30th.</li> <li>La primera parada en dirección este en University Ave. es en 30th St.</li> </ul>
<b>Ruta 11</b>		
Ambas direcciones	5 am–8:15 am	<ul style="list-style-type: none"> <li>Servicio muy limitado al norte de Barrio Logan.</li> <li>No habrá servicio a Normal Heights, North Park, University Heights, el centro de San Diego o 12th &amp; Imperial.</li> <li>Servicio brindado a la estación 25th &amp; Commercial en lugar de 12th &amp; Imperial.</li> <li>Para servicio al oeste de 25th St. hacia el centro de San Diego, transfiera al Orange Line Trolley en la estación 25th &amp; Commercial.</li> <li>Servicio a Hillcrest y Bankers Hill solo será proporcionado a lo largo de First Ave./Second Ave. entre Robinson Ave. y Ash St. Servicio en dirección sur empieza en 1st Ave./Robinson Ave. en dirección norte.</li> <li>No se brindará servicio a las paradas entre Ash St. y 25th &amp; Commercial.</li> <li>No se brindará servicio en Logan Ave. al oeste de Cesar Chavez Pkwy.</li> </ul>
	8:15 am–10:30 am	<ul style="list-style-type: none"> <li>Se aplica la misma información indicada anteriormente para servicio entre 5am–8:15am, excepto:</li> <li>Servicio se extiende en Hillcrest hasta University/Vermont.</li> </ul>
	10:30 am–2:30 pm	<ul style="list-style-type: none"> <li>Servicio resume a Normal Heights, North Park y University Heights a lo largo de la ruta regular y a las paradas en University Ave., Park Blvd. y Adams Ave.</li> <li>No se brindará servicio al centro de San Diego o 12th &amp; Imperial.</li> <li>Servicio se brindará la estación 25th &amp; Commercial en lugar de 12th &amp; Imperial.</li> <li>Para servicio al oeste de 25th St. hacia el centro de San Diego, transfiera al Orange Line Trolley en la estación 25th &amp; Commercial.</li> <li>No se brindará servicio en Logan Ave. al oeste de Cesar Chavez Pkwy.</li> <li>No se brindará servicio a las paradas entre 25th &amp; Commercial y Ash St.</li> </ul>
<b>Ruta 15</b>		
En dirección sur	5 am–8:15 am	<ul style="list-style-type: none"> <li>No se brindará servicio a la parada El Cajon Blvd./Georgia St. en dirección oeste.</li> </ul>
En dirección norte	5 am–8:15 am	<ul style="list-style-type: none"> <li>No se brindará servicio a 11th Ave. Suba en el centro de San Diego en 10th/Broadway.</li> <li>No se brindará servicio a las paradas entre el centro de San Diego y El Cajon Blvd./30th St.</li> </ul>
	8:15 am–10:30 am	<ul style="list-style-type: none"> <li>No se brindará servicio a 11th Ave. Suba en el centro de San Diego en 10th/Broadway.</li> <li>No se brindará servicio a las paradas entre el centro de San Diego y El Cajon Blvd./Arizona St.</li> </ul>
	10:30 am–12:30 pm	<ul style="list-style-type: none"> <li>No se brindará servicio a 11th Ave. Suba en el centro de San Diego en 10th/Broadway.</li> </ul>
<b>Ruta 20</b>		
En dirección norte	5 am–12:30 pm	<ul style="list-style-type: none"> <li>No se brindará servicio a 11th Ave. Suba en el centro de San Diego en 10th/Broadway.</li> <li>Viajes en dirección norte temprano por la mañana de la ruta 20D iniciando en City College saldrán mejor desde 9th Ave./C St.</li> <li>No se brindará servicio a Hillcrest.</li> </ul>
En dirección sur	5 am–12:30 pm	<ul style="list-style-type: none"> <li>No se brindará servicio a Hillcrest.</li> </ul>
<b>Ruta 30</b>		
En dirección norte	5 am–8 am	<ul style="list-style-type: none"> <li>Todos los viajes en dirección norte temprano por la mañana iniciando en City College saldrán mejor desde 9th Ave./C St.</li> </ul>
<b>Ruta 41</b>		
Ambas direcciones	5 am–mediodía	<ul style="list-style-type: none"> <li>No se brindará servicio a Friars Road o Fashion Valley Road (al norte de Fashion Valley Transit Center).</li> </ul>

<b>Horario</b> <b>aproximado</b>	<b>Notas de servicio/desvíos</b>
<b>Ruta 44</b>	
<b>En dirección sur</b>	<ul style="list-style-type: none"> <li>• Brindará servicio a Fashion Valley en lugar de Old Town.</li> <li>• No se brindará servicio entre Linda Vista Rd./Comstock St. y Old Town.</li> <li>• Para servicio en dirección sur a Fashion Valley, suba en Comstock St. (enfrente del correo).</li> <li>• Para servicio a Old Town, transfiera al Green Line en Fashion Valley.</li> </ul>
<b>En dirección norte</b>	<ul style="list-style-type: none"> <li>• Brindará servicio a Fashion Valley en lugar de Old Town. Todos los viajes en dirección norte inician en Fashion Valley, no Old Town. Suba en el lado oeste del centro tránsito.</li> <li>• No se brindará servicio entre Old Town y Linda Vista Rd./Comstock St. Para servicio desde Old Town, use el Green Line y transfiera en Fashion Valley.</li> </ul>
<b>Ruta 105</b>	
<b>Ambas direcciones</b>	<ul style="list-style-type: none"> <li>• Brindará servicio al lado oeste del Old Town Transit Center—en la parada de la ruta 150.</li> <li>• No se brindará servicio a las paradas entre Old Town y Clairemont Dr./Balboa Ave. (No habrá servicio a Linda Vista, Morena, Bay Park o South Clairemont.)</li> <li>• Para servicio en dirección sur a Old Town desde Balboa, suba en Balboa Ave./Clairemont Dr. en dirección oeste (parada de la ruta 27).</li> </ul>
<b>Ruta 120</b>	
<b>En dirección sur</b>	<ul style="list-style-type: none"> <li>• No se brindará servicio en Friars Rd. o Fashion Valley Rd. (al norte de Fashion Valley Transit Center).</li> <li>• No se brindará servicio en University Ave. Suba en 5th/University para servicio en dirección norte desde Hillcrest.</li> <li>• No se brindará servicio a las paradas entre Fashion Valley Transit Center y Genesee Ave./Cardinal Rd. (No se brindará servicio en dirección norte a Linda Vista.)</li> <li>• No se brindará servicio a Broadway; suba en 4th Ave./Ash St.</li> <li>• No se saltarán paradas o segmentos en la ruta, pero anticipar retrasos significativos debido al tardado desvío entre Hillcrest y Fashion Valley.</li> </ul>
<b>En dirección norte</b>	<ul style="list-style-type: none"> <li>• No se saltarán paradas o segmentos en la ruta, pero anticipar retrasos significativos debido al tardado desvío entre Hillcrest y Fashion Valley.</li> </ul>
<b>Ruta 901</b>	
<b>Ambas direcciones</b>	<ul style="list-style-type: none"> <li>• Anticipar retrasos debido a tráfico anticipado junto a 12th &amp; Imperial Transit Center</li> </ul>
<b>Ruta 928</b>	
<b>Ambas direcciones</b>	<ul style="list-style-type: none"> <li>• No se brindará servicio a Friars Road o Fashion Valley Road (al norte de Fashion Valley Transit Center).</li> </ul>
<b>Ruta 929</b>	
<b>Ambas direcciones</b>	<ul style="list-style-type: none"> <li>• No se brindará servicio al norte de 12th &amp; Imperial o a la estación City College.</li> <li>• Para servicio hacia/desde el centro de San Diego, transfiera al/del Trolley en la estación 12th &amp; Imperial.</li> </ul>
<b>Ruta 992</b>	
<b>Ambas direcciones</b>	<ul style="list-style-type: none"> <li>• No se brindará servicio a Broadway excepto en Kettner Blvd.</li> <li>• Para servicio hacia el aeropuerto, suba en la parada provisional en Broadway EN DIRECCIÓN ESTE poco al oeste de Kettner Blvd. (junto al edificio Electra).</li> <li>• Para servicio al este de Kettner Blvd., transfiera al/del Trolley en la estación América Plaza.</li> </ul>
<b>Ambas direcciones</b>	<ul style="list-style-type: none"> <li>• No se brindará servicio a Broadway excepto al este de 9th Ave.</li> <li>• Para servicio hacia el aeropuerto, suba en Broadway/9th en dirección oeste o en otras paradas al oeste de 9th Ave.</li> </ul>

ESTA INFORMACIÓN SE PROPORCIONA PARA Fines de orientación. No se garantiza la exactitud de esta información. El usuario es responsable de verificar la información antes de utilizarla. No se garantiza la exactitud de esta información. El usuario es responsable de verificar la información antes de utilizarla.

<b>Direction</b> <b>Time Period</b>	<b>Service Notes/Detours</b>
<b>Route 44</b>	
<b>South-bound</b>	<ul style="list-style-type: none"> <li>• Serves Fashion Valley instead of Old Town.</li> <li>• No service between Linda Vista Rd./Comstock St. and Old Town. For southbound service to Fashion Valley, board on Comstock St. (in front of Post Office).</li> <li>• For service to Old Town, transfer to the Green Line at Fashion Valley.</li> </ul>
<b>North-bound</b>	<ul style="list-style-type: none"> <li>• Serves Fashion Valley instead of Old Town. All northbound trips depart from Fashion Valley, not Old Town. Board at west end of Transit Center.</li> <li>• No service between Old Town and Linda Vista Rd./Comstock St. For service from Old Town, use the Green Line and transfer at Fashion Valley.</li> </ul>
<b>Route 105</b>	
<b>Both</b>	<ul style="list-style-type: none"> <li>• Serves west side of Old Town Transit Center—at Route 150 bay.</li> <li>• No stops served between Old Town and Clairemont Dr./Balboa Ave. (No service to Linda Vista, Morena, Bay Park, or south Clairemont.)</li> <li>• For southbound service to Old Town from Balboa, board on westbound Balboa Ave. at Clairemont Dr. (Rt. 27 stop).</li> </ul>
<b>Route 120</b>	
<b>South-bound</b>	<ul style="list-style-type: none"> <li>• No service to Friars Rd. or Fashion Valley Rd. (north of Fashion Valley Transit Center).</li> <li>• No service on University Ave. Board at 5th &amp; University for northbound service from Hillcrest.</li> <li>• No stops served between Fashion Valley Transit Center and Genesee Ave./Cardinal Rd. (No northbound service to Linda Vista.)</li> <li>• No service to Broadway; board northbound bus at 4th &amp; Ash.</li> <li>• No stops or segments missed, but expect major delays due to lengthy detour between Hillcrest and Fashion Valley.</li> </ul>
<b>North-bound</b>	<ul style="list-style-type: none"> <li>• No stops or segments missed, but expect major delays due to lengthy detour between Hillcrest and Fashion Valley.</li> </ul>
<b>Route 901</b>	
<b>Both</b>	<ul style="list-style-type: none"> <li>• Expect delays due to anticipated traffic near the 12th &amp; Imperial Transit Center.</li> </ul>
<b>Route 928</b>	
<b>Both</b>	<ul style="list-style-type: none"> <li>• No service to Friars Rd. or Fashion Valley Rd. (north of Fashion Valley Transit Center).</li> </ul>
<b>Route 929</b>	
<b>Both</b>	<ul style="list-style-type: none"> <li>• No service north of 12th &amp; Imperial or to City College Station.</li> <li>• For service to/from Downtown, transfer to/from the Trolley at 12th &amp; Imperial Station.</li> </ul>
<b>Route 992</b>	
<b>Both</b>	<ul style="list-style-type: none"> <li>• No service to Broadway except Kettner Blvd.</li> <li>• For service towards the airport, board at temporary stop on EASTBOUND Broadway just west of Kettner Blvd. (next to the Electra building).</li> <li>• For service east of Kettner Blvd., transfer to/from the Trolley at America Plaza Station.</li> </ul>
<b>Both</b>	<ul style="list-style-type: none"> <li>• No service on Broadway east of 9th Ave.</li> <li>• For service towards the airport, board on westbound Broadway at 9th Ave. or other stops west of 9th Ave.</li> </ul>



## Rock and Roll Marathon

MTS Board of Directors  
May 16, 2013



1

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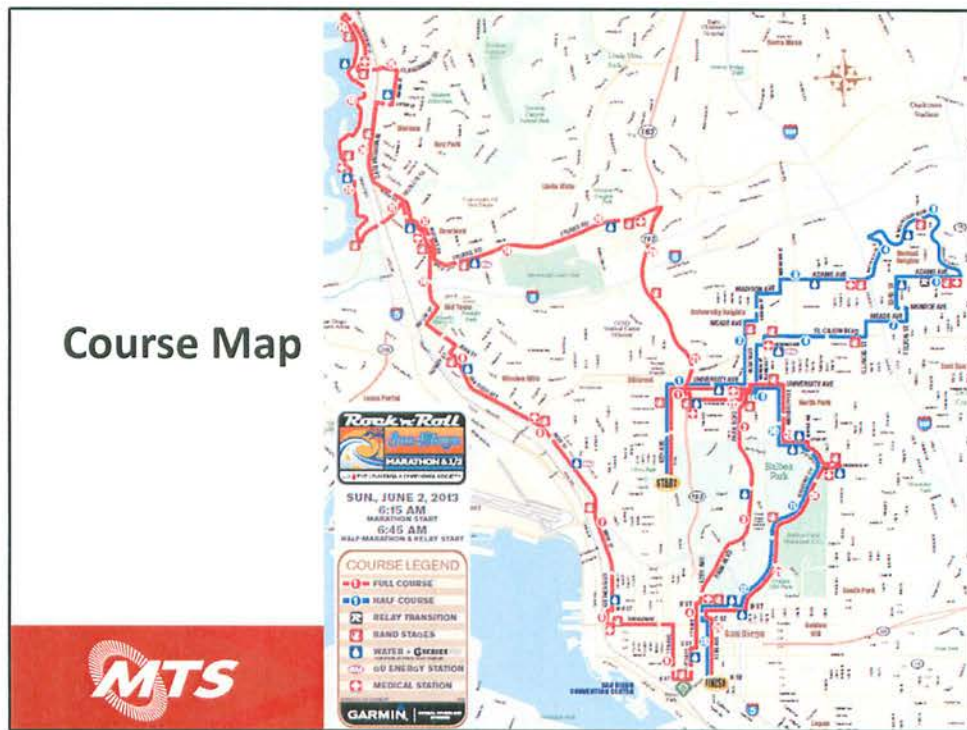
## 2013 Rock and Roll Marathon

- New route ends in Downtown
- Marathon and Half-Marathon are largely separate routes
- No MTS buses required for shuttles
- Trolley impacts minimized by new operating plan
- Major impacts to MTS bus system
  - ✓ 22 bus routes require stop closures and/or detour
  - ✓ Major corridors shut down or cannot be traversed for parts of the day (Northbound 163, Broadway, Market St., Park Bl., University Ave., El Cajon Blvd., Adams Ave., Morena Blvd., Washington St., Friars Rd., etc.)
  - ✓ Several hundred bus stops without service for some of day



②

## Course Map



③

## Rider Communication

- Take One brochure
- Telephone Information
- Bus stop posting
- Letter to employers
- Letters to agencies serving the disabled
- Workplace poster
- Ambassadors
- Security
- On-board Announcements

[illegible]

④



## 2013 Rock and Roll Marathon

- MTS will incur costs for:
  - ✓ Communications
  - ✓ Added shuttle buses
  - ✓ Added supervision
  - ✓ Ambassadors
  - ✓ Security officers
  - ✓ Extra Telephone Information staff
- Extra costs offset by:
  - ✓ Competitor Group to offset our added costs
  - ✓ Fare revenues from race participants and spectators



(5)

## 2013 Rock and Roll Marathon

- **Competitor Group has been a good partner**
  - ✓ Involved MTS in planning
  - ✓ Made course adjustments based on our recommendations
  - ✓ Included "bus boxes" where possible
  - ✓ Agreed to offset our added costs
- MTS will continue working with Competitor Group on planning for 2014 Marathon
  - ✓ Lessons learned from 2013
  - ✓ Possible changes to reduce impacts to bus service



(6)



## Rock and Roll Marathon

MTS Board of Directors  
May 16, 2013





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

May 16, 2013

#### SUBJECT:

QUARTERLY SERVICE PERFORMANCE-MONITORING REPORT (DENIS DESMOND)

#### 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. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically. The analyses (included in Attachment A) show trends for the current fiscal year and helps to track performance throughout the year.

A handwritten signature in blue ink, appearing to read 'Paul C. Jablonski'.

Paul C. Jablonski  
Chief Executive Officer

FOR

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Service Performance Monitoring Report



**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 2011	YTD FY 2012	YTD FY 2013	# Change FY11-FY12	# Change FY12-FY13	% Change FY11-FY12	% Change FY12-FY13
Premium Express	218,934	229,059	228,468	10,125	(591)	4.6%	-0.3%
Express	1,571,071	1,737,818	1,763,741	166,747	25,923	10.6%	1.5%
Light Rail	23,449,389	24,639,240	21,997,259	1,189,851	(2,641,981)	5.1%	-10.7%
Urban Frequent	27,242,631	28,739,978	28,609,288	1,497,347	(130,690)	5.5%	-0.5%
Urban Standard	9,515,677	10,198,734	9,998,796	683,057	(199,938)	7.2%	-2.0%
Circulator	599,113	627,111	627,825	27,998	714	4.7%	0.1%
Rural	26,704	31,296	31,872	4,592	576	17.2%	1.8%
Demand-Responsive	266,488	262,447	280,115	(4,041)	17,668	-1.5%	6.7%
<b>System Total Passengers</b>	<b>62,890,007</b>	<b>66,465,683</b>	<b>63,537,364</b>	<b>3,575,676</b>	<b>(2,928,319)</b>	<b>5.7%</b>	<b>-4.4%</b>
Fixed-Route Bus Ridership	39,174,130	41,563,996	41,259,990	2,389,866	(304,006)	6.1%	-0.7%

**NOTES:** Fixed-route bus ridership is down less than 1% for the first nine months of FY13 compared to the first nine months of FY12. Overall, MTS system ridership has decreased 4.4%, primarily due to lower Trolley ridership. The number of days in the first nine months of FY13 vs. FY12 has had an impact on ridership. FY13 has had one less weekday, three fewer Saturdays, and three more Sundays. Also, there was wet weather through November and December, and a sharp drop in gasoline prices in late 2012.

Staff has determined that the decline that appears in the Trolley ridership data is primarily attributed to the program that estimates the number of passengers. The estimation methodology relies on the number of one-way tickets sold, which dropped significantly when Day Passes replaced transfers. Staff believes that the quantity of one-way tickets sold is no longer sufficient to provide an accurate basis for ridership estimation. Aside from the disconnect with bus ridership, Trolley fare revenues are up slightly, indicating that the drop in passengers is not accurate. This estimation issue is reflected in several of the ridership-related performance metrics.

MTS is transitioning Trolley ridership data from SANDAG's estimation program to Automatic Passenger Counters (APCs), which will increase accuracy and provide a clearer picture of Trolley ridership trends. The preliminary data from the APC program shows that Trolley ridership is higher overall than indicated by the estimation program, and that the trends are much closer to those of the bus system.

**Average Weekday Passengers**

Route Categories	YTD FY 2011	YTD FY 2012	YTD FY 2013	# Change FY11-FY12	# Change FY12-FY13	% Change FY11-FY12	% Change FY12-FY13
Premium Express	1,150	1,205	1,206	55	0	4.8%	0.0%
Express	7,590	8,394	8,607	804	213	10.6%	2.5%
Light Rail	93,345	98,401	87,461	5,056	(10,940)	5.4%	-11.1%
Urban Frequent	119,471	125,714	125,111	6,243	(603)	5.2%	-0.5%
Urban Standard	43,180	46,365	45,668	3,185	(697)	7.4%	-1.5%
Circulator	3,414	3,554	3,697	140	143	4.1%	4.0%
Rural	212	259	169	47	(90)	22.1%	-34.6%
Demand-Responsive	1,298	1,267	1,354	(31)	87	-2.4%	6.8%
<b>System Avg. Weekday Pass.</b>	<b>269,660</b>	<b>285,159</b>	<b>273,273</b>	<b>15,499</b>	<b>(11,887)</b>	<b>5.7%</b>	<b>-4.2%</b>
Fixed-Route Bus Avg. Weekday Pass.	175,017	185,491	184,458	10,474	(1,033)	6.0%	-0.6%

**NOTES:** The total average weekday passenger statistics show how many passengers ride MTS on a typical weekday. For the first nine months of FY13, there is a 4.2% decrease in systemwide average weekday riders, a loss of 11,887 passengers per average weekday. Most of the decrease is a result of a decrease of 10,940 Trolley passengers per average weekday (-11.1%). Fixed-route bus ridership had a slight decline of 0.6% (1,033 passengers per average weekday). The largest fixed-route percentage increase was the Circulator category with a 4.0% increase in average weekday riders (143 passengers per average weekday).



**Passengers Per Revenue Hour**

Route Categories	YTD FY 2011	YTD FY 2012	YTD FY 2013	% Change FY11-FY12	% Change FY12-FY13
Premium Express	22.6	21.3	21.5	-5.7%	1.0%
Express	30.8	33.8	32.4	9.8%	-4.1%
Light Rail	179.8	188.5	159.4	4.8%	-15.5%
Urban Frequent	35.9	37.6	36.7	4.6%	-2.2%
Urban Standard	27.9	29.5	28.7	5.9%	-2.9%
Circulator	15.8	16.4	16.7	3.6%	1.7%
Rural	8.2	9.4	9.2	14.1%	-1.6%
Demand-Responsive	2.1	2.1	2.1	0.5%	-0.7%
<b>System Riders Per Rev. Hour</b>	<b>43.0</b>	<b>45.2</b>	<b>42.1</b>	<b>4.9%</b>	<b>-6.7%</b>
Fixed-Route Bus Riders Per Rev. Hour	32.6	34.2	33.4	5.0%	-2.3%

**NOTES:** MTS operated 2.5% more revenue hours in the first nine months of FY13 than the same period in FY12. The 'passengers per revenue hour' metric shows how the revenue hours (in-service hours plus layover hours) that were added or removed relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient—carrying more passengers with the same number of buses, for example. For the first nine months of FY13, all MTS services carried 42.1 passengers per revenue hour, a decrease of 6.7% (-3.0 riders per revenue hour). The change in riders per revenue hour figure on MTS' fixed-route bus services was a more moderate decrease of 2.3%. For the first nine months of FY13, Trolley passengers per revenue hour decreased 15.5% to 159.4, a reduction of 29.1 riders per revenue hour.

**Passengers Per In-Service Hour**

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. 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).

Route Categories	YTD FY 2011	YTD FY 2012	YTD FY 2013	% Change FY11-FY12	% Change FY12-FY13
Premium Express	24.2	23.6	24.0	-2.9%	1.8%
Express	37.4	41.0	41.1	9.4%	0.3%
Light Rail	213.1	224.7	211.3	5.4%	-5.9%
Urban Frequent	44.3	45.9	45.1	3.6%	-1.8%
Urban Standard	37.0	39.4	38.7	6.5%	-1.9%
Circulator	24.7	25.5	27.2	3.4%	6.7%
Rural	8.0	10.0	6.3	24.8%	-36.5%
Demand-Responsive					
<b>System Riders/In-Svc. Hour</b>	<b>57.2</b>	<b>59.7</b>	<b>57.1</b>	<b>4.5%</b>	<b>-4.6%</b>
Fixed-Route Bus Riders Per In-Svc. Hour	40.9	42.8	42.1	4.6%	-1.5%

**NOTES:** Compared to the same nine months last year, MTS' system-wide figure decreased 2.6 passengers per in-service hour to 57.1 (-4.6%). For the first nine months of FY13, fixed-route bus passengers per in-service hour was nearly flat at 42.1 passengers per in-service hour.

### On-Time Performance

On-time performance is defined as departing within 5 minutes of the scheduled time. It is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Urban Frequent bus routes, and 90% for Trolley and all other bus route categories.

Route Categories	Service Change					GOAL
	Sept. 2011	Jan. 2012	June 2012	Sept. 2012	Jan. 2013	
Premium Express	99.6%	98.1%	99.5%	92.1%	99.2%	90.0%
Express	87.5%	80.7%	75.1%	86.1%	86.0%	90.0%
Light Rail	90.9%	89.1%	86.4%	88.3%	90.0%	90.0%
Urban Frequent	82.1%	83.6%	84.5%	83.4%	85.0%	85.0%
Urban Standard	83.7%	86.0%	85.1%	85.0%	85.1%	90.0%
Circulator	90.2%	86.5%	86.3%	94.9%	90.5%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Responsive	N/A	N/A	N/A	N/A	N/A	
<b>System On-Time Performance</b>	<b>85.2%</b>	<b>85.6%</b>	<b>85.2%</b>	<b>86.0%</b>	<b>86.5%</b>	

**NOTES:** Overall, on-time performance has remained around 85%. Following the January 2013 service change, four route categories have met their goal while two categories did not. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. Trolley on-time performance has been impacted by Trolley Renewal construction activities and is expected to increase as the project wraps up next year. Performance of our Urban Frequent bus routes, which by far carry the greatest number of passengers, has steadily improved over the last two years and now meets its goal.

### Preventable Accidents Per 100,000 Miles

Operator	FY 2011	FY 2012	FY 2013 (YTD)
MTS Directly-Operated Bus	1.58	1.47	1.52
MTS Contract Services	0.70	0.89	0.78
MTS Trolley	0.00	0.04	0.05

**NOTES:** MTS Directly-Operated Bus preventable accidents are slightly up for YTD FY13, while MTS Contract Services decreased. MTS Trolley reported three preventable accidents in the first nine months of FY13. Accidents deemed "preventable" by MTS' definition may not be violations of the California Vehicle Code (CVC). No Trolley accidents in FY13 have involved a CVC violation by our Trolley operator. For bus and Trolley operations, continued operator retraining and safety awareness programs are held throughout the year to improve the operator average for this safety metric.

### Complaints Per 100,000 Passengers

Operator	FY 2011	FY 2012	FY 2013 (YTD)	% Change FY11-FY12	% Change FY12-FY13
MTS Directly-Operated Bus	7.8	5.7	5.8	-27.2%	2.6%
MTS Contract Svcs. Fixed-Route Bus	7.4	8.3	9.1	11.2%	9.3%
MTS Trolley	1.8	1.4	3.5	-19.9%	144.7%
General System	--	0.8	1.1	--	39.7%

**NOTES:** MTS Bus and MTS Contract Services has an increase in the number of complaints. MTS Trolley saw an increase in the number of passenger complaints, mostly due to the realignment of the Blue, Orange, and Green Lines in September 2012. Complaints related to the MTS System, rather than an individual operator, are now tracked separately. These complaints are in addition to any complaints that the operators receive and are related to planning issues, website problems, and general MTS policies and procedures. For the first nine months of FY13, the MTS General System received 1.1 complaints per 100,000 passengers.

**OBJECTIVE | Develop a Sustainable System**

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

**In-Service Hours (Weekly)**

Operator	Jan. 2012	Jan. 2013	# Change FY12-FY13	% Change FY12-FY13
MTS Directly-Operated Bus	11,856	12,439	583	4.9%
MTS Contract Svcs. Fixed-Route Bus	12,993	13,305	312	2.4%
<b>Fixed-Route Bus In-Service Hours</b>	<b>24,849</b>	<b>25,744</b>	<b>967</b>	<b>3.9%</b>

**NOTES:** Service levels have slightly increased from the last fiscal year. MTS is operating approximately 967 more in-service hours per week on buses, which is a 3.9% increase. The increases have come from service adjustments to deal with high load factors and the restoration of some previously reduced service levels, especially on weekends.

**In-Service Miles (Weekly)**

Operator	Jan. 2012	Jan. 2013	# Change FY12-FY13	% Change FY12-FY13
MTS Directly-Operated Bus	158,821	167,757	8,936	5.6%
MTS Contract Svcs. Fixed-Route Bus	182,213	187,658	5,445	3.0%
<b>Fixed-Route Bus In-Service Miles</b>	<b>341,034</b>	<b>355,415</b>	<b>14,381</b>	<b>4.2%</b>

**NOTES:** Service levels have slightly increased from last fiscal year. MTS buses operate approximately 14,381 more in-service miles per week, which is a 4.2% increase. The increases have come from service adjustments to deal with high load factors and the restoration of some previously reduced service levels, especially on weekends.

**Weekday Peak-Vehicle Requirement**

This measure 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 scheduled.

Operator	Jan. 2012	Jan. 2013	# Change FY12-FY13
MTS Directly-Operated Bus	193	215	22
MTS Contract Svcs. Fixed-Route Bus	245	261	16
MTS Trolley	97	96	(1)

**NOTES:** Peak vehicles have seen an increase for MTS Bus and MTS Contract fixed-route services. These increases are mainly due to the increased service implemented in FY13. Trolley's peak car requirement is one less due to the new operating plan implemented in September 2012.

**In-Service Bus Speeds (MPH) (Weekday)**

Operator	Jan. 2012	Jan. 2013	% Change FY12-FY13
MTS Directly-Operated Bus	13.4	13.5	0.7%
MTS Contract Svcs. Fixed-Route Bus	14.0	14.1	0.7%

**NOTES:** In-service speeds have remained relatively flat year-over-year.

**San Diego Metropolitan Transit System**  
**POLICY 42 PERFORMANCE MONITORING REPORT**  
**PERIOD: JULY 2012 - MARCH 2013**

Att. A, AI 47, 5/16/13

**In-Service Miles**

The 'in-service miles per total miles' ratio is only calculated for MTS in-house bus operations, as contractors are responsible for bus and driver assignments (run-cutting) for MTS Contract Services.

Operator	Jan. 2012	Jan. 2013	Change FY12-FY13
MTS Directly-Operated Bus	87.4%	85.9%	-1.7%
MTS Contract Svcs. Fixed-Route Bus	N/A	N/A	N/A
MTS Trolley	N/A	N/A	N/A

**NOTES:** Ratios have remained practically steady over the two service periods reported for MTS bus operations. MTS Trolley does not incur out-of-service mileage.

**In-Service Hours**

As with the mileage statistic, in-service hours per total hours can only be calculated for MTS in-house bus operations.

Operator	Jan. 2012	Jan. 2013	Change FY12-FY13
MTS Directly-Operated Bus	76.9%	75.9%	-1.3%
MTS Contract Svcs. Fixed-Route Bus	N/A	N/A	N/A
MTS Trolley	N/A	N/A	N/A

**NOTES:** Efficiency of scheduling has kept the ratio generally consistent over time, with only a minor decrease from FY12 to FY13.



## FY 2013 Q1-Q3 Service Performance Monitoring Report

MTS Board of Directors  
May 16, 2013



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## Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		SUSTAINABLE	
PRODUCTIVITY	QUALITY	RESOURCES	EFFICIENCY
<ul style="list-style-type: none"> <li>• Total Passengers</li> <li>• Average Weekday Passengers</li> <li>• Passengers/ Revenue Hour</li> <li>• Passengers/ In Service Hour</li> </ul>	<ul style="list-style-type: none"> <li>• Passenger Load Factor</li> <li>• On Time Performance</li> <li>• Accidents/ 100,000 Miles</li> <li>• Complaints/ 100,000 Passengers</li> </ul>	<ul style="list-style-type: none"> <li>• In Service Miles</li> <li>• In Service Hours</li> <li>• Peak Vehicle Requirement</li> </ul>	<ul style="list-style-type: none"> <li>• In Service Speeds</li> <li>• In Service/Total Miles</li> <li>• In Service/Total Hours</li> <li>• Farebox Recovery Ratio</li> <li>• Subsidy/ Passenger</li> </ul>



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## Total Passenger Ridership

Route Categories	YTD FY 2011	YTD FY 2012	YTD FY 2013	% Chg. 12-13
Premium Express	218,934	229,059	228,468	-0.3%
Express	1,571,071	1,737,818	1,763,741	1.5%
Light Rail (TREP)	23,449,389	24,639,240	21,997,259	-10.7%
Light Rail (APCs)	---	---	27,497,102	---
APC vs. TREP	---	---	+25.0%	---
Urban Frequent	27,242,631	28,739,978	28,609,288	-0.5%
Urban Standard	9,515,677	10,198,734	9,998,796	-2.0%
Circulator	599,113	627,111	627,825	0.1%
Rural	26,704	31,296	31,872	1.8%
Demand-Responsive	266,488	262,447	280,115	6.7%
Total MTS Ridership	62,890,007	66,465,683	63,537,364	-4.4%
Bus Ridership Only	39,174,130	41,563,996	41,259,990	-0.7%



③

## Trolley Ridership

Old counting method:

***SANDAG Trolley Ridership Estimation Report (TREP)***

- Methodology developed by statistician and **approved by FTA**
- Uses 1-way ticket sales to extrapolate ridership based on manual survey
- Became unreliable when Day Passes replaced transfers and 1-way ticket sales volume declined significantly

New counting method:

***Automatic Passenger Counters (APCs)***

- Equipment installed in Trolley doors (all S70s and most SD100s) to count passengers boarding and alighting
- Data improves as U2s are phased out and S70s are phased in
- Requires FTA approval before data can be used for official reporting – SANDAG currently working on FTA approval

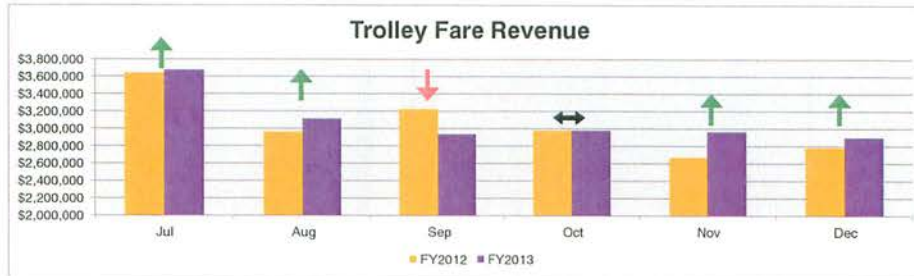


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## Trolley Ridership

- 10.7% Trolley ridership loss based on TREP data because APC data wasn't yet available for full FY12.
- Trolley revenue up 1.7%, bus ridership up 1.1%, APC data for Nov./Dec. shows only 2.1% Y-T-Y decrease in Trolley ridership

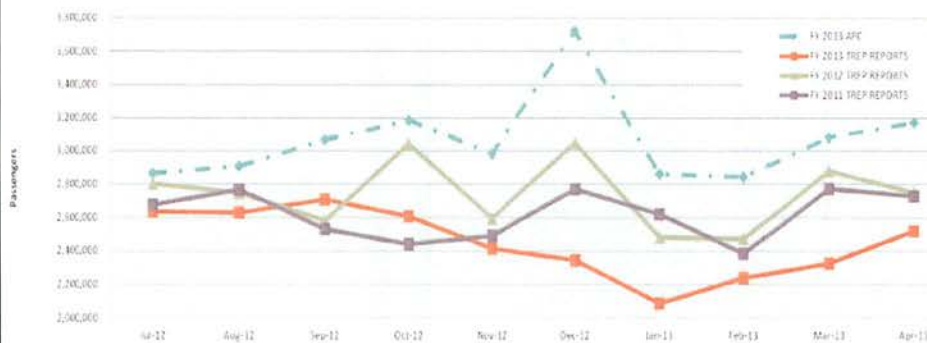


- Official ridership required to use TREP data until FTA approves APCs
- From FY12 forward, trends in Board report will use APC data



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## Trolley Ridership



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## Average Weekday Passengers

Route Categories	YTD FY 2011	YTD FY 2012	YTD FY 2013	% Chg. 12-13
Premium Express	1,150	1,205	1,206	0.0%
Express	7,590	8,394	8,607	2.5%
Light Rail	93,345	98,401	87,461	-11.1%
Urban Frequent	119,471	125,714	125,111	-0.5%
Urban Standard	43,180	46,365	45,668	-1.5%
Circulator	3,414	3,554	3,697	4.0%
Rural	212	259	222	-14.1%
Demand-Responsive	1,298	1,267	1,354	6.8%
Average Weekday Passengers	269,660	285,159	273,273	-4.2%
Bus Passengers Only	175,017	185,491	184,458	-0.6%



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## Passengers per Revenue Hour

Route Categories	YTD FY 2011	YTD FY 2012	YTD FY 2013	% Chg. 12-13
Premium Express	22.6	21.3	21.5	1.0%
Express	30.8	33.8	32.4	-4.1%
Light Rail	179.8	188.5	159.4	-15.5%
Urban Frequent	35.9	37.6	36.7	-2.2%
Urban Standard	27.9	29.5	28.7	-2.9%
Circulator	15.8	16.4	16.7	1.7%
Rural	8.2	9.4	9.2	-1.6%
Demand-Responsive	2.1	2.1	2.1	-0.7%
MTS System	43.0	45.2	42.1	-6.7%
Bus Riders Per Rev. Hour	32.6	34.2	33.4	-2.3%



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## On-Time Performance

Route Categories	Service Change Period					GOAL
	Sept 11	Jan 12	June 12	Sept 12	Jan 13	
Premium Express	99.6%	98.1%	99.5%	92.1%	99.2%	90.0%
Express	87.5%	80.7%	75.1%	86.1%	86.0%	90.0%
Light Rail	90.9%	89.1%	86.4%	88.3%	90.0%	90.0%
Urban Frequent	82.1%	83.6%	84.5%	83.4%	85.0%	85.0%
Urban Standard	83.7%	86.0%	85.1%	85.0%	85.1%	90.0%
Circulator	90.2%	86.5%	86.3%	94.9%	90.5%	90.0%
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	85.2%	85.6%	85.2%	86.0%	86.5%	



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## Preventable Accidents per 100,000 Miles

Operator	FY 2011	FY 2012	YTD FY 2013
MTS Directly-Operated Bus	1.58	1.47	1.52
MTS Contract Services	0.70	0.89	0.78
MTS Trolley	0.00	0.04	0.05



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## Complaints Per 100,000 Passengers

Operator	FY 2011	FY 2012	YTD FY 13	% Chg. 12-13
MTS Directly-Operated Bus	7.8	5.7	5.8	2.6%
MTS Contract Services Fixed-Route	7.4	8.3	9.1	9.3%
MTS Trolley	1.8	1.4	3.5	144.7%
General System	--	0.8	1.1	39.7%



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## In-Service Miles (Weekly)

Operator	Service Change Period		% Chg. 12-13
	Jan. 2012	Jan. 2013	
MTS Directly-Operated Bus	158,821	167,757	5.6%
MTS Contract Service Fixed-Route	182,213	187,658	3.0%
System	341,034	355,415	4.2%

## In-Service Hours (Weekly)

Operator	Service Change Period		% Chg. 12-13
	Jan. 2012	Jan. 2013	
MTS Directly-Operated Bus	11,856	12,439	4.9%
MTS Contract Service Fixed-Route	12,993	13,305	2.4%
System	24,849	25,744	3.9%



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## Weekday Peak Vehicle Requirement

Operator	Service Change Period		Difference
	Jan. 2012	Jan. 2013	
MTS Directly-Operated Bus	193	215	+22
MTS Contract Services Fixed-Route	245	261	+16
MTS Trolley	97	96	-1



(13)



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## Agenda Item No. 48

### MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 16, 2013

#### SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR MARCH 2013 (MIKE THOMPSON)

#### RECOMMENDATION:

That the Board of Directors receive the MTS operations budget status report for March 2013.

#### Budget Impact

None at this time.

#### DISCUSSION:

This report summarizes MTS's operating results for March 2013 compared to the amended fiscal year 2013 budget. Attachment A-1 combines the operations, administration, and other activities results for March 2013. Attachment A-2 details the March 2013 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 March 2013 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

#### MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending March 2013, the MTS net-operating income favorable variance totaled \$276,000 (0.3%). Operations produced an \$81,000 (0.1%) favorable variance, and the administrative/other activities areas were favorable by \$195,000.



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 Santee, and the County of San Diego.

## MTS COMBINED RESULTS

### Revenues

Year-to-date combined revenues through March 2013 were \$74,430,000 compared to the year-to-date budget of \$74,649,000 representing a \$219,000 (-0.3%) negative variance. This is primarily due to an unfavorable variance within passenger revenue.

### Expenses

Year-to-date combined expenses through March 2013 were \$176,633,000 compared to the budget of \$177,128,000, resulting in a \$495,000 (0.3%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$92,708,000 compared to a budgetary figure of \$93,006,000, which produced a favorable variance of \$298,000 (0.3%). This is primarily due to favorable variances within transit operations.

Outside Services and Purchased Transportation. Total outside services for the first nine months of the fiscal year totaled \$54,626,000 compared to a budget of \$54,825,000, resulting in a favorable variance of \$199,000 (0.4%). This is primarily due to a favorable experience with repairs/maintenance costs within operations and a favorable variance with security costs within administration.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$6,636,000 compared to a budgetary figure of \$6,312,000, resulting in an unfavorable expense variance of \$324,000 (-5.1%). This unfavorable variance is primarily due to revenue parts costs within rail operations.

Energy. Total year-to-date energy costs were \$17,333,000 compared to the budget of \$17,634,000 resulting in a favorable variance of \$302,000 (1.7%). Energy rates for the fiscal year are as follows:

- Diesel: cost per gallon was \$3.45 versus the amended rate of \$3.53
- Gasoline: cost per gallon was \$3.50 versus the amended rate of \$3.50
- CNG: cost per therm was \$0.73 versus the amended rate of \$0.75
- Electricity: cost per kWh was \$0.153 versus the amended rate of \$0.154

Risk Management. Total year-to-date expenses for risk management were \$2,856,000, compared to the budget of \$2,907,000, resulting in a favorable variance totaling \$52,000 (1.8%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$32,000 (-1.3%) unfavorable to budget, totaling \$2,475,000 through March 2013, compared to a budget of \$2,443,000.

## YEAR-TO-DATE SUMMARY

The March 2013 year-to-date net-operating income totaled a favorable variance of \$276,000 (0.3%). These factors include favorable variances in other operating revenue, personnel costs, outside services, energy, and risk management costs, which were partially offset by unfavorable variances in passenger revenue, materials costs, and general and administrative expenses.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Comparison to Budget

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**MTS**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ 69,557	\$ 69,941	\$ (384)	-0.5%
Other Revenue	4,873	4,708	165	3.5%
<b>Total Operating Revenue</b>	<b>\$ 74,430</b>	<b>\$ 74,649</b>	<b>\$ (219)</b>	<b>-0.3%</b>
Personnel costs	\$ 92,708	\$ 93,006	\$ 298	0.3%
Outside services	54,626	54,825	199	0.4%
Transit operations funding	-	-	-	-
Materials and supplies	6,636	6,312	(324)	-5.1%
Energy	17,333	17,634	302	1.7%
Risk management	2,856	2,907	52	1.8%
General & administrative	1,538	1,501	(37)	-2.4%
Vehicle/facility leases	937	942	5	0.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(0)	(0)	0	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 176,633</b>	<b>\$ 177,128</b>	<b>\$ 495</b>	<b>0.3%</b>
<b>Operating income (loss)</b>	<b>\$ (102,203)</b>	<b>\$ (102,479)</b>	<b>\$ 276</b>	<b>0.3%</b>
<b>Total public support and nonoperating revenues</b>	<b>1,059</b>	<b>1,048</b>	<b>11</b>	<b>1.1%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (101,144)</b>	<b>\$ (101,431)</b>	<b>\$ 287</b>	<b>-0.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**CONSOLIDATED OPERATIONS**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ 69,557	\$ 69,941	\$ (384)	-0.5%
Other Revenue	498	538	(40)	-7.5%
<b>Total Operating Revenue</b>	<b>\$ 70,055</b>	<b>\$ 70,479</b>	<b>\$ (424)</b>	<b>-0.6%</b>
Personnel costs	\$ 80,026	\$ 80,531	\$ 504	0.6%
Outside services	46,884	46,871	(13)	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	6,615	6,287	(327)	-5.2%
Energy	16,834	17,143	309	1.8%
Risk management	2,621	2,653	33	1.2%
General & administrative	264	261	(3)	-1.1%
Vehicle/facility leases	746	749	3	0.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	18,759	18,759	0	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 172,749</b>	<b>\$ 173,254</b>	<b>\$ 505</b>	<b>0.3%</b>
<b>Operating income (loss)</b>	<b>\$ (102,695)</b>	<b>\$ (102,776)</b>	<b>\$ 81</b>	<b>0.1%</b>
<b>Total public support and nonoperating revenues</b>	<b>1,715</b>	<b>1,704</b>	<b>11</b>	<b>0.6%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (100,980)</b>	<b>\$ (101,072)</b>	<b>\$ 92</b>	<b>-0.1%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 21,168	\$ 21,286	\$ (117)	-0.6%
Other Revenue	5	4	1	17.7%
<b>Total Operating Revenue</b>	<b>\$ 21,173</b>	<b>\$ 21,290</b>	<b>\$ (117)</b>	<b>-0.5%</b>
Personnel costs	\$ 55,567	\$ 55,890	\$ 322	0.6%
Outside services	1,451	1,287	(164)	-12.8%
Transit operations funding	-	-	-	-
Materials and supplies	3,452	3,401	(51)	-1.5%
Energy	3,954	3,943	(11)	-0.3%
Risk management	1,288	1,245	(43)	-3.5%
General & administrative	100	97	(3)	-2.7%
Vehicle/facility leases	208	210	2	1.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	7,053	7,053	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 73,072</b>	<b>\$ 73,124</b>	<b>\$ 52</b>	<b>0.1%</b>
<b>Operating income (loss)</b>	<b>\$ (51,899)</b>	<b>\$ (51,835)</b>	<b>\$ (65)</b>	<b>-0.1%</b>
<b>Total public support and nonoperating revenues</b>	<b>(1,177)</b>	<b>(1,175)</b>	<b>(2)</b>	<b>0.2%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (53,077)</b>	<b>\$ (53,010)</b>	<b>\$ (67)</b>	<b>0.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ 26,867	\$ 27,130	\$ (263)	-1.0%
Other Revenue	493	534	(41)	-7.7%
<b>Total Operating Revenue</b>	<b>\$ 27,360</b>	<b>\$ 27,664</b>	<b>\$ (304)</b>	<b>-1.1%</b>
Personnel costs	\$ 23,644	\$ 23,791	\$ 148	0.6%
Outside services	2,427	2,494	67	2.7%
Transit operations funding	-	-	-	-
Materials and supplies	3,161	2,884	(277)	-9.6%
Energy	6,715	6,734	19	0.3%
Risk management	1,321	1,397	76	5.4%
General & administrative	159	158	(1)	-0.6%
Vehicle/facility leases	246	247	1	0.2%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	10,554	10,554	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 48,227</b>	<b>\$ 48,259</b>	<b>\$ 31</b>	<b>0.1%</b>
<b>Operating income (loss)</b>	<b>\$ (20,867)</b>	<b>\$ (20,594)</b>	<b>\$ (273)</b>	<b>-1.3%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (20,867)</b>	<b>\$ (20,594)</b>	<b>\$ (273)</b>	<b>1.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**MULTIMODAL OPERATIONS (FIXED ROUTE)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ 18,035	\$ 18,007	\$ 28	0.2%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 18,035</b>	<b>\$ 18,007</b>	<b>\$ 28</b>	<b>0.2%</b>
Personnel costs	\$ 310	\$ 312	\$ 2	0.7%
Outside services	30,306	30,384	78	0.3%
Transit operations funding	-	-	-	-
Materials and supplies	1	2	0	29.1%
Energy	4,341	4,385	44	1.0%
Risk management	-	-	-	-
General & administrative	1	1	0	22.2%
Vehicle/facility leases	11	12	1	6.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	795	795	0	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 35,764</b>	<b>\$ 35,890</b>	<b>\$ 126</b>	<b>0.4%</b>
<b>Operating income (loss)</b>	<b>\$ (17,729)</b>	<b>\$ (17,883)</b>	<b>\$ 154</b>	<b>0.9%</b>
<b>Total public support and nonoperating revenues</b>	<b>116</b>	<b>116</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (17,613)</b>	<b>\$ (17,767)</b>	<b>\$ 154</b>	<b>-0.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**MULTIMODAL OPERATIONS (PARATRANSIT)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ 1,439	\$ 1,480	\$ (41)	-2.8%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 1,439</b>	<b>\$ 1,480</b>	<b>\$ (41)</b>	<b>-2.8%</b>
Personnel costs	\$ 99	\$ 99	\$ 0	0.3%
Outside services	8,393	8,398	5	0.1%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,778	1,784	7	0.4%
Risk management	11	11	-	0.0%
General & administrative	4	4	0	3.4%
Vehicle/facility leases	280	280	-	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	266	266	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 10,830</b>	<b>\$ 10,842</b>	<b>\$ 12</b>	<b>0.1%</b>
<b>Operating income (loss)</b>	<b>\$ (9,391)</b>	<b>\$ (9,362)</b>	<b>\$ (29)</b>	<b>-0.3%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (9,391)</b>	<b>\$ (9,362)</b>	<b>\$ (29)</b>	<b>0.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS  
CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS  
COMPARISON TO BUDGET - FISCAL YEAR 2013  
MARCH 31, 2013  
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 2,048	\$ 2,037	\$ 10	0.5%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 2,048</b>	<b>\$ 2,037</b>	<b>\$ 10</b>	<b>0.5%</b>
Personnel costs	\$ 218	\$ 250	\$ 32	12.8%
Outside services	4,027	4,027	0	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	0	1	0	76.0%
Energy	47	297	251	84.3%
Risk management	-	-	-	-
General & administrative	2	2	0	15.3%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	92	92	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 4,386</b>	<b>\$ 4,669</b>	<b>\$ 284</b>	<b>6.1%</b>
<b>Operating income (loss)</b>	<b>\$ (2,338)</b>	<b>\$ (2,632)</b>	<b>\$ 294</b>	<b>11.2%</b>
<b>Total public support and nonoperating revenues</b>	<b>2,637</b>	<b>2,637</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 299</b>	<b>\$ 5</b>	<b>\$ 294</b>	<b>5820.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**CORONADO FERRY**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	126	126	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 126</b>	<b>\$ 126</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Operating income (loss)</b>	<b>\$ (126)</b>	<b>\$ (126)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total public support and nonoperating revenues</b>	<b>139</b>	<b>174</b>	<b>(35)</b>	<b>-20.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 13</b>	<b>\$ 48</b>	<b>\$ (35)</b>	<b>-72.7%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**ADMINISTRATION**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	3,489	3,294	195	5.9%
<b>Total Operating Revenue</b>	<b>\$ 3,489</b>	<b>\$ 3,294</b>	<b>\$ 195</b>	<b>5.9%</b>
Personnel costs	\$ 12,160	\$ 11,958	\$ (202)	-1.7%
Outside services	7,597	7,837	240	3.1%
Transit operations funding	-	-	-	-
Materials and supplies	9	10	1	9.5%
Energy	491	484	(8)	-1.6%
Risk management	220	237	17	7.2%
General & administrative	1,194	1,160	(34)	-2.9%
Vehicle/facility leases	191	193	2	0.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(18,835)	(18,835)	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 3,028</b>	<b>\$ 3,044</b>	<b>\$ 16</b>	<b>0.5%</b>
<b>Operating income (loss)</b>	<b>\$ 461</b>	<b>\$ 250</b>	<b>\$ 211</b>	<b>-84.4%</b>
<b>Total public support and nonoperating revenues</b>	<b>(656)</b>	<b>(656)</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (195)</b>	<b>\$ (406)</b>	<b>\$ 211</b>	<b>-52.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OTHER ACTIVITIES**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2013**  
**MARCH 31, 2013**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	886	876	10	1.1%
<b>Total Operating Revenue</b>	<b>\$ 886</b>	<b>\$ 876</b>	<b>\$ 10</b>	<b>1.1%</b>
Personnel costs	\$ 522	\$ 518	\$ (4)	-0.7%
Outside services	144	117	(27)	-23.1%
Transit operations funding	-	-	-	-
Materials and supplies	13	15	2	14.6%
Energy	7	7	1	7.1%
Risk management	15	17	2	11.1%
General & administrative	79	80	0	0.1%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	76	76	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 856</b>	<b>\$ 830</b>	<b>\$ (26)</b>	<b>-3.2%</b>
<b>Operating income (loss)</b>	<b>\$ 30</b>	<b>\$ 46</b>	<b>\$ (16)</b>	<b>35.5%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 30</b>	<b>\$ 46</b>	<b>\$ (16)</b>	<b>-35.5%</b>



# Metropolitan Transit System FY 2013 - March 2013 Financial Review

MTS Board of Directors Meeting  
May 16, 2013

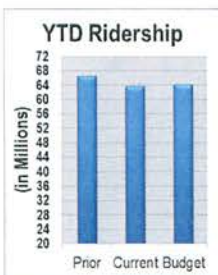


1



## COMBINED MTS TRANSIT OPERATORS COMPARISON TO BUDGET - MARCH 31, 2013 - FY 2013 (in \$000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Fare Revenue	\$ 69,557	\$ 69,941	(\$384)	-0.5%
Other Revenue	498	538	(40)	-7.5%
<b>Total Operating Revenue</b>	<b>\$70,055</b>	<b>\$70,479</b>	<b>(\$424)</b>	<b>-0.6%</b>



### Ridership Comparison

- Amended Budget: -0.9% lower
- \$649K negative variance
- Prior Year: -4.3% lower

### Average Fare Comparison

- Amended Budget: 0.5% higher
- \$265K positive variance
- \$1.094 versus \$1.089 budgeted
- Prior Year: 6.6% higher
- \$1.094 versus \$1.027



2



**COMBINED MTS TRANSIT OPERATORS**  
**COMPARISON TO BUDGET - MARCH 31, 2013 - FY 2013**  
(in \$000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Personnel Costs	\$ 80,026	\$ 80,531	\$504	0.6%
Purchased Transportation	41,869	41,879	10	0.0%
Other Outside Services	5,015	4,992	(23)	-0.5%
Energy	16,834	17,143	309	1.8%
Other Expenses	29,005	28,710	(294)	-1.0%
<b>Total Expenses</b>	<b>\$172,749</b>	<b>\$173,254</b>	<b>\$505</b>	<b>0.3%</b>

**Personnel Costs**

- Transit Operations: \$322K favorable variance
- Rail Operations: \$148K favorable variance

**Other Expenses**

- Materials and Supplies: \$327K unfavorable variance



**METROPOLITAN TRANSIT SYSTEM**  
**COMPARISON TO BUDGET - MARCH 31, 2013 - FY 2013**  
**TOTAL OPERATING REVENUE LESS EXPENSES (\$000's)**

**Combined Net Operating Variance**

MTS Operating Revenue	\$	(424)	
MTS Operating Expenses		<u>505</u>	
Combined MTS Operators	\$		81
MTS Administration / Other Activities			<u>195</u>
<b>Total Combined Net Operating Variance</b>	<b>\$</b>		<b>276</b>
Variance Percentage			0.3%



**METROPOLITAN TRANSIT SYSTEM**  
**COMPARISON TO BUDGET - MARCH 31, 2013 - FY 2013**  
**ON-GOING CONCERNS**

	<u>FY13</u>			Status
	Amended Budget	YTD Actual	Projection	
<b>Sales Tax Subsidy Revenue</b>	5.0%	5.8%	5.0%	<span style="color: green;">G</span>
<b>Energy Prices</b>				
CNG	\$ 0.75	\$ 0.73	\$ 0.76	<span style="color: yellow;">Y</span>
Diesel	\$ 3.53	\$ 3.45	\$ 3.44	
Gas	\$ 3.50	\$ 3.50	\$ 3.50	
Electricity	\$0.154	\$0.153	\$ 0.154	
<b>Passenger Levels</b>	86.0 M	63.6 M	85.0 M	<span style="color: yellow;">Y</span>
<b>State of California Budget</b>	\$22.2M	\$14.5 M	\$20.0M	<span style="color: yellow;">Y</span>

G Positive   
 Y Holding   
 R Negative





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## Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

May 16, 2013

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 April 12, 2013, through May 13, 2013.



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G1433.2-12	TROVILLION, INVEISS AND DEMAKI	AMENDMENT 2 FOR LEGAL SERVICES WORKERS C	\$30,000.00	4/12/2013
G1325.2-10	RAEL & LETSON	EXERCISE FINAL OPTION - OPBE VALUATION	\$26,000.00	4/22/2013
G1426.1-12	MARK H BARBER	AMEND 1 FOR LEGAL SERVICES WORK COMP	\$25,000.00	4/24/2013
B0530.1-10	GOODYEAR TIRE AND RUBBER CO.	EXERCISE OPTION YR 1 - ADD NEW TIRE SIZE	\$77,585.57	4/25/2013
L1032.5-12	SIEMENS INDUSTRY, INC.	ADDITIONAL COST FOR CRANE SERVICES	\$11,672.50	4/26/2013
B0599.0-13	AMERITRAN SERVICES	IN-PLANT AND DELIVERY INSPECTIONS	\$9,770.00	4/29/2013
G1531.0-13	CITY OF SAN DIEGO PARKS & REC	SPECIAL USE PERMIT-GASLAMP SQUARE PARK	\$603.00	4/29/2013
L1092.1-13	PROGRESS RAIL SERVICES	AMEND FOR SALES TAX CHANGE	\$13,500.00	5/8/2013
B0598.0-13	EF ENTERPRISES	IN-PLANT AND DELIVERY INSPECTIONS	\$19,505.00	5/9/2013
L1032.6-12	SIEMENS	SALES TAX ADJUSTMENT	\$29,445.69	5/13/2013

REVENUE OR NO - VALUE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
L1148.0-13	GRAN FONDO	ROE GRAND FONDO BIKE RIDE	(\$750.00)	4/12/2013
L5743.1-13	HERZOG CONTRACTING CORP	AMENDMENT 1 JROE TECOLOTE AND WASHINGTON	\$0.00	4/12/2013
M6700.0-13	RAGNER EVENTS, LLC	ROE TO USE MORENA / LINDA VIST PARKING L	(\$836.90)	4/12/2013
S200-13-546	PAR ELECTRICAL CONTRACTORS INC	ROE-REPLACE SDGE TRANSMISSION POLE	(\$1,400.00)	4/12/2013
S200-13-562	NAVY REGION SOUTHWEST MORALE	ROE PERMIT - BAY BRIDGE RUNWALK	\$0.00	4/12/2013
S200-13-568	PAR ELECTRICAL CONTRACTORS INC	ROE REMOVE SDGE FACILITIES POLES & CONDU	(\$2,400.00)	4/12/2013
G1527.0-13	PHIL'S BBQ	MARKETING WITH PHIL'S BBQ BIG BROTHERS	\$0.00	4/15/2013
PWG141.2-12	APR CONSTRUCTION INC.	TRANSIT STORE AMENDMENT 2	\$0.00	4/15/2013
L1042.1-12	SDG&E	ROE TIME EXTENSION AMENDMENT 1	\$0.00	4/17/2013
L6671.1-12	FLATIRON WEST INC.	ROE AMENDMENT 1 SANDAG SORRENTO TO MIRAM	\$0.00	4/17/2013
L6695.0-13	SIMON WONG ENGINEERING	JROE NCTD-SANDAG A&E CONTRACT	\$0.00	4/17/2013
G1313.2-10	FIRST TRANSIT, INC.	DOCUMENT LEASE G1522.0-13 OFFICIAL LEASE	\$0.00	4/18/2013
G1522.0-13	FIRST TRANSIT, INC.	PROPERTY LEASE AGREEMENT	\$0.00	4/18/2013
L7050.0-13	CITY OF SAN DIEGO	STORM WATER MGMT AND MAINTENANCE	\$0.00	4/18/2013

# REVENUE OR NO - VALUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
L5262.0-13	SDG&E	EASEMENT AGMT FOR CNG FUEL STATION	\$0.00	4/19/2013
S200-13-563	SDG&E	EASEMENT AGMT FOR SEAWARD AVE SUBSTATION	\$0.00	4/19/2013
S200-13-564	SDG&E	EASEMENT AGMT FOR SUBSTATION 27TH ST	\$0.00	4/19/2013
S200-13-565	SDG&E	EASEMENT AGMT FOR MARKET ST SUBSTATION	\$0.00	4/19/2013
S200-13-567	SDG&E	EASEMENT AGMT FOR TPSS 13TH AND NEWTON	\$0.00	4/19/2013
S200-13-571	SDG&E	EASEMENT AGMT FOR SUBSTATION PALM & HOLL	\$0.00	4/19/2013
S200-13-569	CITY OF LA MESA	ROE FOR LA MESA FLAG DAY PARADE	\$0.00	4/22/2013
L0907.1-10	UTAH TRANSIT AUTHORITY	ASSIGNMENT UTA FOR 45 OPTION LRVS	\$0.00	4/24/2013
M6703.0-13	EXPEDITE TOWING	LEASE AGMT PORTION OF ALPINE GLASS PROP	(\$9,198.00)	4/24/2013
L1143.1-13	SECC CORPORATION	ROE AMENDMENT 1 SD PORT	\$0.00	4/29/2013
M6698.0-13	ORTIZ CORP	ROE PERMIT TRUNK SEWER PHASE 3	(\$1,350.00)	4/29/2013
M6701.0-13	COX COMMUNICATIONS	LICENSE AGREEMENT FOR AERIAL CROSSING	(\$1,500.00)	4/29/2013
G1530.0-13	HEALY NEWSPAPER, INC.	IN-KIND TRADE	\$0.00	5/1/2013
G1485.1-13	HEALY NEWSPAPER, INC.	ROE PERMIT AMENDMENT	\$0.00	5/6/2013
B0562.2-11	QUALCOMM INC	EXTRA TRIPS ON ROUTE 921	(\$19,254.00)	5/9/2013
S200-13-573	SDG&E	EASEMENT AGMT BLUE BARN	\$0.00	5/13/2013

# PURCHASE ORDERS

DATE	Organization	Subject	AMOUNT
4/12/2013	CDW GOVERNMENT INC	APPLE MBP AND APPLE CARE	\$2,597.22
4/15/2013	ACS TRANSPORT SOLUTIONS INC	PROGRAM 12 GARMIN GPS UNITS	\$1,770.00
4/15/2013	CDW GOVERNMENT INC	WIRELESS DESKTOP, ADOBE CREATIVE CLO	\$664.26
4/17/2013	NTH GENERATION COMPUTING	NETSHELTER SX 42U ENCLOSURE	\$2,771.20
4/23/2013	MADDEN CONSTRUCTION	WALL BOARD REPAIRS	\$977.40
4/26/2013	HEAVILAND ENTERPRISES INC.	CONSULTING SERVICES	\$720.00
4/29/2013	AT&T	NORTEL EXPRESS SUPPORT	\$8,736.00
4/30/2013	HSQ TECHNOLOGY CORP	ILON INTEGRATION AND TOUCH SCREENS	\$18,207.00



PURCHASE ORDERS			
DATE	Organization	Subject	AMOUNT
5/2/2013	AT&T	LC & SC CABLE	\$410.59
5/3/2013	DELL COMPUTER CORP	OPTIPLEX 9010, P2012H WIDESCREEN	\$26,193.10

WORK ORDERS			
DATE	Organization	Subject	AMOUNT
4/12/2013	CDW GOVERNMENT INC	APPLE MBP AND APPLE CARE	\$2,597.22
4/15/2013	ACS TRANSPORT SOLUTIONS INC	PROGRAM 12 GARMIN GPS UNITS	\$1,770.00
4/15/2013	CDW GOVERNMENT INC	WIRELESS DESKTOP, ADOBE CREATIVE CLO	\$664.26
4/17/2013	NTH GENERATION COMPUTING	NETSHELTER SX 42U ENCLOSURE	\$2,771.20
4/23/2013	MADDEN CONSTRUCTION	WALL BOARD REPAIRS	\$977.40
4/26/2013	HEAVILAND ENTERPRISES INC.	CONSULTING SERVICES	\$720.00
4/29/2013	AT&T	NORTEL EXPRESS SUPPORT	\$8,736.00
4/30/2013	HSQ TECHNOLOGY CORP	ILON INTEGRATION AND TOUCH SCREENS	\$18,207.00
5/2/2013	AT&T	LC & SC CABLE	\$410.59
5/3/2013	DELL COMPUTER CORP	OPTIPLEX 9010, P2012H WIDESCREEN	\$26,193.10



AGENDA ITEM NO.

64

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

## 1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	5-16-13				
Name	Valerie Hightower				
Address	4758 Imperial Ave #4				
Telephone	619-264-0697				
Organization Represented					
Subject of Your Remarks	Bus riders safety - enforcement of no smoking - Compass Card <del>for</del> bus benches				
Regarding Agenda Item No.					
Your Comments Present a Position of:	<table border="1"><tr><td><input type="checkbox"/></td><td>SUPPORT</td><td><input type="checkbox"/></td><td>OPPOSITION</td></tr></table>	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION
<input type="checkbox"/>	SUPPORT	<input type="checkbox"/>	OPPOSITION		

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

## 4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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