



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

### JOINT MEETING OF THE BOARD OF DIRECTORS

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

May 28, 2009

9:00 a.m.

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

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#### ACTION RECOMMENDED

1. Roll Call
2. Approval of the Minutes of May 14, 2009 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.
4. Transportation Security Administration Presentation Receive

Please turn off cell phones and pagers  
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>MTS: East County Bus Maintenance Facility Budget Changes</u><br>Action would approve budget changes and grant transfers for East County Bus Maintenance Facility (ECBMF) projects.  | Approve |
| 7. | <u>MTS: Rural Medium-Duty Buses - Contract Award</u><br>Action would authorize the CEO to execute MTS Doc. No. B0524.0-09 with Creative Bus Sales to purchase three medium-duty transit vehicles.  | Approve |
| 8. | <u>MTS: Capital Improvement Project Funds Transfer</u><br>Action would approve the transfer of nonfederal funds from MTS Capital Improvement Program (CIP) 11418 (MCS ADA Small Vehicle Procurement) to CIP 11200 (MTS Miscellaneous Capital No Federal).  | Approve |
| 9. | <u>MTS: An Ordinance Amending Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule and an Ordinance Amending Ordinance No. 13, An Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop</u><br>Action would: (1) read the title of Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule and Ordinance No. 13, an Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop; (2) waive further readings of the ordinance; and (3) direct publication of an ordinance summary. | Adopt   |

## CLOSED SESSION

- |     |  |                 |
|-----|--|-----------------|
| 24. | a. MTS: CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(a): <u>Balfour Beatty/Ortiz v. Metropolitan Transit System</u> (Superior Court Case No. GIC 868963)  | Possible Action |
|     | b. MTS: CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8<br><u>Property:</u> 3650 Main Street, Chula Vista, CA<br><u>Assessor Parcel No.:</u> 623-250-23<br><u>Agency Negotiators:</u> Tiffany Lorenzen, General Counsel; Tim Allison, Manager of Real Estate Assets; and Jane Wiggans, Wiggans Group, Inc.<br><u>Negotiating Parties:</u> Sav-On Systems, a California Limited Partnership | Possible Action |

Oral Report of Final Actions Taken in Closed Session

## NOTICED PUBLIC HEARINGS

25. MTS: FY 2010 Budget - Public Hearing and Adoption Adopt  
Action would hold a public hearing, receive testimony, and review and comment on the fiscal year 2010 budget information presented in this report; and (2) adopt Resolution No. 09-17 approving the operating and capital budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry.

## DISCUSSION ITEMS

30. MTS: Credit Agreement Approve  
Action would approve Resolution No. 09-11 authorizing the CEO to execute a credit agreement with Bank of America for up to \$10 million and any other ancillary documents necessary to complete the transaction.

## REPORT ITEMS

45. MTS: Super Loop Pilot Receive  
Action would receive a report on the Super Loop Pilot Project.
46. MTS: Federal Legislative and Funding Opportunities Receive  
Action would receive a report from MTS's Washington representative.
47. MTS: Update on San Ysidro Port of Entry Reconfiguration Project Receive  
Action would receive a report on the United States General Services Administration's (GSA's) San Ysidro Border Reconfiguration Project.
48. MTS: Operations Budget Status Report for March 2009 Receive  
Action would receive the MTS Operations Budget Status Report for March 2009.
60. Chairman's Report Information
61. Audit Oversight Committee Chairman's Report Information
62. Chief Executive Officer's Report Information
63. Board Member Communications
64. Additional Public Comments Not on the Agenda  
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public
65. Next Meeting Date: June 11, 2009
66. Adjournment

# DRAFT

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

May 14, 2009

MTS  
1255 Imperial Avenue, Suite 1000, San Diego

### MINUTES

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:05 a.m. A roll call sheet listing Board member attendance is attached.

Honoring of Employee

Chairman Mathis presented a plaque to Debbie Bridge for her 30 years of service with MTS and expressed appreciation and congratulations.

2. Approval of Minutes

Mr. Ewin moved to approve the minutes of the April 23, 2009, MTS Board of Directors meeting. Mr. McClellan seconded the motion, and the vote was 10 to 0 in favor.

3. Public Comments

*Williams Watkins:* Mr. Watkins stated that the Vintage Trolley should travel into Pacific Beach and La Jolla. He stated that the rails are still there, and the car could easily handle the grades in that area.

*Clive Richard:* Mr. Richard made complimentary comments about the Comprehensive Operations Analysis but added that it was a little bit conservative. He stated there should have been a 7.5- to 10-minute network, but MTS could not afford that. He also suggested that MTS look at the value of the service it delivers instead of the cost. He stated that all agencies, from the state down, should ask what affect policy decisions have on the value of the services it provides.

4. MTS: Election of Chair Pro Tem (ADM 110)

Chairman Mathis advised Board members that the current Chair Pro Tem, Fred McLean, has withdrawn from the Board. He requested nominations from the floor for the Chair Pro Tem position.

Action Taken

Mr. Rindone nominated Tony Young for the position of Chair Pro Tem. There were no other nominations. Nominations were closed. The vote was 10 to 0 in favor.



Chairman Mathis stated that he had discussed this matter with Mr. Young and that he was honored to receive this nomination.

**CONSENT ITEMS:**

Ms. Tiffany Lorenzen, MTS General Counsel, explained that Resolutions 09-16 and 09-17 in agenda items 9 and 10, were incorrectly numbered and should be 09-18 and 09-19, respectively.

Ms. Lorenzen read the titles of ordinances being recommended for revision under Agenda Item No. 14 as follows: An Ordinance Amending Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule and an Ordinance Amending Ordinance No. 13, an Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop.

6. MTS: Increased Authorization for Legal Services (LEG 491)

Recommend that the Board of Directors authorize the CEO to enter into MTS Doc. No. G1111.8-07 (insubstantially the same form as Attachment A of the agenda item) with Wheatley Bingham & Baker for legal services and ratify prior amendments entered into under the CEO's authority.

7. MTS: Increased Authorization for Legal Services (LEG 491)

Recommend that the Board of Directors authorize the CEO to enter into MTS Doc. No. G1078.3-07 (in substantially the same form as Attachment A of the agenda item) with Ryan, Mercado & Worthington, LLP for legal services and ratify prior amendments entered into under the CEO's authority.

8. MTS: San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Railway Company Board of Directors at its April 21, 2009, Meeting (SDAE 710)

Recommend that the Board of Directors receive the San Diego and Imperial Valley Railroad, Pacific Southwest Railway Museum Association, and Carrizo Gorge Railway, Inc. quarterly reports (Attachment A of the agenda item); and (2) ratify actions taken by the SD&AE Railway Company Board of Directors at its meeting on April 21, 2009 (Attachment A of the agenda item).

9. MTS: Approve Resolution No. 09-19 and Authorize the CEO to Take Title to Up to Ten Buses for the Buses on Shoulder System Project (LEG 491)

Recommend that the Board of Directors approve Resolution No. 09-19 (Attachment A of the agenda item) and authorize the CEO to take title to up to ten buses for the Buses on Shoulder System Project using federal funds transferred from SANDAG.

10. MTS: Resolution No. 09-18 Authorizing the CEO to Accept a Grant Deed for the South Bay Bus Maintenance Facility (AG 210.2, CIP 11026)

Recommend that the Board of Directors approve Resolution No. 09-18 (Attachment B of the agenda item) and authorize the CEO to accept a grant deed (Attachment C of the agenda item) from SANDAG for the South Bay Bus Maintenance Facility.

11. MTS: Audit Report – Security Process (LEG 492)

Recommend that the Board of Directors receive an internal audit report on MTS's security process.

12. MTS: Audit Report – SDTC Revenue Collection Process (LEG 492)

Recommend that the Board of Directors receive an audit report on the San Diego Transit Corporation revenue-collection process.

13. MTS: Investment Report – March 2009 (FIN 300)

Recommend that the Board of Directors receive a report for information.

14. MTS: An Ordinance Amending Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule and an Ordinance Amending Ordinance No. 13, an Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop (ADM 110.3)

Recommend that the Board of Directors (1) read the title of Ordinance No. 4 (Attachment A of the agenda item), An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule and Ordinance No. 13 (Attachment B of the agenda item), an Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop; (2) waive further readings of the ordinance; (3) introduce the ordinances for further consideration at the next Board meeting on May 28, 2009; and (4) direct publication of an ordinance summary.

15. MTS: Semiannual Uniform Report of Disadvantaged Business Enterprise Awards or Commitments and Payments (LEG 430)

Recommend that the Board of Directors receive the Semiannual Uniform Report of Disadvantaged Business Enterprise Awards or Commitments and Payments (Attachment A of the agenda item).

16. MTS: Acceptance of Donated PCC Car (ADM 110.3)

Recommend that the Board of Directors authorize the CEO to accept the donation of former Southeastern Pennsylvania Transportation Authority PCC Streetcar No. 2186 from the Museum of Transportation in St. Louis, Missouri.

Action on Recommended Consent Items

Mr. Ewin moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16. Mr. McClellan seconded the motion, and the vote was 10 to 0 in favor of Consent Items 6, 7, 8, 9, 10, 11, 12, 13, 14 (Ordinance No. 13 only), 15, and 16. The vote was 8 to 2 for Consent Item No. 14 (Ordinance No. 4 Only), with Ms. Lightner and Mr. Gloria casting the dissenting votes.

CLOSED SESSION:

24. Closed Session Items (ADM 122)

**The Board convened to Closed Session at 9:17 a.m.**

- a. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code section 54956.9(a) Balfour Beatty/Ortiz v. Metropolitan Transit System (Superior Court Case No. GIC 868963)
- b. MTS: CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Pursuant to California Government Code section 54946.9(a): California Air Resources Board v. MTS

**The Board reconvened to Open Session at 9:38 a.m.**

Oral Report of Final Actions Taken in Closed Session

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

- a. The Board received a report.
- b. The Board received a report from outside counsel.

DISCUSSION ITEMS:

There were no Discussion Items.

REPORT ITEMS:

45. MTS: Update on San Diego Vintage Trolley (SDVTI), Inc. Activities (OPS 1000)

Chairman Mathis turned the chairmanship over to Mr. Rindone in order to provide an update to the Board on Vintage Trolley activities. Chairman Mathis referred to the handout Draft Business Plan and indicated that this document is very useful for answering most questions people might have about the project. He reviewed the history of this type of service in San Diego. He also stated that the concept of streetcars is experiencing a renaissance and showed photos of cars from cities that have reestablished historical-based trolley service. He stated that this service is popular with the public and helps to promote the use of public transit. He then reviewed the benefits of vintage trolley service.

Chairman Mathis also reviewed the particulars of two previous studies for the reestablishment of this type of service in San Diego and reported that both studies indicated that a separate infrastructure would be needed. He added that merchants in the Gaslamp Quarter, where this service was anticipated to run, were concerned about disruptions during construction. He reviewed the routing that had been selected for this pilot program and pointed out that the infrastructure already exists for this particular loop.

Chairman Mathis provided the Board with information on how SDVTI was formed, how it procured the three cars currently on-premise at MTS, and showed slides of refurbishment activities that are currently underway. He stated that the lead car, Car No. 529, will be

refurbished first and will be used for promotional activities to generate funding for the remainder of the project. He also explained that these cars will be accessible to the handicapped as mandated by the Federal Transit Administration and that the type of lift that will be installed has already been tested. He provided information on the paint scheme for the cars and stated that the operators will wear the uniform similar to those worn when the service was originally provided in San Diego. He stated that the operators would be provided by MTS and that each car would also have a volunteer conductor/docent onboard.

Chairman Mathis reviewed the funding that had been raised to date, in-kind donations that have been received, and how the funding has been used. He also reviewed how sponsorships could be developed.

Mr. Rindone stated that it will be an exciting day when this service begins.

#### Action Taken

Mr. Young moved to receive a report from the Chairman of the San Diego Vintage Trolley, Inc. Board on actions taken to date by that Board. Mr. Ewin seconded the motion, and the vote was 9 to 0 in favor.

47. MTS: Compass Card Implementation (CIP 11457)  
***(Taken Out of Order)***

Mr. James Dreisbach-Towle, SANDAG Project Manager for this program, reported that the kick-off event for the launch of the Compass Card program was held May 1. He added that paper passes were replaced with the Compass Card on the Coaster and Premium Express routes at that time. He stated that there were some minor issues, one of which was the high call volume to the 501 Compass Card Call Center. He reported that staffing changes will be made in order to accommodate increased volumes that are anticipated when the remaining 60,000 customers are converted to Compass Card. He stated that the majority of the callers wanted to register their Compass Card. He stated that they are currently upgrading the system to allow a web management feature so that customers can register their cards on-line. He stated that should be ready in June.

Mr. Driesbach-Towle also reported that there are currently 175 third-party outlets selling passes. He stated that these outlets will be replaced by an exclusive two-year contract with Vons grocery stores to sell Compass Cards at 56 of their stores starting June 20. He stated that SANDAG and MTS will receive \$800,000 from Vons for cobranding on Compass Card marketing materials. Mr. Driesbach-Towle showed Compact Point of Sale hardware that will be installed in each of the Vons and reported that they will be including high-volume stores in low-income areas in order to meet Title VI requirements. He also reported that it will take two to three months to complete the installation of equipment in all of the stores. He added that some of the \$800,000 will be used to purchase this equipment for installation. In response to a question from Mr. Young, he reported that the agencies will meet to discuss how to use the remainder of the \$800,000.

Mr. Driesbach-Towle reported that staff members have been serving as Ambassadors at the stations since the initial roll out of the Compass Card. He stated that, thanks to Mr. Roberts' assistance, the Workforce Partnership will be using economic stimulus funding to provide MTS with 300 youth Ambassadors.

In response to a question from Mr. Young, Mr. Driesbach-Towle confirmed that no Point of Sale equipment would have to be bought for the next two-year contract. Mr. Young stated that this is the type of innovative thinking that agencies need to pursue. Mr. Jablonski reported that not only will Vons' be paying \$800,000, but MTS will no longer have to pay a commission fee to the outlets that were previously selling the paper passes. Mr. Roberts suggested that the Board convey thanks to Vons for participating in this program. He stated that is always good to demonstrate that public officials are "tuned in." Mr. Rindone suggested that advertising for the Compass Card identify it as a transit pass until customers understand that's what it is and that this information be printed in bold letters.

Mr. Rindone reported that he made remarks about the Compass Card at a recent San Diego Symphony Pops concert and was inundated with questions and positive comments afterward. He stated that it was an older demographic of people who attended the concert, and he was surprised as their interest in this technology.

In response to a question from Mr. Young, Mr. Driesbach-Towle reported that they are already having discussions with the U.S. Navy to explore the possibility of using the card to get credits for car and van pools. Mr. Young stated that MTS has a captive audience that merchants would like to reach, and MTS should take advantage of that. Mr. Roberts stated that the Compass Card has enormous potential.

Action Taken

Mr. Young moved to receive a status report on development and implementation of the Compass Card fare system. Mr. Gloria seconded the motion, and the vote was 10 to 0 in favor.

46. MTS: Zero-Emission Bus Program (CIP 11457)

Ms. Sharon Cooney, Director of Government Affairs, reviewed the background and elements of the Zero-Emission Bus (ZEB) Regulations passed in 2000. She added that CARB has extended the deadline date for following these regulations to 2012 in order to allow the technology to adequately develop. She stated that ZEB buses are extremely expensive, require more infrastructure, have durability issues, and are not as reliable. She added that CARB will be reviewing this program in July during a meeting in San Diego and will be proposing amendments. She added that it is hoped that CARB will approve alternatives, such as low-emission buses, that transit operators can use to achieve similar emission reductions. She stated that MTS is currently testing an electric-hybrid compressed natural gas. She added that it is still a costly alternative.

Action Taken

Mr. Young moved to receive a report on the California Air Resources Board Zero-Emission Bus Requirements. Mr. Roberts seconded the motion, and the vote was 10 to 0 in favor.

48. MTS: Service Performance Monitoring Report for January Through March 2009 (SRTP 825)

Ms. Cooney reported on performance statistics for July through March of FY 2009. She reviewed year-to-date results for various ridership categories, passengers per in-service hours, on-time performance, preventable accidents, complaints per 100,000 passengers, bus in-service hours/miles, and peak vehicle requirement. She reported that the statistical model that SANDAG is using is flawed as it relates to trolley ridership. She stated that once the model is

adjusted to account for the introduction of Day Passes, trolley ridership numbers should return to previous levels. Ms. Cooney reported that preventable accidents for MTS Contract Bus have gone down substantially because they were previously counting all accidents, not just preventable accidents. Ms. Cooney pointed out that three trolley cars have been added to the early morning service coming into San Diego from San Ysidro in order to meet demand, and Mr. Rindone pointed out that these trains are still full.

In response to a question from Mr. Ewin, Ms. Claire Spielberg, Chief Operating Officer – Transit Services, reported that preventable accidents for MTS Bus have gone up slightly because of the number of new operators that have been hired to replace those who are retiring. She stated that MTS Bus is undertaking a retraining program to address this issue. Mr. Paul Jablonski, MTS CEO, reported that while FY 2009 statistics for this performance indicator are slightly up from FY 2008, there has been a dramatic decrease in this statistic over the last few years. Mr. Ewin requested that he be provided with the number of accidents in this category.

Action Taken

Mr. Ewin moved to receive a report for information. Mr. McClellan seconded the motion, and the vote was 9 to 0 in favor.

60. Chairman's Report

There was no Chairman's Report.

61. Audit Oversight Committee Chairman's Report

Mr. Ewin stated that the next Audit Oversight Committee meeting would be held on June 4, 2009.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he recently attended the APTA Bus and Paratransit Conference in Seattle and attended meetings related to operating matters. He stated that there was a strong emphasis on bus rapid transit issues. He also stated that he met with MTS's current bus manufacturer, New Flyer, as well the manufacturer of the MTS's electric-hybrid compressed natural gas bus, ISE.

63. Board Member Communications

There were no Board Member Communications.

64. Additional Public Comments on Items Not on the Agenda

There were no additional Public Comments.

65. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, May 28, 2009.

66. Adjournment

Chairman Mathis adjourned the meeting at 10:49 a.m.

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

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Office of the General Counsel  
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet  
gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 5/14/09

CALL TO ORDER (TIME): 9:05 a.m.

RECESS: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

CLOSED SESSION: 9:17 a.m.

RECONVENE: 9:38 a.m.

PUBLIC HEARING: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

ORDINANCES ADOPTED: \_\_\_\_\_

ADJOURN: 10:49 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
BOYACK	<input checked="" type="checkbox"/> (Cunningham) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Allan) <input type="checkbox"/>		
FAULCONER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		10:30 a.m. during AI 45
GLORIA	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
LIGHTNER	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MCCLELLAN	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MCLEAN	<input type="checkbox"/> (Janney) <input type="checkbox"/>		<input checked="" type="checkbox"/>
OVROM	<input type="checkbox"/> (Woiwode) <input type="checkbox"/>		<input checked="" type="checkbox"/>
RINDONE	<input checked="" type="checkbox"/> (Castaneda) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		10:37 a.m. during AI 48
RYAN	<input type="checkbox"/> (B. Jones) <input type="checkbox"/>		<input checked="" type="checkbox"/>
SELBY	<input checked="" type="checkbox"/> (England) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Emerald) <input type="checkbox"/>	10:14 a.m. during AI 47	
ZARATE	<input type="checkbox"/> (Parra) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

*Gail Williams*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*[Signature]*





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## Agenda

## Item No. 6

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

CIP 1049600

May 28, 2009

### SUBJECT:

MTS: EAST COUNTY BUS MAINTENANCE FACILITY BUDGET CHANGES

### RECOMMENDATION:

That the Board of Directors approve budget changes and grant transfers for East County Bus Maintenance Facility (ECBMF) projects.

#### Budget Impact

1. Transfer \$686,386 from ECBMF Compressed Natural Gas (CNG) Capital Improvement Project (CIP) 1142700 to ECBMF CIP 1049600; and
2. Transfer \$501,600 in dedicated funding, including federal grant E2007-BUSP-0062, with federal funds in the amount of \$401,280 plus a local match of \$100,320 from CIP 11237 (MTS East County Land Acquisition) to CIP 1049600 (ECBMF).

### DISCUSSION:

MTS has received a few federal grants for the ECBMF expansion over the past few years. The funding was initially programmed for right-of-way acquisition. However, the dedicated funding has time constraints; the right-of-way acquisition timing is beyond the available time period to utilize these grants. MTS and the San Diego Association of Governments (SANDAG) are in need of construction funding for improvements on the existing ECBMF and can take advantage of those existing grants within the next year. There is \$501,600 in grant funds to be transferred, which requires Board action.



There is an additional \$326,563 (federal grant E2009-BUSP-080 in the amount of \$261,250 and local match in the amount of \$65,313) available that has been added and programmed through SANDAG within ECBMF CIP 1049600.

MTS and SANDAG have conducted some initial studies regarding the feasibility of a CNG fuel station at the ECBMF as part of East County CNG Station CIP 1142700. The project does appear feasible, and a new CNG fuel station will be evaluated as part of a future analysis of bus fuel types when the East County fleet is ready for replacement in the next several years. The environmental process for ECBMF is ongoing and will be able to accommodate CNG fuel, gasoline, or other alternative fuels considered to power new buses for the East County fleet. The \$686,386 in project funding in the ECBMF CNG Station CIP is not currently needed and can be used now for more urgent projects at the East County site. The grants funding this project were from FY 2002 through FY 2006.

MTS wants to transfer these funds to the current upcoming ECBMF construction project and utilize the older grant funds now. Additional funds would be available in the future after a final decision is made on alternative fuels for the East County bus fleet. Therefore, the Board action includes a recommendation to support the transfer of the remaining funds in CIP 1142700 to the ECBMF construction CIP 1049600. Both capital projects were established as construction projects and are within the SANDAG budget. This action would set the stage for SANDAG to move the funds with MTS's endorsement.

The planned construction at the East County Bus Maintenance Facility is currently being designed. The work proposed is at the existing five-acre site. Work proposed includes: demolition of the old and not-needed 544 Vernon Way building; asphalt and concrete paving and site work on all of the existing site, enabling full-size, heavy-duty buses to be parked anywhere on the site; and installation of required storm water pollution prevention drainage systems to meet environmental requirements. MTS will also be working with the City of El Cajon staff regarding city requirements for the public right-of-way improvements related to Johnson Avenue, Vernon Way, and Pioneer Way that may be included within this construction project.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Elliot Hurwitz, 619.595.7031, [elliot.hurwitz@sdmts.com](mailto:elliot.hurwitz@sdmts.com)

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## Agenda

Item No. 7

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

CIP 11419

May 28, 2009

**SUBJECT:**

MTS: RURAL MEDIUM-DUTY BUSES - CONTRACT AWARD

**RECOMMENDATION:**

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0524.0-09 (in substantially the same form as Attachment A) with Creative Bus Sales to purchase three medium-duty transit vehicles.

Budget Impact

The purchase of three medium-duty buses requires an expenditure of not more than \$348,348.93 in funds from MTS CIP 11419-1300 (MCS Medium-Small DART-Fixed Buses). There are sufficient capital funds within this project for this expenditure, including new anticipated funding from a federal capital grant under the Section 5311 program.

**DISCUSSION:**

The 1999- and 2000-model buses that currently operate on the rural service have exceeded their useful lives. Two of the Type VII medium-duty El Dorado National buses are currently on order. Three additional buses are being ordered with new federal Section 5311 funds and are being procured by the State of California. Creative Bus Sales has the contract for the Type VII medium-duty vehicle that seats 26 passengers and is ideal for the rural-type service that operates between El Cajon and the back-country areas of San Diego County. El Dorado National produces the buses for Creative Bus Sales and has provided many buses to MTS operators over the past two decades. These new buses are equipped with the latest gasoline-powered engines and meet all

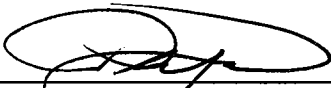
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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., 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.



California Air Resources Board requirements. The five older rural buses to be retired are diesel and have reached their useful lives.

Since the State of California has not finalized the funding contracts between itself and MTS for the Section 5311 grants, and may not do so until summer 2009, the California Department of Transportation has provided preaward authorization for MTS to order the buses in advance of the contract finalization. The previous two rural buses ordered will go into production in June 2009 with an August 2009 delivery. The three new buses being ordered would likely go into production in the summer of 2009 with a fall 2009 delivery.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Elliot Hurwitz, 619.595.7031, [elliott.hurwitz@sdmts.com](mailto:elliott.hurwitz@sdmts.com)

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Attachment: A. MTS Doc. No. B0524.0-09

## STANDARD PROCUREMENT AGREEMENT

MTS Doc. No. B0524.0-09

CONTRACT NUMBER

OPS 920.6, CIP 11419

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2009, 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: Creative Bus Sales.Address: 13501 Benson AvenueForm of Business: Corporation  
(Corporation, partnership, sole proprietor, etc.)Chino, CA 92710Telephone: 909-465-5528

Authorized person to sign contracts: Mike Dirnberger Commercial Sales Representative  
Name Title

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

Provide up to six (6) El Dorado National Aero Elite 290 Type VII medium-duty buses (per MTS requirements) purchased from the State of California Contract No. 1-05-23-16 as amended and in accordance with the MTS Standard Procurement Agreement, including the Standard Conditions for Procurement, Federal Requirements, general contract provisions, quality assurance provisions, warranty requirements, and Creative Bus Sales' Proposal dated May 14, 2009 (hereinafter "Contract Documents"). If there are any inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract:

1. General Contractual Provisions, including Creative Bus Sales Proposal.
2. Standard Procurement Agreement, including Standard Conditions Procurement.
3. State of California Contract No. 1-05-23-16 as amended.

This contract is for the purchase and delivery of three (3) El Dorado National Aero Elite 290 Type VII medium-duty buses, with an option to purchase up to an additional three (3) medium-duty buses should funding become available prior to the State of California Contract No. 1-05-23-16 expiring.

Delivery of the three (3) El Dorado National Aero Elite 290 Type VII medium-duty buses shall be completed no later than **December 31, 2009**.

This is a firm fixed-price contract not subject to escalation. The total cost for this procurement shall not exceed **\$348,348.93**, which includes sales tax, training, and delivery.

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

AMOUNT ENCUMBERED

BUDGET ITEM

FISCAL YEAR

\$348,348.93

09

By:

Chief Financial Officer

DATE

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

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## Agenda

Item No. 8

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

CIPs 11418, 11200

May 28, 2009

SUBJECT:

MTS: CAPITAL IMPROVEMENT PROJECT FUNDS TRANSFER

RECOMMENDATION:

That the Board of Directors approve the transfer of nonfederal funds from MTS Capital Improvement Program (CIP) 11418 (MCS ADA Small Vehicle Procurement) to CIP 11200 (MTS Miscellaneous Capital No Federal).

Budget Impact

The transfer of \$716,095 from MTS Capital Improvement Program (CIP) 11418 (MCS ADA Small Vehicle Procurement) to CIP 11200 (MTS Miscellaneous Capital No Federal) would allow urgent capital needs to be met.

DISCUSSION:

Funding for the MCS ADA Small Vehicle Procurement Project (CIP 11418) has been successfully completed. As a result, a total of \$716,095 in nonfederal funding remains unspent. The balance of unspent nonfederal funding would be used to fund MTS CIP 11200 (MTS Miscellaneous Capital No Federal). Transferring the remaining balance of funds to fulfill other capital needs would allow funding to be spent in a timely matter on capital items that require urgent attention.

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

Key Staff Contact: Lisa Fowler, 619.557.4510, [lisa.fowler@sdmts.com](mailto:lisa.fowler@sdmts.com)

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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.



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## Agenda

Item No. 9

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

ADM 110.3

May 28, 2009

SUBJECT:

MTS: AN ORDINANCE AMENDING ORDINANCE NO. 4, AN ORDINANCE ESTABLISHING A METROPOLITAN TRANSIT SYSTEM FARE-PRICING SCHEDULE AND AN ORDINANCE AMENDING ORDINANCE NO. 13, AN ORDINANCE REGARDING PROHIBITED CONDUCT ONBOARD TRANSIT VEHICLES AND PROHIBITED ACTIONS ON OR ABOUT A TRANSIT FACILITY, TROLLEY STATION, OR BUS STOP

RECOMMENDATION:

That the Board of Directors

1. read the title of Ordinance No. 4 (Attachment A), An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule and Ordinance No. 13 (Attachment B), an Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop;
2. waive further readings of the ordinance; and
3. direct publication of an ordinance summary.

This action is necessary to make the MTS ordinances consistent with the San Diego Association of Governments' (SANDAG's) Regional Comprehensive Fare Ordinance.

Budget Impact

None.



## DISCUSSION:

SANDAG has been responsible for governing the fare structure for public transportation services in San Diego County since 2003. SANDAG administers this function through the Regional Comprehensive Fare Ordinance. MTS still maintains its own fare ordinance, Ordinance No. 4, to provide a mechanism for fare enforcement and issuing citations.

SANDAG approved amendments to the Regional Comprehensive Fare Ordinance on May 8, 2009. MTS proposes adoption of the amendments to Ordinance No. 4 contained in Attachment A in order to maintain consistency with the Regional Comprehensive Fare Ordinance and ensure enforceability. The following is a summary of the pass and fare changes:

	<u>Current</u>	<u>July 1, 2009</u>
<b>Pass Rate Increases</b>		
Monthly/30-Day		
• Adult	\$68	\$72
• Senior/Disabled/Medicare	\$17	\$18
• Youth	\$34	\$36
• Half-Month/14-Day	\$41	\$43
Premium Express		
• Adult	\$90	\$100
• Senior/Disabled/Medicare	\$22.50	\$25
• Youth	\$45	\$50
• Half-Month/14-Day	\$54	\$60
<b>Fares Eliminated</b>		
Downtown Trolley Zone	\$1.25	[\$2.50]
• Senior/Disabled/Medicare	\$0.60	[\$1.25]
Circulator/Shuttle	\$1.00	[\$2.25]
• Senior/Disabled/Medicare	\$0.60	[\$1.10]

Modifications are also proposed for MTS Ordinance No. 13. These proposed modifications would allow Code Compliance Officers to issue citations to individuals who attempt to resell previously purchased tickets and day passes as well as prohibit the solicitation of used fare media at transit centers.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Mark Thomsen, 619.595.4909, [mark.thomsen@sdmts.com](mailto:mark.thomsen@sdmts.com)

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Attachments: A. Proposed Amended Codified Ordinance No. 4  
B. Proposed Amended Codified Ordinance No. 13

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 4  
(as amended through ~~11/13/08~~5/28/09)

An Ordinance Establishing a Metropolitan Transit System  
Fare-Pricing Schedule

Section 4.1: Findings

This Ordinance is adopted to implement a Metropolitan Transit System (MTS) Fare-Pricing Schedule approved by the Metropolitan Transit System Board of Directors and to authorize future modifications or amendments to the schedule to be made by the MTS Board of Directors.

Section 4.2: Definitions

A. Senior - Any person 60 years of age or older. Acceptable proof of senior fare eligibility shall be a Medicare Card, a valid driver's license, a State of California Senior identification card, or an MTS identification card in the MTS area, or a North County Transit District (NCTD) identification card in the NCTD area. This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare on fixed-route transit or general public demand-responsive services.

B. Disabled/Medicare - Any person with a permanent or temporary mental or physical disability. Acceptable proof of disabled fare eligibility shall be an MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card. This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare for fixed-route transit or general public demand-responsive services.

C. Youth - Any person 6-18 years of age (inclusive). Acceptable proof of youth fare eligibility in the MTS area shall be an MTS Youth identification card, a valid driver's license, or current school photo identification card (through high school only). NCTD shall control youth pass eligibility at the point of purchase.

D. College Student – Any person enrolled as a student with a current enrollment for seven units or more in a participating accredited San Diego area post-secondary school.

E. Child - Any person five years of age or under.

F. Compass Card – The Compass Card is an electronic fare medium based on contactless smart card technology. The Compass Card can hold either transit products or cash for use on regional transit services. Transit products include, but are not limited to, multiday passes, college semester passes, and special event period passes. The Compass Card utilizes wireless technology to interface with Compass validator devices on regional buses, rail platforms, and regional ticket vending machines. Patrons using their Compass Card must touch or tap their card to a validator device before each ride as a condition precedent to using MTS services.

G. Bus - Rubber-tired transit vehicles operated by MTS San Diego Transit Corporation, Chula Vista Transit, MTS Contract Services, and NCTD.

H. Trolley - Light rail transit vehicles operated by San Diego Trolley, Incorporated.

I. Local Service - Bus service on local roads serving neighborhood destinations and feeding transit centers in the immediate area.

J. Urban Service - Moderate-speed bus service primarily on arterial streets with frequent stops.

K. Express Service - Bus service with stops only at major transit centers, residential centers and activity centers; has more than six stops outside Centre City or at collector end of route; generally traveling less than 50 percent of the one-way trip miles on freeways and averaging at least 15 miles per hour, with an average passenger trip length of approximately 10.0 miles or under, and uses standard transit buses.

L. Premium Express - Bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10.0 miles, and using commuter coaches.

M. Rural Service - Bus service providing limited daily or weekly service linking Rural Northeastern and Southeastern San Diego County to a multimodal transit center or major shopping center generally provided on a two-lane highway or roadway with one-way vehicle trip lengths ranging from 15 to 80 miles.

~~N. Centre City San Diego - That portion of downtown San Diego bordered by Laurel Street to Interstate 5 (I-5) on the north, Commercial Street to I-5 on the south, I-5 on the east, and the waterfront on west. The 11 stations in City Centre San Diego are: County Center/Little Italy, Santa Fe Depot, America Plaza, Seaport Village, Convention Center, Gaslamp Quarter, 12<sup>th</sup> & Imperial Transit Center, Park & Market, City College, Fifth Avenue, Civic Center~~

~~ON. Station - That fixed site at which the San Diego Trolley stops to load and unload passengers.~~

~~O. Supplement - A charge paid on a one-time basis to permit the use of a fare product for a transit ride that requires a more expensive fare.~~

P. Zone(s) - For ADA complementary paratransit service, a zone is the geographical area defined by fixed boundaries within which particular fares are established. The boundaries for the zones are determined by each of the contracting agencies for the local operator of the paratransit service. The zones are as follows:

Zone 1            Central San Diego

Zone 2            Mid-County: Poway, Rancho Bernardo, Rancho Peñasquitos, Carmel Mountain Ranch, and Sabre Springs

Zone 3            East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine

Zone 4            South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro

Q. Transfer - The action by passengers in which they leave one bus or rail vehicle and board a subsequent bus or rail vehicle to complete their trips.

R. Upgrade - An additional fare required to enhance the value of an original fare (upon transfer) or a transit pass to travel on a higher-fare service. Upon payment of an upgrade, the original pass is converted to the new, more expensive product.

S. ADA Complementary Paratransit Service - Specialized curb-to-curb transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA. Except for commuter bus, commuter rail, or intercity rail systems, each public entity operating a fixed-route system shall provide complementary paratransit or other special service to individuals with disabilities (who cannot access or use fixed-route transit due to a qualifying disability) that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system.

T. Personal Care Attendant - In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee. A personal care attendant is not charged a fare on the ADA complementary paratransit service vehicle on which she/he accompanies the ADA-eligible passenger. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.

U. Dedicated Transportation Service - In relation to social services agencies or other organizations, a dedicated transportation service is defined as paratransit vehicle usage that is set apart for and guaranteed to an agency for the transportation of its eligible clients. The vehicle, for a particular time frame, is for the definite use of these persons and a ride is unavailable to other eligible persons within the community.

~~V. Pass, Tokens, and Ticket Sales Commission - The amount of money that is retained from the retail purchase price by an authorized pass sales outlet on the sale of each monthly pass, token, prepaid ticket, or day pass. The following chart shows the Pass Sales Commissions:~~

FARE MEDIA	RETAIL PRICE	COMMISSION AMOUNT (\$)	COMMISSION AMOUNT (%)	EFFECTIVE DATE
Monthly Pass	\$64.00	\$0.64	1.0%	1/1/08
Monthly or 30-Day Pass	\$68.00	0.68	1.0	1/1/09
Monthly or 30-Day Pass Premium	\$90.00	\$1.35	1.5%	1/1/08
Monthly Pass Senior/Disabled/Medicare	\$16.00	\$0.24	1.5%	1/1/08
Monthly or 30-Day Pass Senior/Disabled/Medicare	\$17.00	\$0.25	1.5%	1/1/09
Monthly or 30-Day Pass Premium Senior/Disabled/Medicare	\$22.50	\$0.34	1.5%	1/1/09
Monthly or 30-Day Pass Youth	\$32.00	\$0.48	1.5%	1/1/08
Monthly or 30-Day Pass Youth	\$34.00	\$0.51	1.5%	1/1/09
Monthly Pass Youth Premium	\$45.00	\$0.67	1.5%	1/1/09
14-Day Pass	\$41.00	\$0.62	1.5%	1/1/09
\$2.25 Individual Token	\$2.25	N/A	N/A	1/1/08
\$2.25 Token 20-Pack	\$45.00	\$0.45	1.0%	1/1/08
\$2.25 Token 40-Pack	\$90.00	N/A	N/A	1/1/08
One-Day Pass	\$5.00	\$0.25	5.0%	1/1/08
Two-Day Pass	\$9.00	\$0.50	5.55%	1/1/08
Three-Day Pass	\$12.00	\$0.75	6.25%	1/1/08
Four-Day Pass	\$15.00	\$1.00	6.67%	1/1/08
Hotel Scratch One-Day Pass	\$5.00	\$0.25	5.0%	1/1/08

**(Section 4.2 amended 7/17/08)**

**Section 4.3: Regional Fare-Pricing Schedule**

**Section 4.3.1: Regional Passes and Tickets**

**Section 4.3.1a: Regional Monthly or 30-Day Passes**

1) Except as provided in Section 4.3.1b, 4.3.1c, and 4.3.1d of this Ordinance, the price of a Regional Monthly or 30-Day Pass shall be based on service type. Local, Urban, and Express bus and Trolley passes shall be ~~\$64.00 (effective 1/1/08) and \$68.00 (effective 1/1/09) and \$72.00 effective 7/1/09.~~ Premium Express passes shall be \$90.00. The monthly or 30-day pass shall entitle the person to whom the pass is issued to unlimited rides during the period for which the pass is designated on any equal or lower priced regularly scheduled bus and rail service provided by MTS and NCTD, except for COASTER, for which the pass entitles the holder a \$2.00 discount per boarding. The Regional Monthly Pass is accepted on Premium Express with the payment of a \$2.00 Supplement. Refer to Section 4.10.34.7.3 for use on Rural services. Half-price passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

The price of a Premium Monthly or 30-Day Pass shall be \$90.00 (effective 1/1/08) and \$100.00 (effective 7/1/09) and entitle the person to whom the pass is issued unlimited rides on the services covered by the Regional Monthly or 30-Day Pass and Premium Express except for COASTER, for which the pass entitles holder to a \$2.00 discount per boarding. Effective 7/1/09, the Premium Monthly or 30-Day Pass is accepted on 1-Zone Rural service without payment of a Supplement and is accepted on 2-Zone Rural service with the payment of a \$2.00 Supplement.

2) **Employer-Based Group Sales Pass Program**

Employers may purchase in bulk, discounted monthly or 30-day passes for their employees subject to the following conditions:

The discount is available for the advance purchase of 25 or more passes a month for up to three months for a "trial program." Price would be set according to what the price would be for an annual program using the same number of passes per month. Only one "trial program" is allowed per employer. The trial program agreement must be for a specific fiscal year. Advance payment for the total number of Trial Program passes is required. The discount is available for an employer purchasing 300 or more passes for an annual (12 months) program. The program can be pro-rated to accommodate the time left in the fiscal year. The annual program agreement and payment must be for a specific fiscal year. Advance payment for the total number of annual monthly passes is required.

The price of the Employer-Based Group Sales Pass Program will be tiered according to the number of annual regular adult passes purchased. The discount offered shall be as follows:

<u>Proposed Employer-Based Group Sales Pass Program</u>		
<u>Tiered-Discount Table</u>		
<u>Employees Using Transit Per Month</u>	<u>Passes Per Year</u>	<u>Discount</u>
25 to 50	300 to 600	10%
51 to 100	601 to 1,200	15%
101 to 250	1,201 to 3,000	20%
251 or more	3,001 or more	25%

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**(Section 4.3.1a amended 11/8/07)**

Section 4.3.1b: Senior/Disabled/Medicare Monthly or 30-Day Passes

The price of a regional Senior/Disabled/Medicare Monthly or 30-Day Pass is ~~\$16.00 (effective 4/1/08)~~ and \$17.00 (effective 1/1/09) and ~~\$18.00 (effective 7/1/09)~~ and shall entitle the Senior, Disabled, or Medicare passenger to unlimited trips during the month or 30-day period for which the pass is designated on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except COASTER, for which the pass entitles the holder to a \$1.00 discount, and Rural service (as defined by Section 4.2L). The Senior/Disabled/Medicare Monthly or 30-Day Pass is accepted on Premium Express with the payment of a \$1.00 Supplement. Half price passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

The price of a Premium Senior/Disabled/Medicare Monthly or 30-Day Pass is \$22.50 (effective 1/1/08) and \$25.00 (effective 7/1/09) and entitles the person to whom the pass is issued unlimited rides on the services covered by the Premium Express or 30-Day Pass except for COASTER, for which the pass entitles holder to a \$1.00 discount per boarding. Effective 7/1/09 the Premium Senior/Disabled/Medicare Monthly or 30-Day Pass is accepted on 1-Zone Rural service without payment of a Supplement and is accepted on 2-Zone Rural service with the payment of a \$2.00 Supplement.

**(Section 4.3.1.b amended 5/28/09)**

Section 4.3.1c: Youth Monthly or 30-Day Passes

The price of a Youth monthly or 30-day pass is ~~\$32.00 (effective 1/1/08)~~ and ~~\$34.00 (effective 1/1/09)~~ and ~~\$36.00 (effective 7/1/09)~~ and shall entitle the youth passenger to unlimited trips during the month or 30-day period for which the pass is designated on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except COASTER, for which the pass entitles the holder to a \$2.00 discount, and Rural service (as defined by Section 4.2L). Half-priced passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

The price of a Youth Monthly or 30-Day Premium Pass shall be \$50.00 (effective 7/1/09) and entitles the person to whom the pass is issued unlimited rides on the services covered by the Premium Express Monthly or 30-Day Pass, except for COASTER, for which the pass entitles the holder to a \$2.00 discount per boarding. Effective 7/1/09, the Youth Monthly or 30-Day Premium Pass is accepted on 1-Zone Rural service without payment of a Supplement and is accepted on 2-Zone Rural service with the payment of a \$4.00 Supplement.

**(Section 4.3.1c amended 11/13/085/28/09)**

Section 4.3.1d: Day Passes - General Public

The price of a one-day Day Pass is \$5.00 and shall entitle the person to whom the pass is issued unlimited rides during the day for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services, ADA complementary paratransit services, and Rural service).

The price of a two-day Day Pass is \$9.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services

provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services, ADA complementary paratransit services, and Rural service).

The price of a three-day Day Pass is \$12.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services, ADA complementary paratransit services, and Rural service).

The price of a four-day Day Pass is \$15.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services, ADA complementary paratransit services, and Rural service).

The price of a 14-day pass is \$41.00 (effective 1/1/09) and \$43.00 (effective 7/1/09) and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except Premium Express services, ADA complementary paratransit services, and Rural service).

**(Section 4.3.1d amended 11/13/08)**

Section 4.3.1.e: Premium Day Passes

The price of a Premium Express Day Pass is \$11.00 (effective 1/1/08) and entitles the person to whom the pass is issued unlimited rides during the day for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance and Premium Express (except ADA complementary paratransit services and Rural service). Effective 7/1/09, the Premium Express Day Pass is discontinued and replaced by the Region Plus Day Pass, which is priced at \$14 and entitles the person to whom the pass is issued unlimited rides during the day for which the pass is valid on all services covered by the Premium Express Monthly or 30-Day Pass, COASTER, and for travel on 1-Zone Rural service. The Region Plus Day Pass is accepted for 2-Zone Rural service with the payment of a \$4.00 Supplement.

The price of a Premium 14-Day Pass is \$60.00 (effective 7/1/09) and entitles the person to whom the pass is issued unlimited rides on the services covered by the Premium Express Monthly or 30-Day Pass.

Section 4.3.1fe: Group Advance Pass Sales

Group event day passes, valid for one to seven days, may be issued to groups (minimum quantity = 100) only on a 21-day or longer advance sales basis. The price of group event advance sales passes shall be as follows:

One-Day Pass	=	\$4.50
Two-Day Pass	=	\$8.00
Three-Day Pass	=	\$11.00
Four-Day Pass	=	\$14.00
Five-Day Pass	=	\$16.00
Six-Day Pass	=	\$18.00
Seven-Day Pass	=	\$20.00

The group event day pass shall entitle the person to whom the pass is issued unlimited rides during the corresponding number of consecutive days for which the pass is valid on any regularly

scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except Rural service (as defined by Section 4.2L).

Group event day passes for special events may be purchased in bulk in advance at discounted rates as follows or as otherwise agreed to by the Board:

100-999 passes	=	Full price per pass
1,000-1,999 passes	=	5 percent discount per pass
2,000-2,999 passes	=	10 percent discount per pass
3,000-3,999 passes	=	15 percent discount per pass
4,000+ passes	=	20 percent discount per pass

#### | Section 4.3.1gf: Classroom Day Pass

Classroom Day Passes, valid for one day during nonpeak hours, may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of no more than 17 people (15 youths and two adult chaperons). The price of Classroom Day Passes shall be \$1.50 per person.

#### | Section 4.3.1hg: College Semester/Monthly Pass

MTS shall offer a pass for a college or university school term of 63 or more days that is priced at ~~\$1.34 a day (effective 1/1/08) and \$1.43 a day (effective 1/1/09) and \$1.51 a day (effective 7/1/09),~~ payable in advance, sold only during the term's registration and/or a monthly pass good for a calendar month, priced at ~~\$51.20 a month (effective 1/1/08) and \$54.40 (effective 1/1/09) and \$57.60 a month (effective 7/1/09)~~ a month, payable in advance. College semester and monthly passes are valid for travel on all regularly scheduled bus and rail services provided by MTS and NCTD, except for Premium Express, COASTER (for which the passes entitle the passenger to a \$2.00 discount), ADA complementary paratransit services and Rural services (as defined by Section 4.2M). The semester and monthly college student passes are to be sold only at schools, colleges, and universities that meet the following requirements: accredited by recognized accrediting institution; provide an on-site sales location; track sales to individual students; limit sales to one pass per student currently enrolled with a minimum of seven credit hours; only issue to students with a current school year photo identification card; provide a benefit to each student purchasing the term and/or monthly pass to encourage public transit use; and promote the pass through school information materials.

#### | Section 4.3.1jh: Hotel Scratch One-Day Pass

The Hotel Scratch One-Day Pass is a one-day day pass that is priced at the standard one-day price but with scratch-off instead of punched month, day, and year boxes. The Hotel Scratch One-Day Pass has a unique serial number code, and customers may not return or exchange Hotel Scratch One-Day Passes. Only hotels with a pass sales agreement can sell this type of day pass.

#### | Section 4.3.1ji: San Diego County Juror Day Pass

Upon entering an agreement with MTS that meets MTS requirements, courts located in San Diego County may purchase the following special fare media to be distributed to jurors summoned to jury duty in courts in San Diego County:

The Juror Regional Day Pass is valid for all regular MTS and NCTD services. The pre-per-day price for this pass shall be 85% of the Regional Day Pass or \$4.25, except Premium, COASTER, and Rural services.



The Juror Regional Premium Day Pass is valid for travel on MTS and NCTD regular and premium services except two-zone Rural bus services. ~~The price of this pass shall be 85% of a Premium Day Pass or \$9.35. Use of this pass for a two-zone Rural trip will require payment of a \$5.00 upgrade for adults and \$4.00 for seniors/disabled/Medicare passengers in each direction.~~

Juror Passes are not valid for travel on any special services or ADA complementary paratransit services.

#### Section 4.3.2: Regional Monthly or 30-Day Pass Upgrades/Supplements

Passengers holding a valid monthly or 30-day pass as described in Section 4.3.1a must pay a ~~upgrade~~ Supplement to ride Rural services. Holders of Regional Monthly or 30-Day Passes and Premium Regional Monthly or 30-Day Passes shall receive a \$1 discount per zone. Senior/Disabled/Medicare Pass holders shall receive a \$0.50 discount per zone. ~~Refer to Section 4.6.5a for upgrade requirements on DART services.~~ Effective 7/1/09, Premium Regional Monthly or 30-Day Passes shall be valid for 1-zone Rural travel without a Supplement.

#### Section 4.3.3: Regional Fares for Children

Up to two cChildren, as defined in Section 4.2.E, shall ride for free when accompanied by a fare-paying passenger. This shall be applicable to all fixed-route bus service, Trolley service, and Rural service.

**(Section 4.3 amended 12/8/05)**

#### Section 4.4: Trolley Fare-Pricing Schedule

##### Section 4.4.1a: One-Way Cash Fares

The cash fare for a single, one-way trip involving any number of stations shall be \$2.50 for an adult and free transfers shall be permitted between Trolley lines. The cash fare for a Trolley ride originating and terminating in Centre City San Diego shall be \$1.25 (effective 9/1/08) and \$2.50 (effective 7/1/09). The ticket shall be valid for two hours and must be valid during the entire Trolley trip.

A one-way ticket shall entitle the person to a one-way trip in a direction away from the station of issue. The one-way ticket is valid for two hours and must be valid during the entire Trolley trip.

**(Section 4.4.1a amended 11/13/08)**

##### Section 4.4.1b: Round-Trip Cash Fares

In lieu of an adult round-trip cash fare, the Day Pass is offered and free transfers between Trolley lines shall be permitted.

##### Section 4.4.2: Senior/Disabled/Medicare Cash Fares

The Senior/Disabled/Medicare cash fare shall be \$1.25 per one-way trip on the Trolley.

~~———— The Senior/Disabled/Medicare cash fare shall be \$2.50 per roundtrip on the Trolley.~~

For trips originating and terminating in Centre City San Diego, the one-way Senior/Disabled/Medicare cash fare shall be \$.60 (effective 9/1/08) and \$1.25 (effective 7/1/09).

**(Section 4.4.2 amended 11/13/08)**

Section 4.4.3: Tokens

Universal tokens shall be available for \$2.25 each, in multiples of 20 (\$45.00) or 40 (\$90.00), and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS bus or Trolley service except ADA paratransit services. Some services may require a cash upgrade payment of a Supplement in conjunction with the universal token.

**(Section 4.4 amended 7/17/08)**

Section 4.4.4: Compass Card

Use of a Compass Card with a “stored value” is defined as use of any Compass Card for a debit transaction for transit service when transit cash has been placed on the card.

Compass Card users who have a transit product stored on their card must validate their card on each transit service that they ride each and every time they use the service as a condition precedent to using MTS services. Compass Card users must validate their cards via onboard validators on Buses, or station platform validators for Trolleys, and in accordance with Ordinance No. 13.

Patrons who fail to validate their Compass Card in the manner described above and as set forth in Ordinance No. 13 will be deemed to not be in possession of a valid fare and subject to applicable fines and penalties.

Users of the Compass Card must produce the Compass Card for inspection by authorized MTS, employees, security, contractors, or law enforcement staff upon demand.

The Compass Card is intended as a fare payment device on MTS services and NCTD services, and any unauthorized use of the card is strictly forbidden. Persons found to be using the Compass Card in a fraudulent manner may have their Compass Card confiscated and their account suspended.

Refunds of transit products on Compass Cards will not be provided.

Refunds of cash value remaining on voluntarily surrendered cards and confiscated cards will be considered on an individual basis for holders of registered Compass Cards only and may be obtained by request to SANDAG. Registered Compass Card holders seeking a refund must complete an application form (available from The Transit Store or NCTD Customer Service) and follow the submission instructions on the application. SANDAG reserves the right to refuse any request for refund or to make a partial refund. SANDAG also reserves the right to deduct a processing fee of not more than 10 percent on any refund.

Refunds will be issued as credit on the same card as the original purchase if made by credit card. Original payments made by cash, check, or debit card will be refunded by check.

**(Section 4.4.4 added 11/13/08)**

Section 4.5: MTS Bus Fare-Pricing Schedule

Section 4.5.1: Cash Fares

Section 4.5.1a: Local Services

The price of a trip on MTS Local service, as described in Section 4.21 of this Ordinance, shall be \$2.00 (effective 1/1/08) and \$2.25 (effective 1/1/09).

#### Section 4.5.1b: Urban Services

The price of a trip on MTS Urban service, as described in Section 4.2J of this Ordinance, shall be \$2.25.

#### Section 4.5.1c: Express and Premium Express Services

The price of a trip on Express and Premium Express service, as described in Sections 4.2K and 4.2L of this Ordinance, shall be:

Express	= \$2.50
Premium Express	= \$5.00

#### Section 4.5.1d: Senior/Disabled/Medicare Cash Fares

The Senior/Disabled/Medicare Bus cash fare shall be ~~\$1.00~~\$1.10 except as otherwise provided in Section 4.94.7 concerning Rural service.

~~Effective September 1, 2008, the fare for urban service shall be \$1.10. Effective January 1, 2009, the fare for local service shall be \$1.10.~~

~~Effective September 1, 2008, t~~The Senior/Disabled/Medicare Bus cash fare shall be \$1.25 on Express service and \$2.50 on Premium Express service.

#### Section 4.5.2: Special Fares

##### Section 4.5.2a: Shuttle Fare

The price of a trip on shuttle services shall be \$1.00 and \$2.25 (effective 7/1/09). ~~Effective on September 1, 2008, t~~The Senior/Disabled/Medicare shuttle service fare shall be \$0.50 (effective 7/1/08) and \$1.10 (effective 7/1/09).

##### Section 4.5.2b: Stadium/Ballpark Bus Fares

The price of a trip on special buses with the primary purpose of traveling to and from events at Qualcomm Stadium or PETCO Park shall be \$5.00 one way and \$8.00 round-trip. Effective 7/1/09, the price shall be equal to twice the one-way fare of Premium Express service and entitle the holder to one-way or round-trip travel.

**(Section 4.5 amended 7/17/08)**

#### Section 4.6.5: Demand-Responsive Fares

MTS does not offer demand-responsive service at this time.

**(Section 4.6.5 amended 11/13/08)**

##### Section 4.6.5a: ADA Paratransit Services Cash Fares

The ADA complementary paratransit services, provided in accordance with the ADA, are only available to persons with qualifying disabilities that prevent them from using fixed-route transit services. These services shall have a cash fare of no more than double the predominant adult cash fare in the area of service. Section 4.2.O establishes the ADA paratransit zones. The urban zone (Zone 1) shall

use the Urban Service fare defined in Section 4.2.I to calculate the MTS Access cash fare. The three suburban zones (Zones 2, 3, and 4) shall use the Local Service fare defined in Section 4.2.H to calculate the ADA Suburban paratransit cash fare. Passes are not accepted on ADA paratransit services. Paying ADA paratransit passengers will be issued (upon request) a Premium Regional Day Pass for use on connecting fixed-route and Trolley services. Passengers transferring from ADA paratransit service in Zones 2, 3, or 4 to ADA paratransit service in Zone 1 may be required to pay an ~~upgrade~~ Supplement on the Zone 1 vehicle if the price of the MTS Urban Service Fare is greater than the price of the MTS Local Service Fare. Full-price (no discount) tickets for ADA paratransit services may be sold to passengers in advance. No passes, tokens, or discounts and no other tickets are accepted on ADA paratransit services. Personal Care Attendants (PCA) required by disabled passengers are not required to pay a fare.

**(Section 4.6 amended 7/17/08)**

#### Section 4.7: Rural Service

Rural service, as defined in Section 4.2L, shall have applied to it a 2-zone based fare structure. Zone boundaries shall generally be located on a north-south axis and have zone boundaries at Ramona (Ramona Station), Alpine (Tavern Road and Alpine Boulevard), and the Tecate border crossing (Tecate Road and Thing Road). Passenger trips remaining within 1 zone shall have applied to them the 1-zone based fare.

##### Section 4.7.1: 1- and 2-Zone One-Way Cash Fares

The 1-Zone cash fare shall be \$5 for each one-way trip. The 2-Zone cash fare shall be \$10 for each one-way trip.

##### Section 4.7.2: One-Way Senior/Disabled/Medicare Cash Fare

Senior/Disabled/Medicare cash fares shall be 50 percent of the regular cash fare: 1-Zone senior/Disabled/Medicare cash fare shall be \$2.50 for each one-way trip. The 2-Zone cash fare shall be \$5 for each one-way trip.

##### Section 4.7.3: Prepaid Monthly or Daily Pass Supplement or Upgrade Required

Passengers exhibiting a valid MTS Monthly or 30-Day Adult or Youth Pass, College Semester Pass, or Day Pass shall be provided a \$1 discount per Zone for Rural service: the 1-Zone Supplement or Upgrade shall be \$4 for each one-way trip. The 2-Zone cash Supplement or Upgrade shall be \$8 for each one-way trip. Senior/Disabled/Medicare passengers exhibiting a valid Senior/Disabled/Medicare Monthly Pass shall be given a \$.50 cent discount per zone: the 1-Zone cash upgrade shall be \$2.00 for each one-way trip. The 2-Zone cash upgrade shall be \$4 for each one-way trip.

##### Section 4.7.4: Other Fare Media

- Tokens shall be accepted at face value of \$2.25; change will not be provided in instances where token value exceeds required fare.
- A San Diego County Juror Premium pass is valid for travel for 1-zone Rural bus service. Use of this pass for a 2-zone Rural trip requires payment of a \$5.00 upgrade (\$4.00 for Senior/Disabled/Medicare) in each direction.
- Transfers from ADA complementary service shall not require an upgrade.

**(Section 4 amended 11/13/08)**

#### Section 4.8: Sorrento Valley Coaster Connection

The one-way cash fare on Sorrento Valley Coaster Connection (SVCC) services shall be \$1.00 for adults and \$0.50 for Senior/Disabled/Medicare.

The price for a Monthly or 30-Day Pass for the SVCC shall be \$40.00 for adults, \$20.00 for Youth, and \$10.00 for Senior/Disabled/Medicare.

All Regional and Premium Day Passes and Regional and Premium Monthly or 30-Day Passes and 14-Day Passes will be accepted on SVCC services.

**(Section 4.8 amended 11/13/08)**

#### Section 4.9: Special Fares

MTS shall be allowed to adjust fares for special events with the approval of the Chief Executive Officer.

**(Section 4.9 amended 7/17/08)**

#### Section 4.10: Other Metropolitan Transit System Operators and Special Cash Fares

##### Section 4.10.1: Cash Fares

Any special fares of any operator in the region not listed within this Ordinance shall be included in the Uniform Fare Structure Agreement.

**(Section 4. 10 amended 7/17/08)**

#### Section 4.11: Public Notice

Before the expiration of fifteen (15) days after its passage, a summary of this Ordinance shall be published once with the names and members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

**(Section 4.11 amended 7/17/08)**

#### Section 4.12: Effective Date of Ordinance

This Ordinance shall become effective 30 days from and after the date of its final passage.

**(Section 4.12 amended 7/17/08)**

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Amended: 12/8/05  
Amended: 1/15/04  
Amended: 11/13/03  
Amended: 05/22/03  
Amended: 04/10/03  
Amended: 10/17/02  
Amended: 06/14/01  
Amended: 05/10/01  
Amended: 08/10/00  
Amended: 07/13/00  
Amended: 05/13/99  
Amended: 02/26/98

Repealed & Readopted: 07/17/97  
(operative - 11/23/97)  
Amended: 04/28/94  
Amended: 01/13/94  
Amended: 07/08/93  
Amended: 02/11/93  
Repealed & Readopted: 05/28/92  
Amended: 01/09/92  
Repealed & Readopted: 03/14/91  
Amended: 09/27/90  
Amended: 05/10/90  
Repealed & Readopted: 02/23/89

Amended: 11/10/88  
Repealed & Readopted: 02/25/88  
Amended: 12/10/87  
Amended: 10/09/86  
Amended: 04/24/86  
Amended: 03/01/86  
Repealed & Readopted: 12/05/85  
Amended: 07/11/85  
Amended: 05/23/85  
Amended: 10/04/84  
Amended: 07/19/84  
Repealed & Readopted: 02/27/84  
Amended: 07/25/83  
Amended: 07/11/83  
Repealed & Readopted: 05/24/82  
Amended: 10/05/81  
Amended: 07/08/81  
Amended: 06/30/81  
Adopted: 06/08/81  
Amended: 11/8/07  
Amended: 7/17/08  
Amended: 11/13/08  
Amended: 5/28/09

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 13

(as Adopted 8/9/01 and amended on ~~11/13/08~~ 5/28/09)

An Ordinance Regarding Prohibited Conduct Onboard Transit Vehicles  
and Prohibited Actions on or About a Transit Facility, Trolley Station, or Bus Stop

The Board of Directors of the San Diego Metropolitan Transit System (MTS) do ordain as follows:

Section 13.1: General

The use of the San Diego Metropolitan Transit System (MTS) facilities shall be conditioned upon the observance of this ordinance or any rules and regulations hereafter promulgated by MTS or pursuant to its authority; all rights, privileges, licenses and permits, express or implied, for the use of MTS facilities are revocable; and each such right, privilege, license or permit shall at the option of MTS or its duly authorized representative be revoked and canceled by and upon the breach of this ordinance or of the violation while in or upon MTS facilities or any applicable laws or ordinances.

Nothing herein contained or omitted from this ordinance shall be construed to relieve any person whatsoever from exercising all reasonable care to avoid or prevent injury or damage to persons or property.

Any requirement or provision of these rules relating to any prohibited act shall respectively extend to and include the causing, procuring, aiding or abetting, directly or indirectly, of such act; or the permitting or the allowing of any minor in the custody of any person, doing any act prohibited by a provision hereof.

Any act otherwise prohibited by these rules shall be lawful if performed under, by virtue of, and strictly in compliance with the provisions of an agreement, permit, or license issued or approved by MTS and/or San Diego Trolley, Inc. (SDTI), and/or San Diego Transit Corporation (SDTC), and to the extent authorized thereby.

These rules are in addition to and supplement all applicable laws or ordinances.

Section 13.2: Definitions

The following terms, as used in this ordinance shall, unless otherwise expressly stated or unless the context clearly requires a different interpretation, have the following meaning.

A. Bicycle - A "bicycle" is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having two wheels.

B. Bus - A "bus" is any motor vehicle, other than a motortruck or truck tractor, designed for carrying more than 10 persons including the driver, and used or maintained for the transportation of passengers, except that any motor vehicle, other than a motortruck or truck tractor, designed for carrying not more than 12 persons, including the driver, which is maintained and used in the nonprofit transportation of adults to and from a work location as part of a carpool program or when transporting only members of the household of the owner thereof, shall not be considered to be a bus for the purposes of this section.

C. Bus Stop – A “bus stop” is a designated area marked by a sign depicting a specific route number or numbers for the loading and unloading of passengers from or onto a bus, which may or may not include a bench or shelter.

D. Facility or Transit Facility – A “facility” or “transit facility” includes, but is not limited to, transit centers, rail stations, bus shelters, and bus stops on public or private property.

E. Pedestrian – A “pedestrian” is any person who is afoot or who is using a means of conveyance propelled by human power other than a bicycle.

F. Tailgate – Any person standing, sitting, or remaining in the area of a vehicle, chair, table, ice-chest, barbeque, or similar device for the purpose of consuming any food or beverage, or for the purpose of socializing before during or at the conclusion of an event.

G. Trolley – A “trolley” is a vehicle which is propelled by electric power obtained from overhead trolley wires and is operated upon rails.

H. Trolley Station – A “trolley station” is a designated area marked by a sign depicting a specific line; i.e., Orange, Blue, Red, Green, etc., for the loading and unloading of passengers from or onto a trolley, which may or may not include a bench or shelter.

I. Transit Vehicle – A “transit vehicle” shall mean buses and trolleys or any other form of public conveyance utilized, owned, or controlled by MTS, SDTI, or SDTC.

J. Validator – A “Validator” is a machine used to deduct the proper fare from a Compass Card prior to a passenger boarding a bus or trolley and prior to and after a passenger boards and alights a Centre City San Diego Trolley if the passenger wishes to receive the Centre City San Diego fare (as defined in MTS Ordinance No. 4).

### Section 13.3: Fares

Passengers shall be permitted on a transit vehicle or in a transit station owned, controlled, or used by MTS or its subsidiaries or contractors only upon payment of such fares and under such circumstances as may from time to time be ordained by MTS. It is unlawful for any person to refuse to pay, or to evade or attempt to evade the payment of such fares.

It is unlawful for any person to resell, or attempt to resell, any ticket, pass, token, or other form of fare media that has already been used by another passenger, or to collect, or attempt to collect any ticket, pass, token, or other form of fare media from a passenger, trash can, or other location with the intent to resell the ticket, pass, token, or other form of fare media. MTS reserves the right to confiscate any previously used or resold ticket, pass, token, or other form of fare media.

It is unlawful to purchase any used or unused ticket from any person or entity or purchase any fare media from any person or entity other than an authorized MTS ticket, pass, token, or other fare media sales agent or ticket vending machine.

If passengers are utilizing a Compass Card (as defined in MTS Ordinance No. 4), they must present their card to a fare Validator when entering a bus, prior to waiting in any fare paid zone, prior to boarding a trolley, and prior to boarding and after exiting a trolley originating and terminating in Centre City San Diego (as defined in MTS Ordinance No. 4) in order to receive the Centre City San Diego cash fare. This procedure is known as “Tap or Tapping.” Tapping is a condition precedent to utilizing MTS bus and trolley service and the Compass Card. It shall be unlawful for passengers to refuse to Tap, or to evade Tapping, or to attempt to evade Tapping when utilizing a Compass Card. MTS reserves the right to confiscate the Compass Card for noncompliance with this provision or the provisions of MTS Ordinance No. 4.



(Section 13.3 amended 511/2843/098)

#### Section 13.4: Prohibited Conduct Onboard Transit Vehicles

It shall be unlawful for passengers or occupants while aboard a bus or trolley while the vehicle is transporting passengers in regular route service, contract, special, or community-type service within the MTS jurisdictional area to:

- A. Consume any food or beverage, except that passengers may consume beverages while onboard a trolley if the beverages are contained in a spill-proof or screw-top container or bottle. Examples of such spill-proof or screw-top containers or bottles include, but are not limited to, water bottles and soda bottles with screw tops, personal beverage containers with snap-on or screw-on lids, and coffee cups or mugs with snap-on or screw-on lids.
  - B. Smoke or carry a lighted or smoldering pipe, cigar, cigarette, or tobacco in any form.
  - C. Operate any radio, phonograph, tape player, or other such instrument that is audible to any other person on a transit vehicle.
  - D. Expectorate.
  - E. Discard litter.
  - F. Extend his/her head, hand, arm, foot, leg, or other portion of the body through any window.
  - G. Interfere in any manner whatsoever with the operator or operation of any bus or trolley.
  - H. Possess an open alcoholic beverage container, irrespective of whether the container is spill-proof or screw-top.
  - I. Ride any bike, skateboard, or scooter.
  - J. No person shall put his foot on any seat provided for any passengers on a bus or trolley, or place any article on such seat which would leave grease, oil, paint, dirt, or any other substance on such seat.
  - K. No person shall activate without justification, mutilate, deface or misuse in any manner, any safety device or intercom located onboard a bus or trolley.
  - L. No person shall ride upon the outside or roof of any bus or trolley.
- (Section 13.4 amended 01/18/07)

#### Section 13.5: Prohibited Actions on or About a Transit Facility

- A. No person (except MTS/SDTI/SDTC employees, agents, or authorized visitors) shall enter upon the roadbed, tracks, structures, right-of-way, or other parts of a transit facility, which are not open to passengers or to the public.
- B. No person shall drink any alcoholic beverage or possess an open alcoholic beverage container on or in a transit facility except on premises licensed therefor.

- C. No person shall sit, lie, or stand with any portion of his/her body extending within 8 feet 6 inches of the centerline of the outside rail on straight track or within 9 feet 6 inches of the centerline of the outside rail on curved track except while entering or alighting from a trolley stopped at that station.
- D. No person shall injure, deface, destroy, loosen, remove, or tamper with the transit facility.
- E. No person shall injure, mutilate, deface, alter, change, displace, remove, or destroy any sign, notice, signal, or advertisement on the transit facility.
- F. No person shall interfere with any lamp, electric light, electric fixture, or density on the transit facility.
- G. No person shall write, paint, or draw any inscription or figure on or deface any transit facility.
- H. No person shall disobey or disregard the notices, prohibitions, instructions, or directions on any sign posted on the transit facility.
- I. No person shall interfere with, encumber, obstruct, or render dangerous any transit facility.
- J. No person shall throw or project a stone or other missile at any trolley, bus or at any person or thing on or in the transit facility.
- K. No person shall throw or project a stone or other missile from any transit facility or transit vehicle.
- L. No person shall fail or refuse to comply with any lawful order or direction of any MTS inspector, security officer, whether an employee or designated agent of MTS, or any peace officer.
- M. No person shall do, aid, abet, or assist in doing any act which may be dangerous, harmful, or injurious to any person or property within the transit facility, said act being not specifically prohibited herein.
- N. No person shall put his foot on any seat provided for any passengers of the transit facility or place any article on such seat which would leave grease, oil, paint, dirt, or any other substance on such seat.
- O. No person shall urinate or defecate in or upon unauthorized locations on the transit facility.
- P. No person shall post, distribute, or display commercial signs, advertisements, circulars, handbills, or written material of a commercial nature on or within the transit facility, nor shall any person engage in any verbal solicitations of a commercial nature on or within said transit facility.
- Q. No person shall climb upon or jump the trolley couplers.
- R. No person shall discard litter in any transit facility or transit vehicle.
- S. No person shall loiter in the immediate vicinity of any posted property.
- T. No person shall tailgate.

**(Section 13.5 amended 06/28/07)**

**Section 13.6: Animals**

No person shall bring, carry unto, or convey upon the transit facility, a dog, or other animal, unless it is completely enclosed in a carrying case, which can be accommodated in the lap of a passenger with no danger or annoyance to other passengers. This rule shall not apply to a "service" or "assistance" animal. A "service" or "assistance" animal is trained to assist persons with disabilities. Such animals shall be properly harnessed when possible. Service or assistance animals must be under the control of the person at all times. MTS reserves the right to inquire about the status of such animals.

**(Section 13.6 amended 6/28/07)**

**Section 13.7: Meetings**

No person shall hold any meeting, perform any ceremony, make any speech, address or oration, exhibit, or distribute any sign, placard, notice, declaration, or appeal of any kind or description within any transit facility or upon any transit vehicle or platform without written permit from an MTS official.

**Section 13.8: Selling, Peddling, Leasing, Etc.**

No person shall exhibit, sell, or offer for sale, hire, lease, or let out in or about the transit facility or a transit vehicle any object or merchandise, whether corporeal or incorporeal, except concessions under contract to MTS.

No person shall solicit previously purchased or used tickets, passes, tokens, or other fare media from another passenger or collect any previously purchased or used tickets, passes, tokens, or other fare media from a trash receptacle, platform, transit facility, or passenger.

**(Section 13.8 amended 05/28/09)**

**Section 13.9: Bicycles**

Bicycles are permitted on transit vehicles under the following conditions:

- A. Bicyclists must be at least 16 years of age and have a valid proof of payment of fare.
- B. Only one bicycle is allowed onboard a trolley during the hours of 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. weekdays. At any other time, no more than two bicycles per trolley will be allowed. No bicycles will be permitted in the aiseways at any time.
- C. Bicycles will be permitted to board trolleys at the rear doors only and must be placed against the rear driver's cab.
- D. Bicyclists must remain with their bicycles at all times.
- E. When part of a group charter, more than two bicycles per car may be permitted at the sole discretion of MTS.

**(Section 13.9 amended 01/18/07)**

**Section 13.10: No Smoking at any Transit Facility or Bus Stop**

No person shall smoke any materials, whether tobacco or any other product using any device, cigarette, cigar, pipe, or any other apparatus, or utilize any smoking device, cigarette, cigar, pipe, or other apparatus at the following locations owned, operated, or controlled by MTS, SDTI and/or SDTC:

- A. Within 25 feet from any bus stop;
- B. Within 25 feet of any trolley station; and
- C. Within 25 feet of any transit facility.

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| Amended: 5/28/09  
Amended: 11/13/08  
Amended: 06/28/07  
Amended: 01/18/07  
Amended: 06/09/05  
Amended: 05/26/05  
Amended: 10/28/04  
Adopted: 8/9/01



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## Agenda

Item No. 25

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

FIN 310

May 28, 2009

SUBJECT:

MTS: FY 2010 BUDGET - PUBLIC HEARING AND ADOPTION

RECOMMENDATION:

That the Board of Directors:

1. hold a public hearing, receive testimony, and review and comment on the fiscal year 2010 budget information (Attachment A) presented in this report; and
2. adopt Resolution No. 09-17 (Attachment B) approving the operating and capital budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry.

Budget Impact

Approval would establish the fiscal year 2010 budget.

DISCUSSION:

Summary

During the budgetary process, staff presented the Budget Development Committee (BDC), Executive Committee (EC), and MTS Board of Directors (Board) with a variety of issues and policy decisions, including State Transit Assistance (STA) funding elimination and continued downward projections for Transportation Development Act (TDA) and TransNet subsidy funding.

In late February and early March, staff again met with the BDC, EC, and Board regarding a series of FY 2010 budget-closing initiatives to balance an updated \$11 million shortfall. After discussing all initiatives, the BDC forwarded its recommendation to the EC and Board, which included adjustments to revenue and expenses in five categories:

1. FY 2009 projected carryforward;
2. nonfare revenue adjustments;
3. nonservice cost adjustments;
4. personnel adjustments; and
5. fare/service adjustments

The MTS Board of Directors provided guidance to implement the proposed scenario and bridge the budget shortfall.

In April, a draft balanced budget was presented to the MTS Board of Directors incorporating the implementation of the proposed scenario.

#### FY 2010 Overview

The fiscal year 2010 total budgeted revenue is projected at \$225,106,000, and total projected expenses are budgeted at \$225,106,000 resulting in a balanced budget for fiscal year 2010.

#### FY 2010 Revenue

Please refer to Section 3.01 through Section 3.06 for a summary of fiscal year 2010 budgeted revenues. Section 3.02 provides a written detail of fiscal year 2010 operating revenues. Section 9 provides a detailed description of the funding sources and their distribution within the organization.

#### FY 2010 Expenses

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

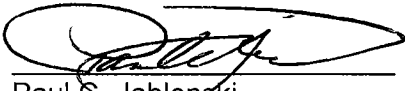
#### FY 2010 Other Information

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

#### Five-Year Forecast

Section 10.01 provides the latest look at MTS's five-year operating projection through FY 2014. Passenger revenues are projected to increase by approximately 2.4% over the next four years. Early sales tax projections for FY 2011 show a slight increase of approximately 1% (which impacts MTS's TDA and TransNet subsidy revenue) and projects more growth in FY 2012 through FY 2014. Expenses are projected to increase

by approximately 2.8% over the following four fiscal years, which is primarily due to expected continued operating expense increases, including energy costs.



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Attachments: A. Proposed FY 2010 Budget **(Board Only Due to Volume)**  
B. Resolution No. 09-17



**Fiscal Year 2010**

# **Proposed Budget**

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

**May 28, 2009**

**Metropolitan Transit System**





# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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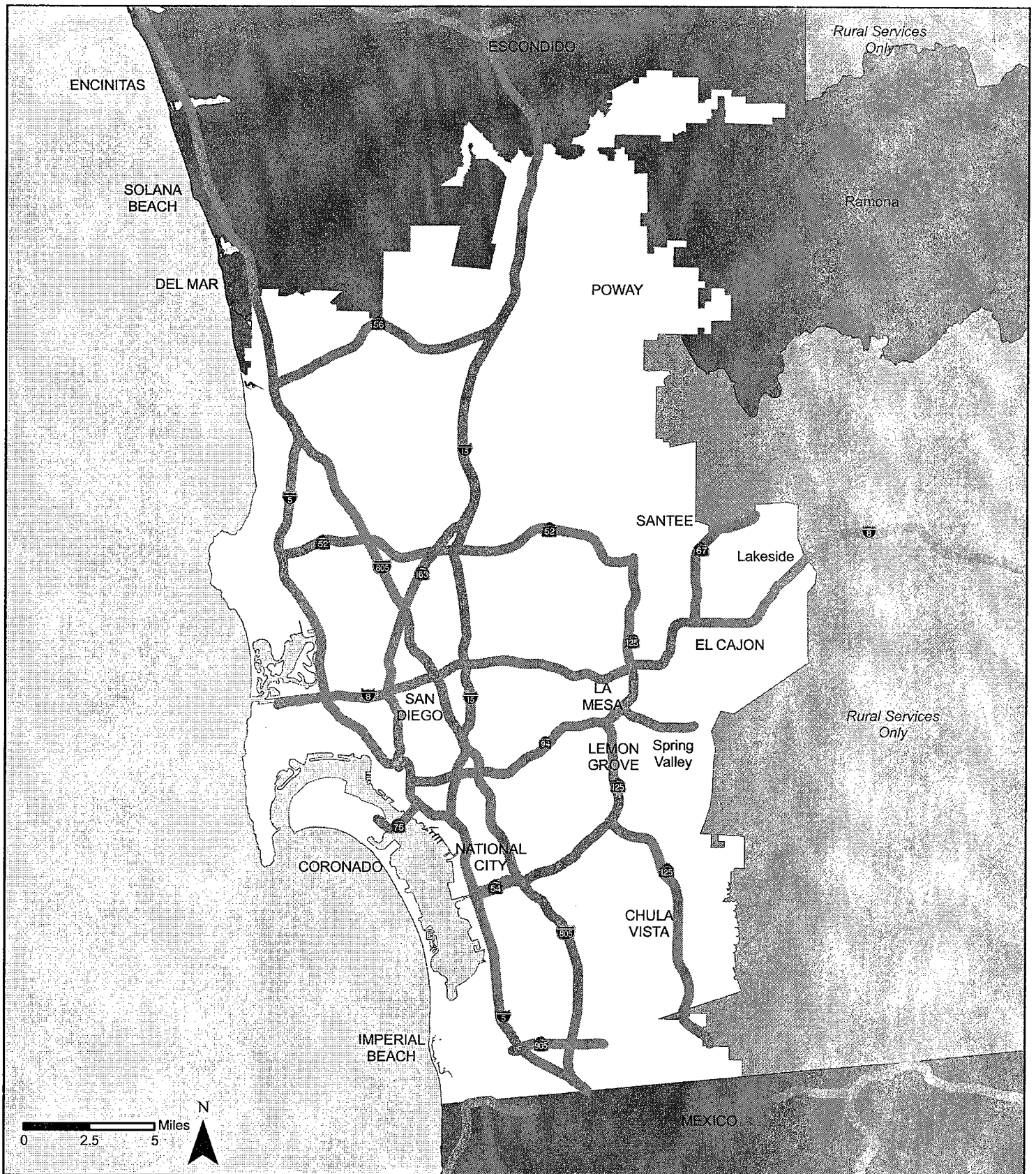
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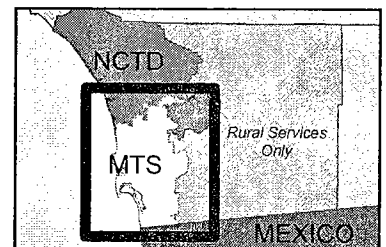
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## Metropolitan Transit System AREA OF JURISDICTION

January, 2007



# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Directly Operated Bus Services Description of Activities Fiscal Year 2010

### Section 1.02

#### General System Summary

Founded in 1886, San Diego Transit Corporation (SDTC) has been providing the citizens of San Diego with safe, efficient, and reliable public transportation for 123 years. Its fleet of 241 buses are projected to carry nearly 30 million customers in FY 09.

SDTC, now referred to as MTS Bus, directly operates 24 bus routes, including 20 "Urban" and 4 "Express" routes (FY 09). In FY 10, MTS Bus will directly operate 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.

MTS Bus' entire fleet is fully accessible to persons with mobility impairments using a mix of buses equipped with wheelchair lifts or ramps (averaging over 26,000 deployments every month). Two tie-down areas within the bus accommodate and secure passengers in wheelchairs. All buses also have a "kneeling" feature, which lowers the front of the bus for easier access from the curb. By mid FY 10 all of the fleet will be composed of low-floor buses, which have no steps inside the vehicle making entry and exit easier and faster.

Ninety-five percent of MTS Bus miles are run by buses that are powered by environmentally friendly compressed natural gas (CNG). As buses are added or replaced, CNG is the fuel of choice. In FY 09 MTS Bus accepted the delivery of 50 forty-foot buses and 26 sixty-foot articulated buses. In mid FY 10, an additional 26 forty-foot buses are expected to be purchased. In testing is a "green" advanced natural gas/electric hybrid vehicle that promises superior fuel efficiency and reduced emissions. All of the buses in the fleet are also equipped with bicycle racks that allow cyclists to mix their modes of travel - both two- and four-wheel.

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

MTS Bus takes safety seriously with a commitment to safe, defensive driving, and it has paid off with no major accidents in the last four years and an Accident Frequency Rate (AFR) (the number of accidents for every 100,000 miles driven) of 1.8. An outstanding AFR for a system of this size is 2.0.

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

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Rail Operations Description of Activities Fiscal Year 2010

### Section 1.02

#### General System Summary

The Green Line, which includes the 5.8-mile Mission Valley East (MVE) extension begins its fourth year of operation in FY 10. The MVE extension remains very successful in terms of ridership generated as compared with projections. Currently, the Green Line carries over 20,000 riders per day and over 10,000 of those riders use the San Diego State University (SDSU) station on a daily basis. This extension completes the latest of 9 total extensions to the original light rail transit (LRT) system, which opened in July 1981. The entire system encompasses 54.3 total miles (107.6 total track miles) of LRT. The network is part of the San Diego Regional Metropolitan Transit System (MTS), which encompasses a 570-square-mile area with a general population of 2.3 million people. The operation encompasses three separate operating line segments. The Blue Line operates from the San Ysidro (US/Mexico border) Intermodal Transit Center through downtown San Diego and terminates at the Old Town Transit Center. The Orange Line serves the East County communities from El Cajon (Gillespie Field) through downtown San Diego and along the Bayside route serving the Convention Center, local major hotel chains, and PETCO Park - home of the San Diego Padres. The Green Line operates from Santee Town Center Station along Mission Valley and serves the campus of SDSU through a short tunnel section before continuing to Old Town Transit Center where service connects with the Blue Line.

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

The MTS rail system carried almost 37 million passengers in FY 09. Light rail service is provided to 52 transit centers and stations through seven different local communities, each with separate emergency response (police, fire and paramedic) services. Since the opening of the Mission Valley East Line extension, rail operations operate 516 daily scheduled train trips and many more during special events. While daily ridership is approximately 100,000, this number increases substantially when major event service is provided (ridership typically increases to 125,000+). Major special events include those at PETCO Park (Padres), Qualcomm Stadium (Chargers and other major events), Street Scene, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window.

During the latter part of fiscal year 2006, rail operations opened a new Operations Control Center (OCC). This new OCC facility provides operations oversight with train location monitoring and remote control of field switches and signals on operating line segments north of Downtown San Diego, as well as closed-circuit television (CCTV) monitoring of 20 key stations throughout the system, available for both operations and security monitoring purposes. The coordinated function of this facility enhances the ability to affect operational oversight while providing coordination of all field functions including security, maintenance and train operations. A major contract to implement Centralized Train Control (CTC) was awarded in FY 09. CTC is a multi-phased project that will be deployed in geographic segments; consolidating isolated elements with new technological advancements into a comprehensive network integrating real-time train schedule performance and fleet utilization information with system-wide monitoring and/or control of fixed facilities including switches, signals, traction power substations, underground fire/life/safety elements, passenger station information services, ticket vending machines and expanded CCTV capability. The initial phase is scheduled for implementation in FY 10, covering from the Broadway Wye in Downtown San Diego north to Old Town, then east along the Green Line to the City of Santee.

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Contract Bus Services' Fixed Route Description of Activities Fiscal Year 2010

### Section 1.02

#### General System Summary

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

Operationally, FY 10 ridership for all MTS contract fixed routes is projected at approximately 22.7 million passengers. In FY 10, Contract bus services will operate a total of 73 traditional fixed and shuttle-type routes, logging approximately 791,000 revenue hours while traveling 8.7 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 currently provide for MTS follows.

#### Private Transportation Providers' Summary

- Veolia Transportation

Veolia Transportation (Veolia) has been operating and managing public transportation services since 1935. Veolia is North America's largest private provider of multiple modes of transportation. It is a world leader in the operation and management of public and private transportation systems. Veolia operates in 25 countries with 72,000 employees serving 2.5 billion annual passengers. Currently, Veolia operates and manages a total of 150 transit contracts in 22 states. Veolia has a strong presence in California with over 20 projects of varying size and scope.

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

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

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

MTS's East County Division operates 15 fixed routes, 4 rural routes, and 5 express routes for MTS in the eastern and rural areas of San Diego County. These routes utilize 58 MTS-owned transit buses and 26 over-the-road type coaches. All of these buses are serviced and fueled at the MTS 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.

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

- Southland Transit, Inc.

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

On May 1, 2004, Southland began providing services to MTS. Southland operates minibuss shuttle services in Mira Mesa, Linda Vista, Kearny Mesa, Poway, Tierrasanta, El Cajon, Santee, and Mid-City. Southland uses 26 MTS-owned transit buses and 6 Southland owned vehicles to operate the MTS service. Southland also assumed the operation of an additional commuter express type route for MTS from the El Cajon/Santee area in East County to Kearny Mesa along State Route 52.

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

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Chula Vista Transit Description of Activities Fiscal Year 2010

### Section 1.02

#### General System Summary

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

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

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

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

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

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

#### *Goal and Objectives:*

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



# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Coronado Ferry Description of Activities Fiscal Year 2010

### Section 1.02

#### General System Summary

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATING BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 2.01**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	79,696,081	87,411,480	93,680,214	6,268,734	7.2%
OTHER OPERATING INCOME	8,720,914	7,810,852	7,023,380	(787,472)	-10.1%
<b>TOTAL OPERATING REVENUES</b>	<b>88,416,995</b>	<b>95,222,332</b>	<b>100,703,594</b>	<b>5,481,261</b>	<b>5.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	133,506,516	122,485,806	114,796,708	(7,689,098)	-6.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	160,126	60,243	1,891,928	1,831,685	3040.5%
OTHER INCOME	7,588,385	7,636,194	7,714,157	77,963	1.0%
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>7,748,511</b>	<b>7,696,437</b>	<b>9,606,085</b>	<b>1,909,648</b>	<b>24.8%</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>141,255,028</b>	<b>130,182,243</b>	<b>124,402,793</b>	<b>(5,779,450)</b>	<b>-4.4%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>229,672,023</b>	<b>225,404,575</b>	<b>225,106,386</b>	<b>(298,189)</b>	<b>-0.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	63,433,297	61,829,974	62,549,078	719,103	1.2%
FRINGE EXPENSES	38,394,059	37,276,904	38,714,414	1,437,510	3.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>101,827,356</b>	<b>99,106,879</b>	<b>101,263,492</b>	<b>2,156,613</b>	<b>2.2%</b>
SECURITY EXPENSES	5,851,798	5,373,000	5,793,392	420,392	7.8%
REPAIR/MAINTENANCE SERVICES	4,177,952	3,896,554	3,749,929	(146,626)	-3.8%
ENGINE AND TRANSMISSION REBUILD	1,426,788	1,069,672	838,268	(231,404)	-21.6%
OTHER OUTSIDE SERVICES	5,412,639	5,182,250	5,395,553	213,303	4.1%
PURCHASED TRANSPORTATION	55,813,186	55,462,294	56,075,841	613,547	1.1%
<b>TOTAL OUTSIDE SERVICES</b>	<b>72,682,363</b>	<b>70,983,771</b>	<b>71,852,983</b>	<b>869,212</b>	<b>1.2%</b>
LUBRICANTS	454,085	440,085	457,884	17,799	4.0%
TIRES	746,856	749,856	757,290	7,434	1.0%
OTHER MATERIALS AND SUPPLIES	6,311,859	6,263,602	5,775,019	(488,583)	-7.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,512,800</b>	<b>7,453,543</b>	<b>6,990,194</b>	<b>(463,349)</b>	<b>-6.2%</b>
DIESEL FUEL	9,372,219	7,893,736	6,453,340	(1,440,396)	-18.2%
CNG	11,368,294	11,069,801	10,466,029	(603,772)	-5.5%
TRACTION POWER	6,692,289	6,447,582	6,596,089	148,507	2.3%
UTILITIES	3,032,736	3,109,311	3,455,929	346,618	11.1%
<b>TOTAL ENERGY</b>	<b>30,465,538</b>	<b>28,520,431</b>	<b>26,971,388</b>	<b>(1,549,043)</b>	<b>-5.4%</b>
RISK MANAGEMENT	3,619,090	3,981,096	4,032,811	51,715	1.3%
GENERAL AND ADMINISTRATIVE	1,006,559	975,278	1,240,684	265,406	27.2%
DEBT SERVICE	11,989,438	12,173,358	12,130,697	(42,661)	-0.4%
VEHICLE / FACILITY LEASE	568,877	460,466	624,138	163,672	35.5%
<b>TOTAL OPERATING EXPENSES</b>	<b>229,672,022</b>	<b>223,654,821</b>	<b>225,106,386</b>	<b>1,451,565</b>	<b>0.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(141,255,027)</b>	<b>(128,432,489)</b>	<b>(124,402,792)</b>	<b>(4,029,697)</b>	<b>-3.1%</b>
OVERHEAD ALLOCATION	-	-	-	-	0.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(141,255,027)</b>	<b>(128,432,489)</b>	<b>(124,402,792)</b>	<b>(4,029,697)</b>	<b>-3.1%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>1,749,754</b>	<b>-</b>	<b>1,749,754</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2010  
SECTION 2.02**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ PROJECTED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	79,696,081	87,411,480	93,680,214	6,268,734	7.2%
OTHER OPERATING INCOME	650,000	722,000	609,800	(112,200)	-15.5%
<b>TOTAL OPERATING REVENUES</b>	<b>80,346,081</b>	<b>88,133,480</b>	<b>94,290,014</b>	<b>6,156,534</b>	<b>7.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	133,391,811	122,371,101	114,779,208	(7,591,893)	-6.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	1,749,754	1,749,754	-
OTHER INCOME	-	47,809	129,442	81,633	170.7%
TOTAL OTHER NON OPERATING REVENUE	-	47,809	1,879,196	1,831,387	3830.6%
<b>TOTAL NON OPERATING REVENUE</b>	<b>133,391,811</b>	<b>122,418,910</b>	<b>116,658,404</b>	<b>(5,760,506)</b>	<b>-4.7%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>213,737,892</b>	<b>210,552,390</b>	<b>210,948,417</b>	<b>396,028</b>	<b>0.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	55,966,547	54,503,519	53,201,412	(1,302,108)	-2.4%
FRINGE EXPENSES	34,204,848	33,924,528	34,189,941	265,413	0.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>90,171,395</b>	<b>88,428,048</b>	<b>87,391,353</b>	<b>(1,036,695)</b>	<b>-1.2%</b>
SECURITY EXPENSES	5,840,798	5,362,000	90,512	(5,271,488)	-98.3%
REPAIR/MAINTENANCE SERVICES	4,093,415	3,855,346	3,672,829	(182,518)	-4.7%
ENGINE AND TRANSMISSION REBUILD	1,426,788	1,069,672	838,268	(231,404)	-21.6%
OTHER OUTSIDE SERVICES	2,008,070	1,869,114	1,872,029	2,915	0.2%
PURCHASED TRANSPORTATION	55,813,186	55,462,294	56,075,841	613,547	1.1%
<b>TOTAL OUTSIDE SERVICES</b>	<b>69,182,257</b>	<b>67,618,427</b>	<b>62,549,479</b>	<b>(5,068,948)</b>	<b>-7.5%</b>
LUBRICANTS	454,085	440,085	457,884	17,799	4.0%
TIRES	746,856	749,856	748,540	(1,316)	-0.2%
OTHER MATERIALS AND SUPPLIES	6,301,859	6,250,102	5,747,519	(502,583)	-8.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,502,800</b>	<b>7,440,043</b>	<b>6,953,944</b>	<b>(486,099)</b>	<b>-6.5%</b>
DIESEL FUEL	9,363,794	7,884,811	6,357,752	(1,527,059)	-19.4%
CNG	11,368,294	11,069,801	10,466,029	(603,772)	-5.5%
TRACTION POWER	6,692,289	6,447,582	6,596,089	148,507	2.3%
UTILITIES	2,630,476	2,697,913	2,902,583	204,670	7.6%
<b>TOTAL ENERGY</b>	<b>30,054,853</b>	<b>28,100,108</b>	<b>26,322,454</b>	<b>(1,777,654)</b>	<b>-6.3%</b>
RISK MANAGEMENT	3,196,347	3,558,981	3,609,211	50,230	1.4%
GENERAL AND ADMINISTRATIVE	385,739	409,135	430,525	21,390	5.2%
DEBT SERVICE	3,429,512	3,613,432	3,625,355	11,923	0.3%
VEHICLE / FACILITY LEASE	546,787	454,992	567,804	112,812	24.8%
<b>TOTAL OPERATING EXPENSES</b>	<b>204,469,691</b>	<b>199,623,166</b>	<b>191,450,125</b>	<b>(8,173,042)</b>	<b>-4.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(124,123,610)</b>	<b>(111,489,687)</b>	<b>(97,160,111)</b>	<b>(14,329,576)</b>	<b>-12.9%</b>
OVERHEAD ALLOCATION	(9,268,201)	(9,179,469)	(19,498,293)	(10,318,823)	112.4%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(133,391,811)</b>	<b>(120,669,156)</b>	<b>(116,658,404)</b>	<b>(4,010,752)</b>	<b>-3.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>1,749,754</b>	<b>-</b>	<b>1,749,754</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET  
FISCAL YEAR 2010  
SECTION 2.03**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	7,213,814	6,180,452	5,548,580	(631,872)	-10.2%
<b>TOTAL OPERATING REVENUES</b>	<b>7,213,814</b>	<b>6,180,452</b>	<b>5,548,580</b>	<b>(631,872)</b>	<b>-10.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	114,705	114,705	17,500	(97,205)	-84.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>7,588,385</b>	<b>7,588,385</b>	<b>7,584,715</b>	<b>(3,670)</b>	<b>0.0%</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>7,703,090</b>	<b>7,703,090</b>	<b>7,602,215</b>	<b>(100,875)</b>	<b>-1.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>14,916,904</b>	<b>13,883,542</b>	<b>13,150,795</b>	<b>(732,747)</b>	<b>-5.3%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	6,929,563	6,839,267	8,791,190	1,951,923	28.5%
FRINGE EXPENSES	4,080,298	3,243,463	4,426,646	1,183,183	36.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>11,009,861</b>	<b>10,082,730</b>	<b>13,217,835</b>	<b>3,135,105</b>	<b>31.1%</b>
SECURITY EXPENSES	11,000	11,000	5,702,880	5,691,880	51744.4%
REPAIR/MAINTENANCE SERVICES	57,212	22,712	54,100	31,388	138.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,270,649	3,175,670	3,416,274	240,603	7.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>3,338,861</b>	<b>3,209,382</b>	<b>9,173,254</b>	<b>5,963,871</b>	<b>185.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	8,750	8,750	-
OTHER MATERIALS AND SUPPLIES	5,000	5,000	22,000	17,000	340.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>5,000</b>	<b>5,000</b>	<b>30,750</b>	<b>25,750</b>	<b>515.0%</b>
DIESEL FUEL	4,650	4,650	89,888	85,238	1833.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	386,735	398,727	539,346	140,619	35.3%
<b>TOTAL ENERGY</b>	<b>391,385</b>	<b>403,377</b>	<b>629,234</b>	<b>225,857</b>	<b>56.0%</b>
<b>RISK MANAGEMENT</b>	<b>388,303</b>	<b>387,675</b>	<b>399,600</b>	<b>11,925</b>	<b>3.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>514,364</b>	<b>455,260</b>	<b>704,984</b>	<b>249,724</b>	<b>54.9%</b>
<b>DEBT SERVICE</b>	<b>8,559,926</b>	<b>8,559,926</b>	<b>8,505,342</b>	<b>(54,584)</b>	<b>-0.6%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>22,090</b>	<b>5,474</b>	<b>56,334</b>	<b>50,860</b>	<b>929.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>24,229,789</b>	<b>23,108,824</b>	<b>32,717,333</b>	<b>9,608,509</b>	<b>41.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(17,015,975)</b>	<b>(16,928,372)</b>	<b>(27,168,753)</b>	<b>10,240,381</b>	<b>60.5%</b>
OVERHEAD ALLOCATION	9,312,885	9,225,282	19,566,538	10,341,256	112.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(7,703,090)</b>	<b>(7,703,090)</b>	<b>(7,602,215)</b>	<b>(100,875)</b>	<b>-1.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET  
FISCAL YEAR 2010  
SECTION 2.04**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	857,100	908,400	865,000	(43,400)	-4.8%
<b>TOTAL OPERATING REVENUES</b>	<b>857,100</b>	<b>908,400</b>	<b>865,000</b>	<b>(43,400)</b>	<b>-4.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	160,126	60,243	142,174	81,931	136.0%
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>160,126</b>	<b>60,243</b>	<b>142,174</b>	<b>81,931</b>	<b>136.0%</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>160,126</b>	<b>60,243</b>	<b>142,174</b>	<b>81,931</b>	<b>136.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,017,226</b>	<b>968,643</b>	<b>1,007,174</b>	<b>38,531</b>	<b>4.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	537,188	487,188	556,476	69,288	14.2%
FRINGE EXPENSES	108,913	108,913	97,827	(11,086)	-10.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>646,100</b>	<b>596,100</b>	<b>654,303</b>	<b>58,203</b>	<b>9.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	27,325	18,496	23,000	4,504	24.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	133,920	137,465	107,250	(30,215)	-22.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>161,245</b>	<b>155,961</b>	<b>130,250</b>	<b>(25,711)</b>	<b>-16.5%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,000	8,500	5,500	(3,000)	-35.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>5,000</b>	<b>8,500</b>	<b>5,500</b>	<b>(3,000)</b>	<b>-35.3%</b>
DIESEL FUEL	3,775	4,275	5,700	1,425	33.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	15,525	12,671	14,000	1,329	10.5%
<b>TOTAL ENERGY</b>	<b>19,300</b>	<b>16,946</b>	<b>19,700</b>	<b>2,754</b>	<b>16.3%</b>
RISK MANAGEMENT	34,440	34,440	24,000	(10,440)	-30.3%
GENERAL AND ADMINISTRATIVE	106,456	110,883	105,175	(5,708)	-5.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>972,541</b>	<b>922,830</b>	<b>938,928</b>	<b>16,098</b>	<b>1.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(115,441)</b>	<b>(14,430)</b>	<b>(73,928)</b>	<b>59,498</b>	<b>412.3%</b>
OVERHEAD ALLOCATION	(44,685)	(45,812)	(68,246)		49.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(160,126)</b>	<b>(60,243)</b>	<b>(142,174)</b>	<b>81,931</b>	<b>136.0%</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  
FISCAL YEAR 2010

SECTION 2.10

Funding Description	Grant	FY10	FY11	FY12	FY13	FY14
<b>5307 80% Funding Estimate</b>		37,831.4	39,344.7	40,918.4	42,555.2	44,257.4
TDA Local Match (5307) 20%		9,457.9	9,836.2	10,229.6	10,638.8	11,064.3
<b>5307 80%- carryover</b>		1,661.0				
TDA Local Match (5307- carryover) 20%		415.3				
<b>5309 Rail Mod 80% Funding Estimate</b>		13,568.4	14,111.2	14,675.6	15,262.6	15,873.1
TDA Local Match (5309) 20%		3,392.1	3,527.8	3,668.9	3,815.7	3,968.3
<b>5309 Rail Mod 80%- carryover</b>		1,653.0				
TDA Local Match (5309- carryover) 20%		413.3				
<b>5311 f - El Cajon Transit Center</b>		38.9				
TDA Local Match (5311 f)		31.4				
<b>5309 Bus Discretionary program- ECBMF</b>		261.3				
TDA Local Match		65.3				
<b>JARC for HASTOPS</b>	Federal	62.8				
JARC match	TDA	15.7				
<b>CMAQ for Buses</b>	X051	62.5				
CMAQ match (11.47%)	TDA	8.1				
<b>TSGP- FFY08 Rail &amp; Bus</b>	TSGP	1,500.0				
<b>Security- Prop 1B Rail (FFY08)</b>	State	1,500.0				
<b>Security- Prop 1B Bus (FFY08)</b>	State	1,200.0				
<b>Security- Prop 1B Bus &amp; Rail (FFY09)</b>	State	2,779.4				
<b>Proposition 1B (FFY08)</b>	State	27,787.9				
<b>Proposition 1B (FFY09)</b>	State	15,653.7				
<b>FY08 TDA Unallocated</b>	TDA	98.0				
TDA (increase PM to \$41.5M)	TDA	12,500.0	12,500.0	12,500.0	12,500.0	12,500.0
<b>CNG Fuel Credits FFY09</b>	CNG	2,800.0				
<b>Project Transfer #11199-Misc capital</b>	Y474, 0206, Y350	477.0				
Project Transfer #11199- Misc capital match	MATCH	119.2				
<b>Project Transfer #11215- non federal</b>	STA	151.3				
<b>SANDAG Project Transfer #1108400</b>	5309 CA-03-0690	286.3				
SANDAG Project Transfer #1108400- match	MATCH	71.6				
<b>Project Transfer #11217- station improv.</b>	5309-0220	28.5				
Project Transfer #11217- station improv. match	MATCH	34.3				
<b>Project Transfer #11221- low volt wiring</b>	5309-0233	140.0				
Project Transfer #11221- low volt wiring match	MATCH	35.0				
<b>Project Transfer #11261-Special Event</b>	5307-Y677	27.2				
Project Transfer #11261- special event match	MATCH	6.8				
<b>Project Transfer #11202-Non revenue Vehicles</b>	5309-0220/5307-Y677	200.4				
Project Transfer #11202- Non revenue Vehicles	MATCH	50.1				
<b>SANDAG Planning Study</b>		(922.5)	(959.4)	(997.8)	(1,037.7)	(1,079.2)
<b>Preventive Maintenance</b>		(41,500.0)	(41,500.0)	(41,500.0)	(41,500.0)	(41,500.0)
<b>Available Funding for FY 10 Capital Program</b>		93,962.5	36,860.4	39,494.8	42,234.6	45,083.9

**PROJECT SUBMITTALS:**

Division	Project Description	Funded thru FY09	FY10 Funded Projects	FY10 Unfunded	FY11	FY12	FY13	FY14	BUDGET FY10 - FY14
SDTI	Blue Line Rehabilitation	-	43,441.6	-	48,000.1	64,000.0	121,712.0	122,500.0	399,653.7
MTS Bus	40 Ft. CNG Buses (97)	37,754.8	15,000.0	-	27,500.0	-	-	-	42,500.0
MTS Bus	SBF- Land Acquisition	-	12,637.0	-	25,463.0	7,000.0	-	-	45,000.0
SDTI	Overhead Catenary Wire Replacement	7,422.0	-	-	-	3,000.0	2,000.0	3,000.0	8,000.0
SANDAG	ECBMF	-	326.6	-	-	-	-	-	326.6
MTS Bus	ECBMF	5,672.3	3,647.1	-	6,890.0	25,000.0	-	-	35,537.1
MTS	Security Prop 1B	-	2,779.4	-	-	-	-	-	2,779.4
MTS	CCTV Bus-On Board Security Prop 1B	2,188.7	1,950.0	-	-	-	-	-	1,950.0
SDTI	SD100 HVAC Unit Rehab/Retrofit	453.5	1,775.0	-	1,248.0	1,248.0	1,248.0	1,248.0	6,767.0
SDTI	SDTI-U2 SD100 Gear Box Rehab	500.0	1,500.0	-	1,000.0	1,000.0	1,000.0	1,000.0	5,500.0
MTS	CCTV Rail- In Station Security Prop 1B	1,029.4	1,500.0	-	-	-	-	-	1,500.0
MTS	LRV On Board Cameras (match only)	1,008.0	1,086.0	-	-	-	-	-	1,086.0
MTS Bus	SBMF Site Prep	10,432.9	1,000.0	-	-	-	-	-	1,000.0
CVT	CVT 40 FT. CNG Buses	2,460.0	950.0	-	-	-	-	-	950.0
SDTI	System Grade Crossing Replacements	780.0	900.0	-	900.0	1,000.0	1,100.0	1,100.0	5,000.0
SDTI	OCS Strain Insulator Replacement	1,186.0	375.0	-	405.0	-	-	-	780.0
SDTI	Broadway Wye Switch Machines	100.0	750.0	-	-	-	-	-	750.0
SDTI	LRV Body & Paint Rehab	2,160.0	550.0	-	550.0	-	-	-	1,100.0
MTS	Misc Capital (Non Federal)	542.1	500.0	-	500.0	500.0	500.0	500.0	2,500.0
SDTI	LRV Tires	1,626.4	491.0	-	545.5	589.2	636.3	687.2	2,949.2
SDTI	SD100 Brake Rehabilitation	125.0	350.0	-	-	-	-	-	350.0
SDTI	Rail Profile Grinding	973.0	350.0	-	350.0	350.0	350.0	350.0	1,750.0
SANDAG	H street Trolley & Bus ADA improvements	115.0	327.0	-	-	-	-	-	327.0
SDTI	Pilot Motor Control Unit Drive Rehab	200.0	284.0	-	284.0	284.0	284.0	284.0	1,420.0
SDTI	SDTI Cross Tie Procurement	-	280.0	-	280.0	290.0	290.0	300.0	1,440.0
SANDAG	Configuration Management	100.0	200.0	-	-	-	-	-	200.0
SDTI	SD100 Blower Motor Conversion	290.0	100.0	-	-	-	-	-	100.0
SANDAG	Old town Trolley & Bus ADA improvements	115.0	89.0	-	-	-	-	-	89.0
MTS	Hasstop module for Planning Hastus Program	-	78.5	-	-	-	-	-	78.5
MTS Bus	El Cajon Transit Center	-	70.2	-	-	-	-	-	70.2
SDTI	SD100 Traction Motor Disconnects	-	275.0	-	275.0	275.0	275.0	275.0	1,375.0
SDTI	SDTI Ticket Vending Equipment (TVM)	-	500.0	-	500.0	868.8	-	-	1,868.8
MTS Bus	MCS-AVL/MDT Technology on 370 Buses (RTMS)	-	-	5,500.0	-	3,000.0	4,200.0	-	12,700.0
SANDAG	Grossmont Pedestrian Enhancement	4,700.0	-	3,095.0	105.0	-	-	-	3,200.0
SANDAG	San Ysidro Slope	135.0	-	2,080.0	-	-	-	-	2,080.0
SANDAG	Mainline Drainage Improvements	260.0	-	645.0	-	-	-	-	645.0
SANDAG	Trolley Platform Repairs	-	-	342.9	-	-	-	-	342.9
CVT	CVT Bus Security Cameras	-	-	277.5	-	-	-	-	277.5
MTS	Enterprise Planning System	-	-	150.0	-	-	-	-	150.0
MTS Bus	MTS Bus Farebox Support Equipment	424.7	-	100.0	-	-	-	-	100.0
MTS Bus	MTS Bus Fleetwatch Data Logger Installation	-	-	95.0	-	-	-	-	95.0
MTS Bus	SBMF/ECBMF Heavy Duty Lifts	-	-	75.0	145.0	150.0	155.0	160.0	685.0
MTS Bus	MTS Bus Service Trucks	-	-	55.0	270.0	-	650.0	-	975.0
MTS Bus	MTS Bus Regional Transit IT	-	-	45.0	-	-	-	-	45.0
SDTI	LRV Car Wash	100.0	-	1,184.7	-	-	-	-	1,184.7
SDTI	Substation Retrofit Modifications	-	-	1,000.0	1,000.0	1,200.0	1,500.0	1,500.0	6,200.0
SDTI	Crane Truck	-	-	400.0	-	-	-	-	400.0
SDTI	Catenary Catch Cable Restoration	390.0	-	390.0	-	-	-	-	390.0
SDTI	SDTI VMS Sign Replacement	-	-	375.0	375.0	-	-	-	750.0
SDTI	Signal System Design/ Schematic Updates	-	-	250.0	250.0	-	-	-	500.0
SDTI	Electronic Control Circuit U2 Rehab	230.3	-	250.0	250.0	250.0	250.0	-	1,000.0
SDTI	SDTI Yard Facilities Building Repair	135.0	-	175.0	-	-	-	-	175.0
SDTI	U2 LRV Interior Rehab	-	-	100.0	100.0	100.0	100.0	-	400.0
SDTI	Old Town Station Building Repairs	-	-	75.0	-	-	-	-	75.0

**PROJECT SUBMITTALS:**

Division	Project Description	Funded thru FY09	FY10 Funded Projects	FY10 Unfunded	FY11	FY12	FY13	FY14	BUDGET FY10 - FY14
MTS Bus	Transit Store Security Improvements	69.0	-	50.0	-	-	-	-	50.0
MTS	DVR Replacement	24.0	-	36.0	36.0	36.0	36.0	36.0	180.0
MTS Bus	MTS Bus IAD Roof & HVAC Repairs	-	-	35.0	915.0	-	-	-	950.0
SANDAG	RTMS	16,774.0	-	-	-	-	-	-	-
SDTI	Transformer Rewinding	-	-	-	200.0	-	-	-	200.0
SDTI	Fashion Valley Station Improvements	-	-	-	400.0	-	-	-	400.0
SDTI	Station Lighting Electrical Usage Improvements	-	-	-	125.0	125.0	-	-	250.0
SDTI	Signal Cases & Relay Replacement	-	-	-	960.0	-	-	-	960.0
SDTI	Curve Rehabilitation	-	-	-	2,100.0	2,100.0	2,100.0	-	6,300.0
SDTI	ROW Drainage improvements	-	-	-	-	2,600.0	1,200.0	1,200.0	5,000.0
SDTI	Station Parking Lots	-	-	-	-	300.0	300.0	-	600.0
SDTI	Power Switch Replacement	-	-	-	-	275.0	-	-	275.0
SDTI	Street Running Track Replacement	-	-	-	-	1,200.0	1,200.0	1,200.0	3,600.0
SDTI	Switches 1,3,9 & 11	-	-	-	-	1,500.0	-	1,500.0	3,000.0
SDTI	ROW Fence Replacement	-	-	-	-	-	250.0	-	250.0
SDTI	Substation Isolation Switches	-	-	-	-	-	1,295.0	-	1,295.0
SDTI	Commercial Street Frt. Switch removal	-	-	-	-	-	-	200.0	200.0
SDTI	System Station Repairs	-	-	-	-	-	-	500.0	500.0
SDTI	Substation Building Improvements	-	-	-	-	-	-	75.0	75.0
MTS Bus	AVL/MDT Technology ADA Paratransit Buses	-	-	-	1,863.0	-	-	-	1,863.0
MTS Bus	Mid size Buses (14)	-	-	-	4,500.0	-	-	-	4,500.0
MTS Bus	45ft. Commuter Buses (26)	-	-	-	-	5,400.0	-	-	5,400.0
MTS Bus	ADA Buses (120)	8,519.6	-	-	-	7,000.0	-	5,500.0	12,500.0
MTS Bus	Minibuses (26)	3,243.7	-	-	-	-	-	3,600.0	3,600.0

**TOTAL**      112,239.3      93,962.5      16,781.0      128,284.6      130,640.9      142,631.3      146,715.2      659,015.6

**ANNUAL DEFICIT**

0.0      (91,424.3)      (91,146.1)      (100,396.7)      (101,631.3)      (401,379.4)

**ACCUMULATED DEFICIT**

0.0      (108,205.3)      (199,351.5)      (299,748.2)      (401,379.4)



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 3.01**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	79,696,081	87,411,480	93,680,214	6,268,734	7.2%
ADVERTISING REVENUE	3,210,000	2,411,280	2,008,232	(403,048)	-16.7%
CONTRACT SERVICE REVENUE	28,000	28,000	29,400	1,400	5.0%
OTHER INCOME	5,482,914	5,371,572	4,985,748	(385,824)	-7.2%
TOTAL OPERATING REVENUE	88,416,995	95,222,332	100,703,594	5,481,261	5.8%
<b>NON OPERATING REVENUE</b>					
<b>SUBSIDY REVENUE</b>					
FEDERAL REVENUE	25,102,497	34,935,545	38,224,174	3,288,629	9.4%
TRANSPORTATION DEVELOPMENT ACT (TDA)	70,668,906	56,773,548	51,299,413	(5,474,135)	-9.6%
STATE TRANSIT ASSISTANCE (STA)	13,326,730	7,618,343	0	(7,618,343)	-100.0%
STATE REVENUE - OTHER	2,000,000	2,000,000	1,000,000	(1,000,000)	-50.0%
TRANSNET	21,479,466	20,229,452	22,768,984	2,539,532	12.6%
OTHER LOCAL SUBSIDIES	928,918	976,727	1,633,578	656,851	67.3%
TOTAL SUBSIDY REVENUE	133,506,517	122,533,615	114,926,149	(7,607,466)	-6.2%
<b>OTHER REVENUE</b>					
OTHER FUNDS	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
RESERVES REVENUE	160,126	60,243	1,891,928	1,831,685	3040.5%
TOTAL OTHER REVENUE	7,748,511	7,648,628	9,476,643	1,828,015	23.9%
TOTAL NON OPERATING REVENUE	141,255,028	130,182,243	124,402,792	(5,779,451)	-4.4%
<b>GRAND TOTAL REVENUES</b>	<b>229,672,023</b>	<b>225,404,575</b>	<b>225,106,385</b>	<b>(298,190)</b>	<b>-0.1%</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Summary of Significant Revenue Activities Proposed Budget Fiscal Year 2010

### Section 3.02

#### Fare Revenue

Passenger fares make up approximately 41.6 percent of the system's \$225 million operating budget. These are budgeted to rise by \$6,269,000 (7.2 percent) to \$93.7 million for fiscal year 2010 compared to amended fiscal year 2009 levels. Total passenger levels for all operators are projected to total 92,221,000.

Fare revenue is detailed in Section 3.03.

#### Other Operating Revenues

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

Total other revenue is budgeted to decrease by \$787,000 (-10.1 percent). This is primarily due to decreased advertising revenues and interest income due to the economic recession.

Other revenue is detailed in Section 3.04.

#### 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: MTS is budgeting \$114.9 million (a decrease of \$7.6 million or -6.2 percent) in subsidy income for fiscal year 2010. This decrease primarily comes from the complete elimination of State Transit Assistance (STA) and decreased Transportation Development Act (TDA) subsidy, partially offset by an increase in TransNet subsidy with the addition of the SuperLoop service.

- Federal Transit Administration (FTA)

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

- Section 5307 Capital and Preventative Maintenance

Section 5307 is a block grant program that provides capital and planning assistance for MTS. Each metropolitan area's share is determined by formula. While Section 5307 funds are no longer available for areas over 200,000 in population, TEA-21 provided flexibility to use federal capital funds for maintenance activities through the preventative maintenance provision. With Section 5307 funds, the fiscal year 2010 budget utilizes \$33,200,000 (80 percent share) for preventative maintenance.

The FTA also allows you to use up to 10% of funding for ADA operations; for fiscal year 2010 \$3,600,000 is utilized by ADA operations.

Federal levels for Jobs Access and Reverse Commute (JARC) funds have been secured for fiscal year 2010 totaling \$1,079,000 as well as additional federal 5311 funds supporting MTS paratransit services.

Total federal funding has increased by \$3,289,000 (9.4 percent) to \$38,224,000.

#### Transportation Development Act (TDA)

TDA provides funding for public transit operators. This state fund is one-quarter of a percent of the 8¾ percent sales tax assessed in the region. The San Diego Association of Governments (SANDAG) is responsible for apportionment of these funds within the San Diego region.

Sales tax receipts for fiscal year 2009 are significantly lower than originally anticipated due to the economic recession and this trend is projected to continue through fiscal year 2010. This decline impacts MTS's share of TransNet and Transportation Development Act (TDA) revenues that make up a considerable portion of MTS's operating revenue.

TDA funds decreased \$5,474,000 (-9.6 percent) to \$51,299,000.

#### State Transit Assistance (STA)

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

In fiscal year 2007, the total amount of STA funds totaled \$28.6 million. Internally, MTS distributed \$11.0 million to the operating budget and just over \$17.6 million to the capital budget. In fiscal year 2008, STA funds totaled \$14.6 million, \$9.4 million distributed to the operating budget and \$5.2 million to capital.

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 year 2010. In total, STA funds decreased \$7,618,000 (-100 percent) to zero for fiscal year 2010.

#### 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 (\$1,000,000).

#### TransNet

The Proposition A one-half cent sales tax (Transnet) was approved by area voters in November 1987 and expired in 2008. The ordinance allocated one-third of the sales tax proceeds for transit purposes, which was further divided between MTS and North County Transit District (NCTD). In May and June of 2003, the Boards of SANDAG and MTS approved a change of 60 percent for rail capital and 40 percent for operations for the last five years of the ordinance.

Within this 40 percent operating funds, \$5,500,000 was utilized to subsidize reduced monthly passes for seniors, disabled, and youth. In addition to the 40 percent for operations, there was some funding to assist with MTS Access ADA paratransit service.

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

For fiscal year 2010 (the second year under the extended TransNet II ordinance), TransNet operating support funding is \$22,092,000 (net of the \$5,500,000 for subsidizing reduced monthly passes). The ADA funding is \$677,000. This totals \$22,769,000 for fiscal year 2010, which is an increase of \$2,540,000 (12.6 percent).

#### Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For fiscal year 2010, these funds total \$824,000, an increase of \$395,000 (92.1%).

SANDAG provides funding, funded through FasTrak tolls, to operate the Interstate 15 Inland Breeze. The budgeted FasTrak funding supporting this operation totals \$500,000. 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 2010 will be the first year this service is operational and the funding need to provide this service totals \$180,000.

#### Other Non-operating Revenue

- Lease and Leaseback Funds

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

The fiscal year 2010 budgeted revenue from the lease/leaseback funds is \$7,585,000 and is used to make the lease payments.

- Reserves

As part of the fiscal year 2010 budget balancing solution, the MTS Board of Directors have provided guidance to carry-forward operating budget savings from fiscal year 2009 totaling approximately \$1,750,000 to balance the fiscal year 2010 budget.

The San Diego and Arizona Eastern (SD&AE) Railway Company will be utilizing \$20,000 of its reserves to fund the difference in operations between its budgeted fiscal year 2010 revenue and expenses.

Taxicab Administration will be using \$122,000 of its reserves as total fiscal year 2010 revenues exceed fiscal year 2009 expenses.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PASSENGER REVENUE BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 3.03**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	24,555,295	26,587,229	27,229,225	641,996	2.4%
RAIL OPERATIONS - BASE	31,711,015	33,260,749	36,829,934	3,569,184	10.7%
MCS - FIXED ROUTE	18,784,300	21,641,602	23,637,303	1,995,701	9.2%
MCS - PARATRANSIT	1,924,400	1,915,357	2,228,634	313,277	16.4%
CHULA VISTA TRANSIT	2,721,071	4,006,542	3,755,118	(251,425)	-6.3%
CORONADO FERRY	0	0	0	0	-
<b>TOTAL PASSENGER REVENUE</b>	<b>79,696,081</b>	<b>87,411,480</b>	<b>93,680,214</b>	<b>6,268,734</b>	<b>7.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 3.04**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>ADVERTISING REVENUE</b>					
ADMINISTRATIVE	3,210,000	2,411,280	2,008,232	(403,048)	-16.7%
<b>TOTAL ADVERTISING REVENUE</b>	<b>3,210,000</b>	<b>2,411,280</b>	<b>2,008,232</b>	<b>(403,048)</b>	<b>-16.7%</b>
<b>CONTRACT SERVICE REVENUE</b>					
BUS OPERATIONS	28,000	28,000	29,400	1,400	5.0%
<b>TOTAL CONTRACT REVENUE</b>	<b>28,000</b>	<b>28,000</b>	<b>29,400</b>	<b>1,400</b>	<b>5.0%</b>
<b>OTHER INCOME</b>					
BUS OPERATIONS	10,000	10,000	60,000	50,000	500.0%
RAIL OPERATIONS - BASE	612,000	684,000	520,400	(163,600)	-23.9%
ADMINISTRATIVE	4,003,814	3,769,172	3,540,348	(228,824)	-6.1%
LAND MANAGEMENT	754,400	754,400	750,000	(4,400)	-0.6%
TAXICAB	102,700	154,000	115,000	(39,000)	-25.3%
<b>TOTAL OTHER INCOME</b>	<b>5,482,914</b>	<b>5,371,572</b>	<b>4,985,748</b>	<b>(385,824)</b>	<b>-7.2%</b>
<b>TOTAL OTHER OPERATING INCOME</b>	<b>8,720,914</b>	<b>7,810,852</b>	<b>7,023,380</b>	<b>(787,472)</b>	<b>-10.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SUBSIDY REVENUE BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 3.05**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>FEDERAL</b>					
FTA 5307 - PLANNING	17,500	17,500	17,500	0	0.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	23,200,000	33,200,000	36,800,000	3,600,000	10.8%
JARC	1,435,690	1,196,484	1,079,005	(117,479)	-9.8%
FTA 5311 / 5311(f) - RURAL	352,102	424,356	327,670	(96,686)	-22.8%
FTA 5304 - Planning	97,205	97,205	0	(97,205)	-100.0%
<b>TOTAL FEDERAL FUNDS</b>	<b>25,102,497</b>	<b>34,935,545</b>	<b>38,224,174</b>	<b>3,288,629</b>	<b>9.4%</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>					
TDA - ARTICLE 4.0 MTS AREA	65,858,934	52,351,544	47,235,682	(5,115,862)	-9.8%
TDA - ARTICLE 4.5 (ADA)	3,965,784	3,745,346	3,696,972	(48,374)	-1.3%
TDA - ARTICLE 8.0	844,189	676,657	366,758	(309,899)	-45.8%
<b>TOTAL TDA FUNDS</b>	<b>70,668,906</b>	<b>56,773,548</b>	<b>51,299,413</b>	<b>(5,474,135)</b>	<b>-9.6%</b>
<b>STATE TRANSIT ASSISTANCE (STA)</b>					
STA - DISCRETIONARY	8,894,565	0	0	0	-
STA - FORMULA	4,432,165	7,618,343	0	(7,618,343)	-100.0%
<b>TOTAL STA FUNDS</b>	<b>13,326,730</b>	<b>7,618,343</b>	<b>0</b>	<b>(7,618,343)</b>	<b>-100.0%</b>
<b>STATE REVENUE - OTHER</b>					
MEDICAL	2,000,000	2,000,000	1,000,000	(1,000,000)	-50.0%
<b>TOTAL STATE FUNDS</b>	<b>2,000,000</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>(1,000,000)</b>	<b>-50.0%</b>
<b>TRANSNET</b>					
TRANSNET - 40% OPERATING SUPPORT	20,782,322	19,564,608	20,020,739	456,131	2.3%
TRANSNET - ACCESS ADA	697,144	664,844	676,943	12,099	1.8%
TRANSNET - SUPERLOOP	0	0	2,071,302	2,071,302	-
<b>TOTAL TRANSNET FUNDS</b>	<b>21,479,466</b>	<b>20,229,452</b>	<b>22,768,984</b>	<b>2,539,532</b>	<b>12.6%</b>
<b>OTHER LOCAL</b>					
CITY OF SAN DIEGO	428,918	428,918	824,016	395,098	92.1%
SANDAG - INLAND BREEZE	500,000	500,000	500,000	0	0.0%
SANDAG - 4S RANCH	0	0	180,120	180,120	-
OTHER	0	47,809	129,442	81,633	170.7%
<b>OTHER LOCAL FUNDS</b>	<b>928,918</b>	<b>976,727</b>	<b>1,633,578</b>	<b>656,851</b>	<b>67.3%</b>
<b>TOTAL SUBSIDY REVENUE</b>	<b>133,506,517</b>	<b>122,533,615</b>	<b>114,926,149</b>	<b>(7,607,466)</b>	<b>-6.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER NON OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 3.06**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OTHER FUNDS</b>					
LEASE/LEASEBACK LEASE PAYMENT FUND	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
TOTAL OTHER FUNDS	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
<b>RESERVES REVENUE</b>					
TAXICAB RESERVES	117,909	39,326	122,184	82,857	210.7%
CARRYOVERS	0	0	1,749,754	1,749,754	-
SD&AE RESERVE	42,217	20,917	19,990	(927)	-4.4%
TOTAL RESERVES REVENUE	160,126	60,243	1,891,928	1,831,685	3040.5%
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>7,748,511</b>	<b>7,648,628</b>	<b>9,476,643</b>	<b>1,828,015</b>	<b>23.9%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2010  
SECTION 4.01**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ PROJECTED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	79,696,081	87,411,480	93,680,214	6,268,734	7.2%
OTHER OPERATING INCOME	650,000	722,000	609,800	(112,200)	-15.5%
<b>TOTAL OPERATING REVENUES</b>	<b>80,346,081</b>	<b>88,133,480</b>	<b>94,290,014</b>	<b>6,156,534</b>	<b>7.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	133,391,811	122,371,101	114,779,208	(7,591,893)	-6.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	1,749,754	1,749,754	-
OTHER INCOME	-	47,809	129,442	81,633	170.7%
TOTAL OTHER NON OPERATING REVENUE	-	47,809	1,879,196	1,831,387	3830.6%
<b>TOTAL NON OPERATING REVENUE</b>	<b>133,391,811</b>	<b>122,418,910</b>	<b>116,658,404</b>	<b>(5,760,506)</b>	<b>-4.7%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>213,737,892</b>	<b>210,552,390</b>	<b>210,948,417</b>	<b>396,028</b>	<b>0.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	55,966,547	54,503,519	53,201,412	(1,302,108)	-2.4%
FRINGE EXPENSES	34,204,848	33,924,528	34,189,941	265,413	0.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>90,171,395</b>	<b>88,428,048</b>	<b>87,391,353</b>	<b>(1,036,695)</b>	<b>-1.2%</b>
SECURITY EXPENSES	5,840,798	5,362,000	90,512	(5,271,488)	-98.3%
REPAIR/MAINTENANCE SERVICES	4,093,415	3,855,346	3,672,829	(182,518)	-4.7%
ENGINE AND TRANSMISSION REBUILD	1,426,788	1,069,672	838,268	(231,404)	-21.6%
OTHER OUTSIDE SERVICES	2,008,070	1,869,114	1,872,029	2,915	0.2%
PURCHASED TRANSPORTATION	55,813,186	55,462,294	56,075,841	613,547	1.1%
<b>TOTAL OUTSIDE SERVICES</b>	<b>69,182,257</b>	<b>67,618,427</b>	<b>62,549,479</b>	<b>(5,068,948)</b>	<b>-7.5%</b>
LUBRICANTS	454,085	440,085	457,884	17,799	4.0%
TIRES	746,856	749,856	748,540	(1,316)	-0.2%
OTHER MATERIALS AND SUPPLIES	6,301,859	6,250,102	5,747,519	(502,583)	-8.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,502,800</b>	<b>7,440,043</b>	<b>6,953,944</b>	<b>(486,099)</b>	<b>-6.5%</b>
DIESEL FUEL	9,363,794	7,884,811	6,357,752	(1,527,059)	-19.4%
CNG	11,368,294	11,069,801	10,466,029	(603,772)	-5.5%
TRACTION POWER	6,692,289	6,447,582	6,596,089	148,507	2.3%
UTILITIES	2,630,476	2,697,913	2,902,583	204,670	7.6%
<b>TOTAL ENERGY</b>	<b>30,054,853</b>	<b>28,100,108</b>	<b>26,322,454</b>	<b>(1,777,654)</b>	<b>-6.3%</b>
<b>RISK MANAGEMENT</b>	<b>3,196,347</b>	<b>3,558,981</b>	<b>3,609,211</b>	<b>50,230</b>	<b>1.4%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>385,739</b>	<b>409,135</b>	<b>430,525</b>	<b>21,390</b>	<b>5.2%</b>
<b>DEBT SERVICE</b>	<b>3,429,512</b>	<b>3,613,432</b>	<b>3,625,355</b>	<b>11,923</b>	<b>0.3%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>546,787</b>	<b>454,992</b>	<b>567,804</b>	<b>112,812</b>	<b>24.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>204,469,691</b>	<b>199,623,166</b>	<b>191,450,125</b>	<b>(8,173,042)</b>	<b>-4.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(124,123,610)</b>	<b>(111,489,687)</b>	<b>(97,160,111)</b>	<b>(14,329,576)</b>	<b>-12.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(9,268,201)</b>	<b>(9,179,469)</b>	<b>(19,498,293)</b>	<b>(10,318,823)</b>	<b>112.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(133,391,811)</b>	<b>(120,669,156)</b>	<b>(116,658,404)</b>	<b>(4,010,752)</b>	<b>-3.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>1,749,754</b>	<b>-</b>	<b>1,749,754</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 4.02**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	24,555,295	26,587,229	27,229,225	641,996	2.4%
OTHER OPERATING INCOME	38,000	38,000	89,400	51,400	135.3%
<b>TOTAL OPERATING REVENUES</b>	<b>24,593,295</b>	<b>26,625,229</b>	<b>27,318,625</b>	<b>693,396</b>	<b>2.6%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	58,760,226	56,458,168	52,218,618	(4,239,549)	-7.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	1,749,754	1,749,754	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	1,749,754	1,749,754	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>58,760,226</b>	<b>56,458,168</b>	<b>53,968,372</b>	<b>(2,489,796)</b>	<b>-4.4%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>83,353,522</b>	<b>83,083,397</b>	<b>81,286,998</b>	<b>(1,796,400)</b>	<b>-2.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	32,751,279	31,276,279	30,897,402	(378,877)	-1.2%
FRINGE EXPENSES	24,782,072	24,518,639	25,210,490	691,852	2.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>57,533,351</b>	<b>55,794,918</b>	<b>56,107,892</b>	<b>312,975</b>	<b>0.6%</b>
SECURITY EXPENSES	228,000	204,000	-	(204,000)	-100.0%
REPAIR/MAINTENANCE SERVICES	877,339	835,313	862,188	26,875	3.2%
ENGINE AND TRANSMISSION REBUILD	433,788	373,788	262,268	(111,521)	-29.8%
OTHER OUTSIDE SERVICES	479,124	504,493	451,143	(53,350)	-10.6%
PURCHASED TRANSPORTATION	26,887	26,887	27,887	1,000	3.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>2,045,139</b>	<b>1,944,482</b>	<b>1,603,486</b>	<b>(340,996)</b>	<b>-17.5%</b>
LUBRICANTS	235,633	233,633	254,190	20,557	8.8%
TIRES	744,356	744,356	748,540	4,184	0.6%
OTHER MATERIALS AND SUPPLIES	3,572,132	3,427,132	2,986,223	(440,909)	-12.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>4,552,121</b>	<b>4,405,121</b>	<b>3,988,954</b>	<b>(416,167)</b>	<b>-9.4%</b>
DIESEL FUEL	2,404,607	1,822,567	696,908	(1,125,659)	-61.8%
CNG	6,361,087	6,361,087	6,051,639	(309,449)	-4.9%
TRACTION POWER	-	-	-	-	-
UTILITIES	544,870	583,057	597,400	14,343	2.5%
<b>TOTAL ENERGY</b>	<b>9,310,564</b>	<b>8,766,711</b>	<b>7,345,947</b>	<b>(1,420,764)</b>	<b>-16.2%</b>
<b>RISK MANAGEMENT</b>	<b>1,442,098</b>	<b>1,744,255</b>	<b>1,633,900</b>	<b>(110,355)</b>	<b>-6.3%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>172,522</b>	<b>167,837</b>	<b>155,229</b>	<b>(12,608)</b>	<b>-7.5%</b>
<b>DEBT SERVICE</b>	<b>3,429,512</b>	<b>3,613,432</b>	<b>3,625,355</b>	<b>11,923</b>	<b>0.3%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>185,474</b>	<b>142,726</b>	<b>193,624</b>	<b>50,898</b>	<b>35.7%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>78,670,781</b>	<b>76,579,482</b>	<b>74,654,388</b>	<b>(1,925,094)</b>	<b>-2.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(54,077,486)</b>	<b>(49,954,253)</b>	<b>(47,335,762)</b>	<b>(2,618,490)</b>	<b>-5.2%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(4,682,740)</b>	<b>(4,754,162)</b>	<b>(6,632,610)</b>	<b>(1,878,448)</b>	<b>39.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(58,760,226)</b>	<b>(54,708,414)</b>	<b>(53,968,372)</b>	<b>(740,042)</b>	<b>-1.4%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>1,749,754</b>	<b>-</b>	<b>1,749,754</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RAIL OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 4.03**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	31,711,015	33,260,749	36,829,934	3,569,184	10.7%
OTHER OPERATING INCOME	612,000	684,000	520,400	(163,600)	-23.9%
<b>TOTAL OPERATING REVENUES</b>	<b>32,323,015</b>	<b>33,944,749</b>	<b>37,350,334</b>	<b>3,405,584</b>	<b>10.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	25,975,772	23,324,391	22,104,389	(1,220,002)	-5.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>25,975,772</b>	<b>23,324,391</b>	<b>22,104,389</b>	<b>(1,220,002)</b>	<b>-5.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>58,298,787</b>	<b>57,269,140</b>	<b>59,454,723</b>	<b>2,185,583</b>	<b>3.8%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	22,203,427	22,150,927	21,168,179	(982,748)	-4.4%
FRINGE EXPENSES	9,234,097	9,217,210	8,790,771	(426,439)	-4.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>31,437,524</b>	<b>31,368,137</b>	<b>29,958,950</b>	<b>(1,409,187)</b>	<b>-4.5%</b>
SECURITY EXPENSES	5,515,598	5,087,000	90,512	(4,996,488)	-98.2%
REPAIR/MAINTENANCE SERVICES	3,107,956	2,903,571	2,694,117	(209,454)	-7.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	430,827	457,498	525,051	67,553	14.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>9,054,381</b>	<b>8,448,069</b>	<b>3,309,680</b>	<b>(5,138,389)</b>	<b>-60.8%</b>
LUBRICANTS	218,452	206,452	203,694	(2,758)	-1.3%
TIRES	2,500	5,500	-	(5,500)	-100.0%
OTHER MATERIALS AND SUPPLIES	2,716,778	2,777,152	2,718,296	(58,856)	-2.1%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>2,937,730</b>	<b>2,989,104</b>	<b>2,921,990</b>	<b>(67,114)</b>	<b>-2.2%</b>
DIESEL FUEL	490,924	373,972	258,325	(115,648)	-30.9%
CNG	-	-	-	-	-
TRACTION POWER	6,692,289	6,447,582	6,596,089	148,507	2.3%
UTILITIES	1,947,360	1,990,579	2,170,517	179,938	9.0%
<b>TOTAL ENERGY</b>	<b>9,130,573</b>	<b>8,812,134</b>	<b>9,024,930</b>	<b>212,797</b>	<b>2.4%</b>
<b>RISK MANAGEMENT</b>	<b>1,729,249</b>	<b>1,789,726</b>	<b>1,960,311</b>	<b>170,585</b>	<b>9.5%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>175,980</b>	<b>199,349</b>	<b>243,494</b>	<b>44,145</b>	<b>22.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>204,713</b>	<b>157,780</b>	<b>224,780</b>	<b>67,000</b>	<b>42.5%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>54,670,149</b>	<b>53,764,298</b>	<b>47,644,135</b>	<b>(6,120,163)</b>	<b>-11.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(22,347,134)</b>	<b>(19,819,548)</b>	<b>(10,293,801)</b>	<b>(9,525,747)</b>	<b>-48.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(3,628,638)</b>	<b>(3,504,843)</b>	<b>(11,810,588)</b>	<b>(8,305,745)</b>	<b>237.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(25,975,772)</b>	<b>(23,324,391)</b>	<b>(22,104,389)</b>	<b>(1,220,002)</b>	<b>-5.2%</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 - FIXED ROUTE BUDGET SUMMARY**  
**FISCAL YEAR 2010**  
**SECTION 4.04**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	18,784,300	21,641,602	23,637,303	1,995,701	9.2%
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>18,784,300</b>	<b>21,641,602</b>	<b>23,637,303</b>	<b>1,995,701</b>	<b>9.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	32,035,021	27,778,407	24,929,389	(2,849,018)	-10.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>32,035,021</b>	<b>27,778,407</b>	<b>24,929,389</b>	<b>(2,849,018)</b>	<b>-10.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>50,819,321</b>	<b>49,420,009</b>	<b>48,566,692</b>	<b>(853,317)</b>	<b>-1.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	355,860	464,031	462,240	(1,791)	-0.4%
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>355,860</b>	<b>464,031</b>	<b>462,240</b>	<b>(1,791)</b>	<b>-0.4%</b>
SECURITY EXPENSES	97,200	71,000	-	(71,000)	-100.0%
REPAIR/MAINTENANCE SERVICES	4,200	11,679	12,000	321	2.7%
ENGINE AND TRANSMISSION REBUILD	944,000	597,001	480,000	(117,001)	-19.6%
OTHER OUTSIDE SERVICES	600,540	357,933	354,595	(3,337)	-0.9%
PURCHASED TRANSPORTATION	39,711,773	39,307,624	39,367,041	59,417	0.2%
<b>TOTAL OUTSIDE SERVICES</b>	<b>41,357,713</b>	<b>40,345,237</b>	<b>40,213,636</b>	<b>(131,601)</b>	<b>-0.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	32,884	30,000	(2,884)	-8.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>32,884</b>	<b>30,000</b>	<b>(2,884)</b>	<b>-8.8%</b>
DIESEL FUEL	3,648,155	3,427,815	2,874,861	(552,954)	-16.1%
CNG	4,513,925	4,256,694	3,944,233	(312,461)	-7.3%
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	5,403	5,403	-
<b>TOTAL ENERGY</b>	<b>8,162,079</b>	<b>7,684,509</b>	<b>6,824,497</b>	<b>(860,012)</b>	<b>-11.2%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	6,716	12,158	5,626	(6,532)	-53.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	154,600	152,486	147,400	(5,086)	-3.3%
<b>TOTAL OPERATING EXPENSES</b>	<b>50,036,969</b>	<b>48,691,305</b>	<b>47,683,399</b>	<b>(1,007,905)</b>	<b>-2.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(31,252,669)</b>	<b>(27,049,702)</b>	<b>(24,046,096)</b>	<b>(3,003,607)</b>	<b>-11.1%</b>
OVERHEAD ALLOCATION	(782,352)	(728,704)	(883,293)	(154,589)	21.2%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(32,035,021)</b>	<b>(27,778,406)</b>	<b>(24,929,389)</b>	<b>(2,849,018)</b>	<b>-10.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 4.05**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	1,924,400	1,915,357	2,228,634	313,277	16.4%
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>1,924,400</b>	<b>1,915,357</b>	<b>2,228,634</b>	<b>313,277</b>	<b>16.4%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	11,300,497	10,864,483	11,441,832	577,349	5.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	47,809	129,442	81,633	170.7%
TOTAL OTHER NON OPERATING REVENUE	-	47,809	129,442	81,633	170.7%
<b>TOTAL NON OPERATING REVENUE</b>	<b>11,300,497</b>	<b>10,912,292</b>	<b>11,571,275</b>	<b>658,983</b>	<b>6.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>13,224,897</b>	<b>12,827,649</b>	<b>13,799,908</b>	<b>972,259</b>	<b>7.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	184,403	140,704	200,781	60,077	42.7%
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>184,403</b>	<b>140,704</b>	<b>200,781</b>	<b>60,077</b>	<b>42.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	197,520	256,783	250,690	(6,093)	-2.4%
PURCHASED TRANSPORTATION	10,238,179	10,303,112	10,899,814	596,702	5.8%
<b>TOTAL OUTSIDE SERVICES</b>	<b>10,435,699</b>	<b>10,559,895</b>	<b>11,150,504</b>	<b>590,609</b>	<b>5.6%</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	2,566,950	2,090,942	2,403,702	312,761	15.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>2,566,950</b>	<b>2,090,942</b>	<b>2,403,702</b>	<b>312,761</b>	<b>15.0%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	5,160	4,680	7,200	2,520	53.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE/ FACILITY LEASE	2,000	2,000	2,000	-	0.0%
<b>TOTAL OPERATING EXPENSES</b>	<b>13,194,212</b>	<b>12,798,221</b>	<b>13,764,188</b>	<b>965,966</b>	<b>7.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(11,269,812)</b>	<b>(10,882,865)</b>	<b>(11,535,554)</b>	<b>652,689</b>	<b>6.0%</b>
OVERHEAD ALLOCATION	(30,685)	(29,428)	(35,721)	(6,293)	21.4%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(11,300,497)</b>	<b>(10,912,292)</b>	<b>(11,571,275)</b>	<b>658,983</b>	<b>6.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CHULA VISTA TRANSIT BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 4.06**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ PROJECTED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	2,721,071	4,006,542	3,755,118	(251,425)	-6.3%
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>2,721,071</b>	<b>4,006,542</b>	<b>3,755,118</b>	<b>(251,425)</b>	<b>-6.3%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	4,828,532	3,453,889	3,588,788	134,899	3.9%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>4,828,532</b>	<b>3,453,889</b>	<b>3,588,788</b>	<b>134,899</b>	<b>3.9%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>7,549,603</b>	<b>7,460,431</b>	<b>7,343,906</b>	<b>(116,525)</b>	<b>-1.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	471,578	471,578	472,810	1,232	0.3%
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>471,578</b>	<b>471,578</b>	<b>472,810</b>	<b>1,232</b>	<b>0.3%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	103,920	104,782	104,524	(259)	-0.2%
ENGINE AND TRANSMISSION REBUILD	49,000	98,883	96,000	(2,883)	-2.9%
OTHER OUTSIDE SERVICES	144,559	136,908	135,050	(1,858)	-1.4%
PURCHASED TRANSPORTATION	5,688,763	5,677,088	5,629,088	(47,999)	-0.8%
<b>TOTAL OUTSIDE SERVICES</b>	<b>5,986,241</b>	<b>6,017,661</b>	<b>5,964,662</b>	<b>(52,999)</b>	<b>-0.9%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	12,950	12,935	13,000	65	0.5%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>12,950</b>	<b>12,935</b>	<b>13,000</b>	<b>65</b>	<b>0.5%</b>
DIESEL FUEL	253,159	169,515	123,956	(45,559)	-26.9%
CNG	493,282	452,020	470,157	18,137	4.0%
TRACTION POWER	-	-	-	-	-
UTILITIES	138,246	124,278	129,263	4,986	4.0%
<b>TOTAL ENERGY</b>	<b>884,687</b>	<b>745,813</b>	<b>723,377</b>	<b>(22,436)</b>	<b>-3.0%</b>
<b>RISK MANAGEMENT</b>	<b>25,000</b>	<b>25,000</b>	<b>15,000</b>	<b>(10,000)</b>	<b>-40.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>25,360</b>	<b>25,111</b>	<b>18,975</b>	<b>(6,136)</b>	<b>-24.4%</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>7,405,817</b>	<b>7,298,097</b>	<b>7,207,824</b>	<b>(90,273)</b>	<b>-1.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(4,684,746)</b>	<b>(3,291,555)</b>	<b>(3,452,707)</b>	<b>161,152</b>	<b>4.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(143,786)</b>	<b>(162,334)</b>	<b>(136,081)</b>	<b>26,253</b>	<b>-16.2%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(4,828,532)</b>	<b>(3,453,889)</b>	<b>(3,588,788)</b>	<b>134,899</b>	<b>3.9%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CORONADO FERRY BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 4.07**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ PROJECTED</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	147,584	147,584	152,011	4,427	3.0%
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>147,584</b>	<b>147,584</b>	<b>152,011</b>	<b>4,427</b>	<b>3.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>147,584</b>	<b>147,584</b>	<b>152,011</b>	<b>4,427</b>	<b>3.0%</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	147,584	147,584	152,011	4,428	3.0%
<b>TOTAL OUTSIDE SERVICES</b>	<b>147,584</b>	<b>147,584</b>	<b>152,011</b>	<b>4,428</b>	<b>3.0%</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>147,584</b>	<b>147,584</b>	<b>152,011</b>	<b>4,428</b>	<b>3.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(147,584)</b>	<b>(147,584)</b>	<b>(152,011)</b>	<b>4,428</b>	<b>3.0%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(147,584)</b>	<b>(147,584)</b>	<b>(152,011)</b>	<b>4,428</b>	<b>3.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>(0)</b>	<b>0</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 4.08**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ PROJECTED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	344,180	344,180	344,180	-	0.0%
<b>TOTAL COMBINED REVENUES</b>	344,180	344,180	344,180	-	0.0%
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	188,680	188,680	188,680	-	0.0%
<b>TOTAL PERSONNEL EXPENSES</b>	188,680	188,680	188,680	-	0.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	155,500	155,500	155,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	155,500	155,500	155,500	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	344,180	344,180	344,180	-	0.0%
<b>NET OPERATING SUBSIDY</b>	(344,180)	(344,180)	(344,180)	-	0.0%
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	(344,180)	(344,180)	(344,180)	-	0.0%
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 4.09**

	<b>PERSONNEL FY10</b>	<b>OUTSIDE SERVICES FY10</b>
City of Poway	55,027	5,000
City of El Cajon	69,133	21,750
City of Lemon Grove	13,020	108,150
City of La Mesa	51,500	
City of Coronado		20,600
Subtotal	<u>188,680</u>	<u>155,500</u>
Grand Total		<u>344,180</u>

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 5.01**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	7,213,814	6,180,452	5,548,580	(631,872)	-10.2%
<b>TOTAL OPERATING REVENUES</b>	<b>7,213,814</b>	<b>6,180,452</b>	<b>5,548,580</b>	<b>(631,872)</b>	<b>-10.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	114,705	114,705	17,500	(97,205)	-84.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
TOTAL OTHER NON OPERATING REVENUE	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>7,703,090</b>	<b>7,703,090</b>	<b>7,602,215</b>	<b>(100,875)</b>	<b>-1.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>14,916,904</b>	<b>13,883,542</b>	<b>13,150,795</b>	<b>(732,747)</b>	<b>-5.3%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	6,929,563	6,839,267	8,791,190	1,951,923	28.5%
FRINGE EXPENSES	4,080,298	3,243,463	4,426,646	1,183,183	36.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>11,009,861</b>	<b>10,082,730</b>	<b>13,217,835</b>	<b>3,135,105</b>	<b>31.1%</b>
SECURITY EXPENSES	11,000	11,000	5,702,880	5,691,880	51744.4%
REPAIR/MAINTENANCE SERVICES	57,212	22,712	54,100	31,388	138.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	3,270,649	3,175,670	3,416,274	240,603	7.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>3,338,861</b>	<b>3,209,382</b>	<b>9,173,254</b>	<b>5,963,871</b>	<b>185.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	8,750	8,750	-
OTHER MATERIALS AND SUPPLIES	5,000	5,000	22,000	17,000	340.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>5,000</b>	<b>5,000</b>	<b>30,750</b>	<b>25,750</b>	<b>515.0%</b>
DIESEL FUEL	4,650	4,650	89,888	85,238	1833.1%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	386,735	398,727	539,346	140,619	35.3%
<b>TOTAL ENERGY</b>	<b>391,385</b>	<b>403,377</b>	<b>629,234</b>	<b>225,857</b>	<b>56.0%</b>
<b>RISK MANAGEMENT</b>	<b>388,303</b>	<b>387,675</b>	<b>399,600</b>	<b>11,925</b>	<b>3.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>514,364</b>	<b>455,260</b>	<b>704,984</b>	<b>249,724</b>	<b>54.9%</b>
<b>DEBT SERVICE</b>	<b>8,559,926</b>	<b>8,559,926</b>	<b>8,505,342</b>	<b>(54,584)</b>	<b>-0.6%</b>
<b>VEHICLE/FACILITY LEASE</b>	<b>22,090</b>	<b>5,474</b>	<b>56,334</b>	<b>50,860</b>	<b>929.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>24,229,789</b>	<b>23,108,824</b>	<b>32,717,333</b>	<b>9,608,509</b>	<b>41.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(17,015,975)</b>	<b>(16,928,372)</b>	<b>(27,168,753)</b>	<b>10,240,381</b>	<b>60.5%</b>
OVERHEAD ALLOCATION	9,312,885	9,225,282	19,566,538	10,341,256	112.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(7,703,090)</b>	<b>(7,703,090)</b>	<b>(7,602,215)</b>	<b>(100,875)</b>	<b>-1.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS BUDGET  
FISCAL YEAR 2010  
SECTION 5.02**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	500	2,000	500	(1,500)	-75.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	500	2,000	500	(1,500)	-75.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	111,070	95,070	117,070	22,000	23.1%
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	111,570	97,070	117,570	20,500	21.1%
<b>NET OPERATING SUBSIDY</b>	(111,570)	(97,070)	(117,570)	20,500	21.1%
<b>OVERHEAD ALLOCATION</b>	111,570	97,070	117,570	20,500	21.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS ADMINISTRATION BUDGET  
FISCAL YEAR 2010  
SECTION 5.03**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	204,128	179,128	179,931	803	0.4%
FRINGE EXPENSES	18,431	18,431	13,622	(4,809)	-26.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>222,559</b>	<b>197,559</b>	<b>193,554</b>	<b>(4,006)</b>	<b>-2.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>222,559</b>	<b>197,559</b>	<b>193,554</b>	<b>(4,006)</b>	<b>-2.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(222,559)</b>	<b>(197,559)</b>	<b>(193,554)</b>	<b>(4,006)</b>	<b>-2.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>222,559</b>	<b>197,559</b>	<b>193,554</b>	<b>(4,006)</b>	<b>-2.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS BENCH/SHELTER BUDGET  
FISCAL YEAR 2010  
SECTION 5.04**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	230,500	240,500	810,450	569,950	237.0%
<b>TOTAL OPERATING REVENUES</b>	<b>230,500</b>	<b>240,500</b>	<b>810,450</b>	<b>569,950</b>	<b>237.0%</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>230,500</b>	<b>240,500</b>	<b>810,450</b>	<b>569,950</b>	<b>237.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	185,000	262,000	240,000	(22,000)	-8.4%
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>185,000</b>	<b>262,000</b>	<b>240,000</b>	<b>(22,000)</b>	<b>-8.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	750	-	(750)	-100.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,000	9,500	10,000	500	5.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>11,000</b>	<b>10,250</b>	<b>10,000</b>	<b>(250)</b>	<b>-2.4%</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	4,500	4,500	5,800	1,300	28.9%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	500	500	500	-	0.0%
<b>TOTAL ENERGY</b>	<b>5,000</b>	<b>5,000</b>	<b>6,300</b>	<b>1,300</b>	<b>26.0%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	29,500	3,350	9,500	6,150	183.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>230,500</b>	<b>280,600</b>	<b>265,800</b>	<b>(14,800)</b>	<b>-5.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>-</b>	<b>(40,100)</b>	<b>544,650</b>	<b>(584,750)</b>	<b>-1458.2%</b>
OVERHEAD ALLOCATION	-	40,100	(544,650)	(584,750)	-1458.2%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
EXECUTIVE BUDGET  
FISCAL YEAR 2010  
SECTION 5.05**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	437,016	437,016	430,468	(6,547)	-1.5%
FRINGE EXPENSES	42,306	42,306	37,722	(4,584)	-10.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>479,322</b>	<b>479,322</b>	<b>468,191</b>	<b>(11,131)</b>	<b>-2.3%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	840	840	840	-	0.0%
<b>TOTAL ENERGY</b>	<b>840</b>	<b>840</b>	<b>840</b>	<b>-</b>	<b>0.0%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	29,950	19,950	37,135	17,185	86.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>510,112</b>	<b>500,112</b>	<b>506,166</b>	<b>6,054</b>	<b>1.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(510,112)</b>	<b>(500,112)</b>	<b>(506,166)</b>	<b>6,054</b>	<b>1.2%</b>
OVERHEAD ALLOCATION	510,112	500,112	506,166	6,054	1.2%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FINANCE BUDGET  
FISCAL YEAR 2010  
SECTION 5.06**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,204,615	1,239,615	1,241,356	1,741	0.1%
FRINGE EXPENSES	117,148	82,148	101,935	19,787	24.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,321,764</b>	<b>1,321,764</b>	<b>1,343,292</b>	<b>21,528</b>	<b>1.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	10,100	6,100	10,750	4,650	76.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>10,100</b>	<b>6,100</b>	<b>10,750</b>	<b>4,650</b>	<b>76.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,200	1,200	1,600	400	33.3%
<b>TOTAL ENERGY</b>	<b>1,200</b>	<b>1,200</b>	<b>1,600</b>	<b>400</b>	<b>33.3%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	11,886	7,886	11,636	3,750	47.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>1,344,950</b>	<b>1,336,950</b>	<b>1,367,278</b>	<b>30,328</b>	<b>2.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,344,950)</b>	<b>(1,336,950)</b>	<b>(1,367,278)</b>	<b>30,328</b>	<b>2.3%</b>
OVERHEAD ALLOCATION	1,344,950	1,336,950	1,367,278	30,328	2.3%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FRINGE BENEFITS BUDGET  
FISCAL YEAR 2010  
SECTION 5.07**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	3,872,258	3,373,046	4,402,574	1,029,529	30.5%
<b>TOTAL PERSONNEL EXPENSES</b>	3,872,258	3,373,046	4,402,574	1,029,529	30.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	3,872,258	3,373,046	4,402,574	1,029,529	30.5%
<b>NET OPERATING SUBSIDY</b>	(3,872,258)	(3,373,046)	(4,402,574)	1,029,529	30.5%
<b>OVERHEAD ALLOCATION</b>	3,872,258	3,373,046	4,402,574	1,029,529	30.5%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
GENERAL EXPENSES BUDGET  
FISCAL YEAR 2010  
SECTION 5.08**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	2,700	41,885	7,200	(34,685)	-82.8%
FRINGE EXPENSES	(298,200)	(545,823)	(649,000)	(103,177)	18.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>(295,500)</b>	<b>(503,938)</b>	<b>(641,800)</b>	<b>(137,862)</b>	<b>27.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	29,212	21,962	3,000	(18,962)	-86.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	499,672	565,772	642,370	76,598	13.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>528,884</b>	<b>587,734</b>	<b>645,370</b>	<b>57,636</b>	<b>9.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	150	150	2,910	2,760	1840.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	379,315	381,000	528,200	147,200	38.6%
<b>TOTAL ENERGY</b>	<b>379,465</b>	<b>381,150</b>	<b>531,110</b>	<b>149,960</b>	<b>39.3%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	155,816	159,900	263,660	103,760	64.9%
DEBT SERVICE	8,559,926	8,559,926	8,505,342	(54,584)	-0.6%
VEHICLE / FACILITY LEASE	22,090	5,474	56,334	50,860	929.1%
<b>TOTAL OPERATING EXPENSES</b>	<b>9,350,680</b>	<b>9,190,245</b>	<b>9,360,016</b>	<b>169,771</b>	<b>1.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(9,350,680)</b>	<b>(9,190,245)</b>	<b>(9,360,016)</b>	<b>169,771</b>	<b>1.8%</b>
OVERHEAD ALLOCATION	9,350,680	9,190,245	9,360,016	169,771	1.8%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
HUMAN RESOURCES BUDGET  
FISCAL YEAR 2010  
SECTION 5.09**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	754,026	779,026	783,553	4,527	0.6%
FRINGE EXPENSES	80,331	80,331	77,849	(2,481)	-3.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>834,356</b>	<b>859,356</b>	<b>861,402</b>	<b>2,046</b>	<b>0.2%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	584,954	526,954	569,422	42,468	8.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>584,954</b>	<b>526,954</b>	<b>569,422</b>	<b>42,468</b>	<b>8.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	3,100	3,100	-
<b>TOTAL ENERGY</b>	-	-	<b>3,100</b>	<b>3,100</b>	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	<b>19,800</b>	<b>19,800</b>	<b>21,755</b>	<b>1,955</b>	<b>9.9%</b>
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>1,439,110</b>	<b>1,406,110</b>	<b>1,455,679</b>	<b>49,569</b>	<b>3.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,439,110)</b>	<b>(1,406,110)</b>	<b>(1,455,679)</b>	<b>49,569</b>	<b>3.5%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,439,110</b>	<b>1,406,110</b>	<b>1,455,679</b>	<b>49,569</b>	<b>3.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
INFORMATION TECHNOLOGY BUDGET  
FISCAL YEAR 2010  
SECTION 5.10**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	763,033	713,033	852,765	139,733	19.6%
FRINGE EXPENSES	63,864	63,864	51,559	(12,304)	-19.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>826,896</b>	<b>776,896</b>	<b>904,325</b>	<b>127,428</b>	<b>16.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	805,625	805,625	919,196	113,571	14.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>805,625</b>	<b>805,625</b>	<b>919,196</b>	<b>113,571</b>	<b>14.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	3,600	3,600	4,456	856	23.8%
<b>TOTAL ENERGY</b>	<b>3,600</b>	<b>3,600</b>	<b>4,456</b>	<b>856</b>	<b>23.8%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	21,955	21,955	94,498	72,543	330.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>1,658,076</b>	<b>1,608,076</b>	<b>1,922,474</b>	<b>314,398</b>	<b>19.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,658,076)</b>	<b>(1,608,076)</b>	<b>(1,922,474)</b>	<b>314,398</b>	<b>19.6%</b>
OVERHEAD ALLOCATION	1,658,076	1,608,076	1,922,474	314,398	19.6%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LAND MANAGEMENT BUDGET  
FISCAL YEAR 2010  
SECTION 5.11**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	968,546	999,369	1,409,198	409,829	41.0%
<b>TOTAL OPERATING REVENUES</b>	<b>968,546</b>	<b>999,369</b>	<b>1,409,198</b>	<b>409,829</b>	<b>41.0%</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>968,546</b>	<b>999,369</b>	<b>1,409,198</b>	<b>409,829</b>	<b>41.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	142,455	122,455	150,156	27,701	22.6%
FRINGE EXPENSES	20,843	20,843	18,417	(2,426)	-11.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>163,298</b>	<b>143,298</b>	<b>168,573</b>	<b>25,275</b>	<b>17.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	27,000	-	29,700	29,700	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	203,391	196,100	198,676	2,576	1.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>230,391</b>	<b>196,100</b>	<b>228,376</b>	<b>32,276</b>	<b>16.5%</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	-	10,000	-	(10,000)	-100.0%
<b>TOTAL ENERGY</b>	<b>-</b>	<b>10,000</b>	<b>-</b>	<b>(10,000)</b>	<b>-100.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,000</b>	<b>17,000</b>	<b>6,000</b>	<b>(11,000)</b>	<b>-64.7%</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>396,689</b>	<b>366,397</b>	<b>402,949</b>	<b>36,551</b>	<b>10.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>571,858</b>	<b>632,971</b>	<b>1,006,249</b>	<b>(373,278)</b>	<b>59.0%</b>
OVERHEAD ALLOCATION	(571,858)	(632,971)	(1,006,249)	(373,278)	59.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LEGAL BUDGET  
FISCAL YEAR 2010  
SECTION 5.12**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	144,526	144,526	149,420	4,894	3.4%
FRINGE EXPENSES	13,050	13,050	11,312	(1,737)	-13.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>157,576</b>	<b>157,576</b>	<b>160,732</b>	<b>3,156</b>	<b>2.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	106,000	95,458	100,000	4,542	4.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>106,000</b>	<b>95,458</b>	<b>100,000</b>	<b>4,542</b>	<b>4.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	<b>9,800</b>	<b>9,342</b>	<b>8,000</b>	<b>(1,342)</b>	<b>-14.4%</b>
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE/FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>273,376</b>	<b>262,376</b>	<b>268,732</b>	<b>6,356</b>	<b>2.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(273,376)</b>	<b>(262,376)</b>	<b>(268,732)</b>	<b>6,356</b>	<b>2.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>273,376</b>	<b>262,376</b>	<b>268,732</b>	<b>6,356</b>	<b>2.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
MARKETING BUDGET  
FISCAL YEAR 2010  
SECTION 5.13**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	547,191	462,711	586,852	124,141	26.8%
FRINGE EXPENSES	49,408	49,408	44,430	(4,978)	-10.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>596,599</b>	<b>512,119</b>	<b>631,282</b>	<b>119,163</b>	<b>23.3%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	815,000	736,000	735,000	(1,000)	-0.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>815,000</b>	<b>736,000</b>	<b>735,000</b>	<b>(1,000)</b>	<b>-0.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	<b>17,500</b>	<b>17,500</b>	<b>18,500</b>	<b>1,000</b>	<b>5.7%</b>
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE/FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>1,429,099</b>	<b>1,265,619</b>	<b>1,384,782</b>	<b>119,163</b>	<b>9.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,429,099)</b>	<b>(1,265,619)</b>	<b>(1,384,782)</b>	<b>119,163</b>	<b>9.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,429,099</b>	<b>1,265,619</b>	<b>1,384,782</b>	<b>119,163</b>	<b>9.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
MULTIMODAL BUDGET  
FISCAL YEAR 2010  
SECTION 5.14**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	58,913	98,913	110,048	11,135	11.3%
FRINGE EXPENSES	49,256	49,256	39,193	(10,063)	-20.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>108,169</b>	<b>148,169</b>	<b>149,241</b>	<b>1,073</b>	<b>0.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	1,000	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,000	3,754	-	(3,754)	-100.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>2,000</b>	<b>3,754</b>	<b>-</b>	<b>(3,754)</b>	<b>-100.0%</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>11,500</b>	<b>4,300</b>	<b>-</b>	<b>(4,300)</b>	<b>-100.0%</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>121,669</b>	<b>156,223</b>	<b>149,241</b>	<b>(6,981)</b>	<b>-4.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(121,669)</b>	<b>(156,223)</b>	<b>(149,241)</b>	<b>(6,981)</b>	<b>-4.5%</b>
<b>OVERHEAD ALLOCATION</b>	<b>121,669</b>	<b>156,223</b>	<b>149,241</b>	<b>(6,981)</b>	<b>-4.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PLANNING BUDGET  
FISCAL YEAR 2010  
SECTION 5.15**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	574,502	482,502	544,414	61,911	12.8%
FRINGE EXPENSES	53,366	53,366	43,405	(9,961)	-18.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>627,868</b>	<b>535,868</b>	<b>587,819</b>	<b>51,951</b>	<b>9.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	138,108	138,108	61,480	(76,628)	-55.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>138,108</b>	<b>138,108</b>	<b>61,480</b>	<b>(76,628)</b>	<b>-55.5%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	<b>14,360</b>	<b>13,201</b>	<b>17,495</b>	<b>4,294</b>	<b>32.5%</b>
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE/FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>780,336</b>	<b>687,177</b>	<b>666,794</b>	<b>(20,383)</b>	<b>-3.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(780,336)</b>	<b>(687,177)</b>	<b>(666,794)</b>	<b>(20,383)</b>	<b>-3.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>780,336</b>	<b>687,177</b>	<b>666,794</b>	<b>(20,383)</b>	<b>-3.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PURCHASING BUDGET  
FISCAL YEAR 2010  
SECTION 5.16**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	600,270	560,270	641,746	81,476	14.5%
FRINGE EXPENSES	67,076	32,076	62,848	30,772	95.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>667,346</b>	<b>592,346</b>	<b>704,594</b>	<b>112,248</b>	<b>18.9%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	45,000	45,000	44,350	(650)	-1.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>45,000</b>	<b>45,000</b>	<b>44,350</b>	<b>(650)</b>	<b>-1.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,080	1,080	-	(1,080)	-100.0%
<b>TOTAL ENERGY</b>	<b>1,080</b>	<b>1,080</b>	<b>-</b>	<b>(1,080)</b>	<b>-100.0%</b>
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	<b>19,256</b>	<b>10,920</b>	<b>7,070</b>	<b>(3,850)</b>	<b>-35.3%</b>
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>732,682</b>	<b>649,346</b>	<b>756,014</b>	<b>106,668</b>	<b>16.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(732,682)</b>	<b>(649,346)</b>	<b>(756,014)</b>	<b>106,668</b>	<b>16.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>732,682</b>	<b>649,346</b>	<b>756,014</b>	<b>106,668</b>	<b>16.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET  
FISCAL YEAR 2010  
SECTION 5.17**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	6,014,768	4,940,584	3,328,932	(1,611,651)	-32.6%
<b>TOTAL OPERATING REVENUES</b>	<b>6,014,768</b>	<b>4,940,584</b>	<b>3,328,932</b>	<b>(1,611,651)</b>	<b>-32.6%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	114,705	114,705	17,500	(97,205)	-84.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
TOTAL OTHER NON OPERATING REVENUE	7,588,385	7,588,385	7,584,715	(3,670)	0.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>7,703,090</b>	<b>7,703,090</b>	<b>7,602,215</b>	<b>(100,875)</b>	<b>-1.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>13,717,858</b>	<b>12,643,674</b>	<b>10,931,147</b>	<b>(1,712,526)</b>	<b>-13.5%</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>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NET OPERATING SUBSIDY</b>	<b>6,014,768</b>	<b>4,940,584</b>	<b>3,328,932</b>	<b>1,611,651</b>	<b>-32.6%</b>
OVERHEAD ALLOCATION	(13,717,858)	(12,643,674)	(10,931,147)	1,712,526	-13.5%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(7,703,090)</b>	<b>(7,703,090)</b>	<b>(7,602,215)</b>	<b>(100,875)</b>	<b>-1.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**RISK BUDGET**  
**FISCAL YEAR 2010**  
**SECTION 5.18**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	303,370	303,370	283,216	(20,154)	-6.6%
FRINGE EXPENSES	27,392	27,392	21,442	(5,950)	-21.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>330,763</b>	<b>330,763</b>	<b>304,658</b>	<b>(26,104)</b>	<b>-7.9%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	200	507	650	143	28.2%
<b>TOTAL ENERGY</b>	<b>200</b>	<b>507</b>	<b>650</b>	<b>143</b>	<b>28.2%</b>
<b>RISK MANAGEMENT</b>	<b>388,303</b>	<b>387,675</b>	<b>399,600</b>	<b>11,925</b>	<b>3.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>5,100</b>	<b>1,215</b>	<b>1,400</b>	<b>185</b>	<b>15.2%</b>
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE/FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>724,366</b>	<b>720,160</b>	<b>706,308</b>	<b>(13,852)</b>	<b>-1.9%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(724,366)</b>	<b>(720,160)</b>	<b>(706,308)</b>	<b>(13,852)</b>	<b>-1.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>724,366</b>	<b>720,160</b>	<b>706,308</b>	<b>(13,852)</b>	<b>-1.9%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SECURITY BUDGET  
FISCAL YEAR 2010  
SECTION 5.19**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	1,637,194	1,637,194	-
FRINGE EXPENSES	-	-	240,358	240,358	-
<b>TOTAL PERSONNEL EXPENSES</b>	-	-	1,877,552	1,877,552	-
SECURITY EXPENSES	-	-	5,700,000	5,700,000	-
REPAIR/MAINTENANCE SERVICES	-	-	21,400	21,400	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	71,780	71,780	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	-	-	5,793,180	5,793,180	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	8,750	8,750	-
OTHER MATERIALS AND SUPPLIES	-	-	10,000	10,000	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	18,750	18,750	-
DIESEL FUEL	-	-	81,178	81,178	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	81,178	81,178	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	23,331	23,331	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	-	-	7,793,991	7,793,991	-
<b>NET OPERATING SUBSIDY</b>	-	-	(7,793,991)	7,793,991	-
OVERHEAD ALLOCATION	-	-	7,793,991	7,793,991	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TELEPHONE INFORMATION SERVICES BUDGET  
FISCAL YEAR 2010  
SECTION 5.20**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	815,230	835,230	770,077	(65,153)	-7.8%
FRINGE EXPENSES	(124,583)	(144,583)	(122,593)	21,989	-15.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>690,647</b>	<b>690,647</b>	<b>647,484</b>	<b>(43,163)</b>	<b>-6.2%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	50,300	45,300	52,750	7,450	16.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>50,300</b>	<b>45,300</b>	<b>52,750</b>	<b>7,450</b>	<b>16.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	(20,770)	(20,770)	(21,369)	(599)	2.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>720,177</b>	<b>715,177</b>	<b>678,865</b>	<b>(36,313)</b>	<b>-5.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(720,177)</b>	<b>(715,177)</b>	<b>(678,865)</b>	<b>(36,313)</b>	<b>-5.1%</b>
OVERHEAD ALLOCATION	720,177	715,177	678,865	(36,313)	-5.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TRANSIT STORE BUDGET  
FISCAL YEAR 2010  
SECTION 5.21**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</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>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	192,587	177,587	182,793	5,206	2.9%
FRINGE EXPENSES	28,352	28,352	31,570	3,218	11.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>220,939</b>	<b>205,939</b>	<b>214,363</b>	<b>8,424</b>	<b>4.1%</b>
SECURITY EXPENSES	11,000	11,000	2,880	(8,120)	-73.8%
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>11,000</b>	<b>11,000</b>	<b>2,880</b>	<b>(8,120)</b>	<b>-73.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,000	5,000	12,000	7,000	140.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>5,000</b>	<b>5,000</b>	<b>12,000</b>	<b>7,000</b>	<b>140.0%</b>
DIESEL FUEL	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	<b>74,641</b>	<b>74,641</b>	<b>89,304</b>	<b>14,663</b>	<b>19.6%</b>
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE/FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>311,580</b>	<b>296,580</b>	<b>318,547</b>	<b>21,968</b>	<b>7.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(311,580)</b>	<b>(296,580)</b>	<b>(318,547)</b>	<b>21,968</b>	<b>7.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>311,580</b>	<b>296,580</b>	<b>318,547</b>	<b>21,968</b>	<b>7.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	-	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET SUMMARY  
FISCAL YEAR 2010  
SECTION 6.01**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	857,100	908,400	865,000	(43,400)	-4.8%
<b>TOTAL OPERATING REVENUES</b>	<b>857,100</b>	<b>908,400</b>	<b>865,000</b>	<b>(43,400)</b>	<b>-4.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	160,126	60,243	142,174	81,931	136.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	160,126	60,243	142,174	81,931	136.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>160,126</b>	<b>60,243</b>	<b>142,174</b>	<b>81,931</b>	<b>136.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,017,226</b>	<b>968,643</b>	<b>1,007,174</b>	<b>38,531</b>	<b>4.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	537,188	487,188	556,476	69,288	14.2%
FRINGE EXPENSES	108,913	108,913	97,827	(11,086)	-10.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>646,100</b>	<b>596,100</b>	<b>654,303</b>	<b>58,203</b>	<b>9.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	27,325	18,496	23,000	4,504	24.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	133,920	137,465	107,250	(30,215)	-22.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>161,245</b>	<b>155,961</b>	<b>130,250</b>	<b>(25,711)</b>	<b>-16.5%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,000	8,500	5,500	(3,000)	-35.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>5,000</b>	<b>8,500</b>	<b>5,500</b>	<b>(3,000)</b>	<b>-35.3%</b>
DIESEL FUEL	3,775	4,275	5,700	1,425	33.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	15,525	12,671	14,000	1,329	10.5%
<b>TOTAL ENERGY</b>	<b>19,300</b>	<b>16,946</b>	<b>19,700</b>	<b>2,754</b>	<b>16.3%</b>
RISK MANAGEMENT	34,440	34,440	24,000	(10,440)	-30.3%
GENERAL AND ADMINISTRATIVE	106,456	110,883	105,175	(5,708)	-5.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>972,541</b>	<b>922,830</b>	<b>938,928</b>	<b>16,098</b>	<b>1.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(115,441)</b>	<b>(14,430)</b>	<b>(73,928)</b>	<b>59,498</b>	<b>412.3%</b>
OVERHEAD ALLOCATION	(44,685)	(45,812)	(68,246)	(22,433)	49.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(160,126)</b>	<b>(60,243)</b>	<b>(142,174)</b>	<b>81,931</b>	<b>136.0%</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  
TAXICAB BUDGET  
FISCAL YEAR 2010  
SECTION 6.02**

	<b>ORIGINAL BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>PROPOSED BUDGET FY10</b>	<b>\$ VARIANCE FY10 BUDGET TO FY09 AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	754,400	754,400	750,000	(4,400)	-0.6%
<b>TOTAL OPERATING REVENUES</b>	<b>754,400</b>	<b>754,400</b>	<b>750,000</b>	<b>(4,400)</b>	<b>-0.6%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	117,909	39,326	122,184	82,857	210.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	117,909	39,326	122,184	82,857	210.7%
<b>TOTAL NON OPERATING REVENUE</b>	<b>117,909</b>	<b>39,326</b>	<b>122,184</b>	<b>82,857</b>	<b>210.7%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>872,309</b>	<b>793,726</b>	<b>872,184</b>	<b>78,457</b>	<b>9.9%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	465,741	415,741	484,476	68,735	16.5%
FRINGE EXPENSES	106,883	106,883	95,837	(11,046)	-10.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>572,624</b>	<b>522,624</b>	<b>580,313</b>	<b>57,689</b>	<b>11.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	27,325	18,496	23,000	4,504	24.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	98,920	82,465	72,250	(10,215)	-12.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>126,245</b>	<b>100,961</b>	<b>95,250</b>	<b>(5,711)</b>	<b>-5.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,000	8,500	5,500	(3,000)	-35.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>5,000</b>	<b>8,500</b>	<b>5,500</b>	<b>(3,000)</b>	<b>-35.3%</b>
DIESEL FUEL	3,775	4,275	5,700	1,425	33.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	15,525	12,671	14,000	1,329	10.5%
<b>TOTAL ENERGY</b>	<b>19,300</b>	<b>16,946</b>	<b>19,700</b>	<b>2,754</b>	<b>16.3%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	104,456	98,883	103,175	4,292	4.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>827,625</b>	<b>747,914</b>	<b>803,938</b>	<b>56,024</b>	<b>7.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(73,225)</b>	<b>6,486</b>	<b>(53,938)</b>	<b>60,424</b>	<b>-931.6%</b>
OVERHEAD ALLOCATION	(44,685)	(45,812)	(68,246)	(22,433)	49.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(117,909)</b>	<b>(39,326)</b>	<b>(122,184)</b>	<b>82,857</b>	<b>210.7%</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  
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET  
FISCAL YEAR 2010  
SECTION 6.03**

	ORIGINAL BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	\$ VARIANCE FY10 BUDGET TO FY09 AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING INCOME	102,700	154,000	115,000	(39,000)	-25.3%
<b>TOTAL OPERATING REVENUES</b>	<b>102,700</b>	<b>154,000</b>	<b>115,000</b>	<b>(39,000)</b>	<b>-25.3%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	42,217	20,917	19,990	(927)	-4.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	42,217	20,917	19,990	(927)	-4.4%
<b>TOTAL NON OPERATING REVENUE</b>	<b>42,217</b>	<b>20,917</b>	<b>19,990</b>	<b>(927)</b>	<b>-4.4%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>144,917</b>	<b>174,917</b>	<b>134,990</b>	<b>(39,927)</b>	<b>-22.8%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	71,447	71,447	72,000	553	0.8%
FRINGE EXPENSES	2,030	2,030	1,990	(40)	-2.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>73,477</b>	<b>73,477</b>	<b>73,990</b>	<b>513</b>	<b>0.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	35,000	55,000	35,000	(20,000)	-36.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>35,000</b>	<b>55,000</b>	<b>35,000</b>	<b>(20,000)</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>
RISK MANAGEMENT	34,440	34,440	24,000	(10,440)	-30.3%
GENERAL AND ADMINISTRATIVE	2,000	12,000	2,000	(10,000)	-83.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE/FACILITY LEASE	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>144,917</b>	<b>174,917</b>	<b>134,990</b>	<b>(39,927)</b>	<b>-22.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(42,217)</b>	<b>(20,917)</b>	<b>(19,990)</b>	<b>(927)</b>	<b>-4.4%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(42,217)</b>	<b>(20,917)</b>	<b>(19,990)</b>	<b>(927)</b>	<b>-4.4%</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  
DEBT SERVICE SCHEDULE  
FISCAL YEARS 2010 - 2034  
SECTION 7.01**

Fiscal Year	1995 LRV Leaseback (Debt Service)	MTS Tower (Operations)	2004 Pension Obligation (Operations)	Toshiba Equipment Lease (Operations)	Grand Total MTS Debt Service
2010	7,584,715	843,070	5,160,355	76,820	13,664,960
2011	7,580,764	864,123	4,873,891	44,811	13,363,589
2012	7,576,509	833,027	4,872,132		13,281,668
2013	7,571,926	851,210	4,846,614		13,269,750
2014	7,566,990	839,372	4,840,130		13,246,493
2015	5,689,623	852,061	4,840,348		11,382,031
2016	8,947,150	834,128	4,838,313		14,619,591
2017	10,164,233	842,211	4,839,132		15,845,576
2018	9,515,874	846,378	4,839,748		15,202,000
2019	9,491,982	846,865	4,839,919		15,178,766
2020	9,799,027	844,376	4,840,322		15,483,725
2021	11,425,068		4,840,263		16,265,331
2022	11,737,712		4,842,994		16,580,706
2023	12,192,239		4,843,129		17,035,368
2024	12,162,881		4,850,508		17,013,389
2025	12,131,266		4,858,041		16,989,307
2026	1,412,525		4,812,450		6,224,975
2027	-		4,860,340		4,860,340
2028	-		4,899,538		4,899,538
2029	-		4,930,044		4,930,044
2030	-		4,951,858		4,951,858
2031	-		4,867,153		4,867,153
2032	-		4,875,929		4,875,929
2033	-		4,973,840		4,973,840
2034	-		1,634,768		1,634,768
<b>Total</b>	<b>152,550,483</b>	<b>9,296,822</b>	<b>118,671,759</b>	<b>121,631</b>	<b>280,640,695</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Summary of Debt-Service Activities Proposed Budget Fiscal Year 2010

### Section 7.02

#### Overview

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

#### MTS Tower

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

Debt service for MTS's 27.61 percent share is \$843,000 for fiscal year 2010. Debt-service payments run through 2020. This annual expense is offset to some degree by approximately \$285,000 received from the County for rent for the space utilized by the County between MTS's 27.61 percent share of the building and the two floors occupied by MTS.

#### 1995 LRV Lease/Leaseback

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

The debt service for fiscal year 2010 is \$7,585,000 and is funded by escrowed investments as described above.

#### Pension Obligation Bonds (POBs)

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

Debt service for fiscal year 2010 is \$5,160,355. This amount is budgeted in MTS bus operations with \$3,545,355 (interest component) budgeted in debt service and \$1,615,000 (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.

### Toshiba Equipment Lease

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
THROUGH FISCAL YEAR 2010  
SECTION 8.01

Project Number	Project Title	Funded Budget Through 2010	Expenses Through March 2009	Remaining Budget Through March 2009	5307	5309	TDA	TransNet	STA	TSGP	Prop 1B	OTHER
10426	Mission Valley East LRT Extension	500,512.9	505,351.2	(4,838.3)	20,136.8	329,959.0	-	74,875.9	-	-	-	75,542.1
10453	San Ysidro Intermodal Transportation	29,032.3	31,130.1	(2,097.8)	8,274.0	11,343.4	2,132.7	-	-	-	-	7,282.3
11148	Replace Senior and Disabled Lift - Phase I	366.0	354.2	11.8	200.0	15.8	53.9	-	96.3	-	-	-
11162	Organizational Desks	593.3	417.1	176.2	441.0	-	110.2	-	42.1	-	-	-
11163	Network Servers	165.2	152.8	12.4	129.7	-	32.5	-	3.0	-	-	-
11164	Rehab Traction Motors - Phase II	3,249.7	2,243.5	1,006.2	-	2,599.8	649.9	-	-	-	-	-
11165	LRV Body Rehabilitation	2,710.0	2,707.9	2.1	483.4	1,684.6	542.0	-	-	-	-	-
11166	CCTV Surveillance Equipment	901.5	868.3	33.3	375.5	17.7	98.3	-	-	410.0	-	-
11167	LRV Tires	2,117.4	1,619.0	498.4	392.8	1,238.1	407.7	-	78.7	-	-	-
11182	Blue Line Station Improvements	433.1	14.2	418.9	-	346.5	85.3	-	1.3	-	-	-
11183	Blue Line Tie Replacement	990.0	555.7	434.3	224.0	568.0	198.0	-	-	-	-	-
11184	Bus Video Cameras	4,138.7	1,659.9	2,478.8	1,122.2	-	271.0	-	70.0	725.5	1,950.0	-
11189	High Capacity Buses	20,875.1	20,803.5	66.6	18,524.9	-	10.0	-	-	-	4,140.2	-
11190	IAD Main Entrance Security Project	80.0	37.9	42.1	64.0	-	16.0	-	-	-	-	-
11191	IAD/KMD Vacuum Replacement	497.8	481.2	16.6	398.2	-	99.6	-	-	-	-	-
11192	IT Ellipse Financial System	350.0	44.2	305.9	280.0	-	-	-	-	-	-	-
11198	MCS South Bay Maint. Misc. Equipment	424.7	423.5	1.2	169.9	-	42.5	-	212.4	-	-	-
11199	Misc. Capital (All Divisions) with Federal	768.4	249.4	519.1	612.7	2.0	153.7	-	-	-	-	-
11200	Misc. Capital (All Divisions) no Federal	1,121.7	53.0	1,068.7	-	-	353.0	-	716.3	-	-	52.4
11201	LRV Station CCTV Components (Phase 1)	500.0	512.1	87.9	-	150.0	-	-	-	450.0	-	-
11206	Rail Profile Grinding	1,323.0	860.5	462.5	280.0	778.4	284.6	-	-	-	-	-
11207	SDTC Bus Washer Renovation	390.0	382.3	7.7	264.0	-	66.0	-	60.0	-	-	-
11212	Transit Store Security Improvements	67.3	23.2	44.0	53.8	-	13.5	-	-	-	-	-
11213	SDTC KMD Building Improvements	254.3	147.5	106.8	194.8	-	48.6	-	11.0	-	-	-
11214	LRV HVAC Overhaul	2,228.5	0.0	2,228.5	1,420.0	362.8	445.7	-	-	-	-	-
11216	LRV Electronic Components	230.3	0.0	230.3	-	184.2	46.1	-	-	-	-	-
11217	Blue & Orange Line Station Improvements	176.2	37.2	139.0	-	140.2	-	-	36.0	-	-	-
11218	TWC Equipment Replacement	240.0	239.6	0.4	-	-	240.0	-	-	-	-	-
11219	LRV Propulsion Components	452.0	0.0	452.0	227.2	-	56.8	-	168.0	-	-	-
11220	LRV NRVR Re-Rolling	173.7	5.8	167.9	-	-	-	-	173.7	-	-	-
11222	IAD Service Lanes Fire & Control Upgrades	160.0	158.8	1.2	-	-	17.5	-	90.0	52.5	-	-
11223	LRV Station CCTV Components (Phase 2)	1,650.7	113.0	1,537.7	-	-	37.7	1,500.0	-	113.0	-	-
11224	Galenary Inspection/Work Platform Truck	150.0	0.0	150.0	-	-	-	-	150.0	-	-	-
11225	Transformers	327.0	131.9	195.1	-	161.6	40.4	-	125.0	-	-	-
11228	Maint. Facilities Building Improvements	85.0	84.2	0.8	-	-	-	-	85.0	-	-	-
11232	SDTC Site Hardening & Security	838.0	819.7	18.3	-	-	209.5	-	-	628.5	-	-
11237	MCS ECRMF Expansion	9,319.3	11.5	9,307.8	387.6	1,179.0	7,752.6	-	-	-	-	-
11239	40-H CNG Low Profile Buses	52,387.8	37,312.1	15,075.7	13,290.3	490.0	351.0	-	39.2	-	38,217.3	-
11240	SDTC Support Equipment	207.7	123.2	84.5	110.2	-	27.6	-	89.9	-	-	-
11241	IT Network Infrastructure	235.6	98.0	137.6	40.0	-	10.0	-	185.6	-	-	-
11245	MIS Building Procurement & Construction	1,002.5	1,003.0	(0.5)	-	-	-	-	932.6	-	-	69.9
11250	CVT 40' CNG Buses (6)	3,102.0	2,082.3	1,019.7	1,721.6	-	233.7	-	-	-	1,084.1	62.5
11251	LRV Gearbox Overhaul	2,000.0	0.3	1,999.7	1,200.0	400.0	400.0	-	-	-	-	-
11252	LRV Blower Motor Overhaul	390.0	0.0	390.0	80.0	232.0	78.0	-	-	-	-	-
11253	MCS S. Bay Gas Detection System	150.0	0.0	150.0	120.0	-	30.0	-	-	-	-	-
11254	LRV Brake Overhaul	475.0	0.0	475.0	280.0	100.0	95.0	-	-	-	-	-
11255	Broadway WYE Switch Machines	907.5	149.6	757.9	600.0	80.0	170.0	-	57.5	-	-	-
11256	Mobile Radio Replacement	57.5	55.8	1.7	46.0	-	11.5	-	-	-	-	-
11258	DVR Spares	24.0	22.0	2.0	19.2	-	4.8	-	-	-	-	-
11259	Storage Bin Decking Replacement	24.0	13.0	11.0	19.2	-	4.8	-	-	-	-	-
11260	SDTI Training Center Rehab	28.0	16.4	11.6	4.5	-	1.1	-	22.4	-	-	-

Project Number	Project Title	Funded Budget Through 2010	Expenses Through March 2009	Remaining Budget Through March 2009	FUNDING SOURCES							
					5307	5309	TDA	TransNet	STA	TSGP	Prop 1B	OTHER
11262	SDTI Yard Facility Building Repair	50.0	14.1	35.9	-	28.0	7.0	-	15.0	-	-	-
11263	Signal Event Recorder Upgrade	78.0	0.0	78.0	62.4	-	15.6	-	-	-	-	-
11266	Blue Line Rehabilitation	43,441.6	0.0	43,441.6	-	-	22,090.3	6,498.8	6,982.7	-	-	-
11271	LRV On Board CCTV	2,094.0	181.7	1,912.3	-	-	336.0	-	-	-	129.1	7,740.7
11272	SBF- Land Acquisition	12,537.0	0.0	12,537.0	10,029.6	-	2,507.4	-	-	1,008.0	750.0	-
11273	El Cajon Transit Center	70.2	0.0	70.2	-	-	31.4	-	-	-	-	-
11274	Haslop module for Planning Hastius Program	78.5	0.0	78.5	-	-	15.7	-	-	-	-	38.9
11275	SD100 Traction Motor Disconnects	275.0	0.0	275.0	220.0	-	55.0	-	-	-	-	62.8
11276	SDTI Ticket Vending Equipment (TVM)	500.0	0.0	500.0	400.0	-	100.0	-	-	-	-	-
11277	Security Prop 1B	2,779.4	0.0	2,779.4	-	-	-	-	-	-	-	-
11418	MCS ADA Small Vehicles	8,527.0	8,106.4	420.5	4,323.0	495.0	1,202.7	2,042.0	464.3	-	2,779.4	-
11419	MCS Medium/Small DART fixed buses	3,243.7	3,186.8	56.9	1,260.0	-	315.0	-	1,688.7	-	-	-
PM	Preventative Maintenance	41,500.0	0.0	41,500.0	16,819.1	15,221.4	7,983.0	-	-	-	-	1,476.4
TOTAL		763,959.0	624,873.7	139,085.3	103,301.7	367,626.5	50,791.7	84,916.7	12,556.7	3,387.5	-	92,327.9

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## Summary of Significant Capital Activities Proposed Budget Fiscal Year 2010

### Section 8.02

#### Overview

The fiscal year 2010 MTS Capital Improvement Program (CIP) was approved by the MTS Board of Directors on February 19, 2009.

#### Development of the MTS FY 10 CIP

The CIP process began in July 2008 with the call for projects. A meeting of the CIP Budget Development Committee was held to review the project list and to develop a CIP recommendation for fiscal year 2010. In accordance with the Capital Projects Selection Process, the CIP Budget Development Committee is comprised of the following members: MTS Administration, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), Chula Vista Transit (CVT), and SANDAG Engineering. Each Committee member was responsible for submitting the capital requests for their agency and the cities it serves. The Committee reviewed and the Chief Executive Officer approved the prioritization of those capital requests. Section 2.10 details the approved fiscal year 2010 CIP.

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

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

As an organization, MTS is in critical need of buses and rail infrastructure. In 2010 CIP, MTS addressed this organizational need and allocated significant available funds toward the procurement of vehicles and to address the need for rail infrastructure rehabilitation. Of the \$93.6 million available, after Preventative Maintenance, ADA eligible operating expenses, and SANDAG Planning Studies, \$15.9 million, or 17.0 percent, has been dedicated to the procurement of buses and \$43.4 million, or 46.4 percent, has been dedicated to the rehabilitation to Light Rail Infrastructure.

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 \$16.2 million of Federal funds, \$1.5 million Transportation Security Grant Program funds, \$21.3 million in Proposition 1B funding of which \$5.6 million is earmarked for security related projects. The remaining amount for capital projects is funded with various nonfederal funds for a total of \$51.7 million. As a result the remaining \$2.9 million of capital funding which has been dedicated to SANDAG administered construction projects which have been omitted from Section 8.03.

The fiscal year 2010 funding levels represent 84.8% of the total project needs after funding preventative maintenance.

#### Availability of Section 5307 and Section 5309 Funds:

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

The Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 Program is designed to meet routine capital needs and for urbanized areas over 200,000 in population, such as San Diego County, Section 5307 Formula funds may not be used for operating assistance. However, FTA guidelines allow a grantee to allocate a maximum of 10% of Section 5307 Formula funds to be used for operating costs associated with providing Paratransit service as a complement to MTS fixed route service.

Our fiscal year 2010 allocation for the MTS Section 5307 Program is \$39.5 million. This would be matched with local funds of \$9.9 million. This program would provide an estimated \$49.4 million to fund fiscal year 2010 MTS and SANDAG capital projects, preventative maintenance, and eligible ADA expenses.

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

For fiscal year 2010, the Section 5309 Funds and Earmarks allocated to MTS is \$15.2 million. These Section 5309 Program funds are matched with local funds of \$3.8 million, which translates into \$19.0 million to fund fiscal year 2010 preventative maintenance.

#### Additional FY10 Funding:

The California electorate's approval of the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) as part of Proposition 1B in November 2006 provided a potentially significant source of funding for the rehabilitation of MTS's oldest rail lines. That account provided funding by formula to State Transit Assistance (STA) - eligible transit agencies for use on capital projects. It was estimated that through the life of the account, MTS would receive \$164 million, contingent upon annual appropriations by the state legislature, and that that funding would be used as a match for the TransNet funding for the Blue and Orange Line Trolley Rehabilitation Project. Appropriations already approved by the state provide an eligible allocation for calendar years 2008 and 2009 totaling \$43.4 million to MTS. Due to the timing of the initial appropriation, PTMISEA funding was not reflected in CIPs in prior years. The agency received an allocation for fiscal year 2008 totaling \$27.8 million. Due to the requirement that projects receiving this money be "ready to go", staff applied for all of its funding in fiscal year 2008 to purchase new buses, which left an equal amount of



nonfederal funding available for transfer to the fiscal year 2010 CIP for the Trolley rehabilitation project as needed. It is staff's recommendation that MTS continue this practice with the fiscal year 2009 PTMISEA allocation, if and when that allocation is permitted by the State Treasurer's office.

An additional \$3.3 million in federal Sections 5307 and 5309 were incorporated within the CIP. These available funds were carry-forward funds from previous fiscal years that were not obligated by MTS previously. These federal funds are matched with local funds totaling \$0.8 million, which means that this program would provide an additional \$4.1 million to fund fiscal year 2010 capital projects.

Prior to finalizing the recommendation, all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded, while prior year capital programming remains tied up and unused. As a result of this review, we identified and transferred \$1,627,724 to the fiscal year 2010 CIP.

A final review of previous years Job Access and Reverse Commute Program (JARC) & Congestion Mitigation and Air Quality (CMAQ) have provided for an additional \$78,540 and \$70,646 (including required local match) respectively.

In addition, MTS has been selected to participate in the Transportation Security Grant Program (TSGP) from the Department of Homeland Security in the amount of \$1.5 million. TSGP funding is specifically for the procurement of security enhancements for the bus and rail systems.

In February 2009, staff presented and the Board approved the Capital Improvement Program (CIP). The Board approved the entire CIP (funded and unfunded projects) and provided direction, in the event that additional funding becomes available, to allow the Chief Executive Officer to fund current unfunded projects. The Board has requested that any adjustments in excess of \$500,000 will be brought to the Board's attention. Additional funding sources have become available for capital purposes after the CIP was approved that is under the Board requested amount of \$500,000, and therefore was added to the CIP without Board approval. A Section 5309 Bus discretionary program earmark for East County Bus Maintenance Facility was allocated to MTS after board approval. The earmark and match total \$326,563 and has been allocated to the intended SANDAG administered capital project.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2010  
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)				TSGP	Prop 1B	Other	Project Manager
		Federal	Local						
11165	LRV Body Rehabilitation This project allows for LRVs will undergo paint and body rehabilitation.	\$ 550.0	110.0						Russ Desai
11167	LRV Tires Provides for the procurement of replacement tires on LRVs.	\$ 491.0	98.2						Russ Desai
11183	SDTI Cross Tie Procurement This project will continue the replacement of old and deteriorated track ties on Blue and Orange line tracks.	\$ 280.0	56.0						Fed Byle
11184	CCTV Bus-On Board This project provides for the purchase and installation of security camera systems on board up to 300 buses.	\$ 1,950.0					1,950.0		Tom DeLuca
11200	Misc Capital (Non Federal) This project provides for unforeseen the completion of capital projects throughout the year.	\$ 500.0	500.0						Paul Jablonski
11206	Rail Profile Grinding The LRV line tracks will be designed for custom profile for the purpose of extending the life of the rails.	\$ 350.0	70.0						Fed Byle
11214	LRV HVAC Overhaul This project will allow for the HVAC system on LRV fleet of vehicles to be retrofitted or replaced.	\$ 1,775.0	355.0						Lee Summerlott
11219	LRV Propulsion Components This project will rehabilitate or replace propulsion components on the LRV fleet.	\$ 284.0	56.8						Lee Summerlott
11223	CCTV Rail-In Station This project is for the procurement and installation of the security camera systems for rail stations.	\$ 1,500.0				1,500.0			Bill Burke
11237	ECBME Land Acquisition This includes continued work on acquisition of property for the expansion of the East County Division.	\$ 3,647.1	228.9	3,418.2					Elliot Hurwitz
11239	40 Ft. CNG Buses (36) This project provides for the purchase of up to 250 buses over five years from the New Flyer contract.	\$ 15,000.0					15,000.0		Claire Spielberg
11250	CVT 40 FT. CNG Buses (2) This project will allow CVT purchase 2 new 40' CNG heavy-duty transit coaches to replace existing buses.	\$ 950.0	233.7				653.7		Elliot Hurwitz
11251	LRV Gearbox Overhaul The parts and materials will be procured for in-house rehabilitation of LRV gear boxes.	\$ 1,500.0	300.0						Lee Summerlott
11252	LRV Blower Motor Overhaul This project will replace old high voltage DC blower motors with new AC motors and inverters.	\$ 100.0	20.0						Lee Summerlott
11254	LRV Brake Overhaul This project will facilitate the rehabilitation of brakes on LRVs.	\$ 350.0	70.0						Lee Summerlott
11255	Broadway WYE Switch Machines The existing old worn track switches will be replaced with new heavier duty more reliable switches together with some upgrades of the signal system.	\$ 750.0	150.0						Fed Byle
11266	Blue Line Rehabilitation This includes, but is not limited to, the rehabilitation of the aging Blue Line Rail infrastructure.	\$ 43,441.6	29,073.0				129.1	14,239.5	Paul Jablonski
11271	LRV On Board Cameras This project will procure and install on board closed circuit security cameras and monitoring equipment.	\$ 1,086.0	336.0				750.0		Bill Burke
11272	SBE- Land Acquisition The acquisition of Land for the transit service area expansion of South Bay .	\$ 12,537.0	2,507.4						Elliot Hurwitz
11273	El Cajon Transit Center Funding has been Earmarked to assist with various capital improvements to the El Cajon Transit Center.	\$ 70.2	31.4						Elliot Hurwitz
11274	Hastop module for Planning/Hastus Program This will procure software that organizes and prints scheduled bus and trolley stops within the Hastus program.	\$ 78.5	15.7						Devin Braun
11275	LRV Traction Motor Disconnects This project will provide the installation of quick disconnects on the LRV traction motors.	\$ 275.0	55.0						Lee Summerlott
11276	SDTI Ticket Vending Equipment (TVM) Replace the current TVM machines with "Cubic" machines that can support the credit and smart card technology.	\$ 500.0	100.0						Scott Donnell
11277	Security Prop 1B This project will allow for the systematic installation of enhanced security at multiple locations identified as a homeland security threat.	\$ 2,779.4					2,779.4		Bill Burke
64	Totals	\$ 90,745.0	\$ 16,186.7	\$ 37,556.5	\$ 1,500.0		\$ 21,262.3	\$ 14,239.5	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2010  
SECTION 9.01

	Federal	TDA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	16,962,954	17,520,709	-	17,092,041	642,914	-	1,749,754	53,968,372
SDTI	16,800,000	304,389	-	5,000,000	-	-	-	22,104,389
MCS 801 - South Central	-	13,986,092	-	-	-	-	-	13,986,092
MCS 802 - JARC Otay	394,192	394,192	-	-	-	-	-	788,384
MCS 803 - JARC Mid City	121,859	121,859	-	-	-	-	-	243,718
MCS 820 - East County	-	5,483,025	-	-	-	-	-	5,483,025
MCS 830 - Commuter Express	-	214,747	-	-	680,120	-	-	894,867
MCS 835 - Central Routes 961-965	-	2,757,860	-	-	-	-	-	2,757,860
MCS 840 - Regional Transit Center Maintenance	-	178,755	-	-	-	-	-	178,755
MCS 850 - ADA Access	3,600,000	5,647,696	1,000,000	676,943	181,102	-	-	11,105,741
MCS 856 - ADA Certification	-	206,650	-	-	-	-	-	206,650
MCS 875 - Coaster Connection	-	129,442	-	-	129,442	-	-	258,884
MCS 880 - Rural	327,670	269,018	-	-	-	-	-	596,688
Chula Vista Transit	-	3,588,788	-	-	-	-	-	3,588,788
Coronado Ferry	-	152,011	-	-	-	-	-	152,011
Administrative Pass Thru	-	344,180	-	-	-	-	-	344,180
Subtotal Operations	38,206,674	51,299,413	1,000,000	22,768,984	1,633,578	-	1,749,754	116,658,404
Taxicab SD&AE	-	-	-	-	-	-	122,184	122,184
	-	-	-	-	-	-	19,990	19,990
Subtotal Other Activities	-	-	-	-	-	-	142,174	142,174
Administrative	17,500	-	-	-	-	7,584,715	-	7,602,215
Grand Total	38,224,174	51,299,413	1,000,000	22,768,984	1,633,578	7,584,715	1,891,928	124,402,793

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2010  
SECTION 9.02

	FTA 5307 Planning	FTA 5307 Preventative Maintenance	JARC	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA
SDTC	-	16,400,000	562,954	-	17,520,709	-
SDTI	-	16,800,000	-	-	304,389	-
MCS 801 - South Central	-	-	-	-	13,986,092	-
MCS 802 - JARC Otay	-	-	394,192	-	394,192	-
MCS 803 - JARC Mid City	-	-	121,859	-	121,859	-
MCS 820 - East County	-	-	-	-	5,483,025	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	2,757,860	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	178,755	-
MCS 850 - ADA Access	-	3,600,000	-	-	1,950,724	3,696,972
MCS 856 - ADA Certification	-	-	-	-	206,650	-
MCS 875 - Coaster Connection	-	-	-	-	129,442	-
MCS 880 - Rural	-	-	-	327,670	269,018	-
Chula Vista Transit	-	-	-	-	3,588,788	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	344,180	-
Subtotal Operations	-	36,800,000	1,079,005	327,670	47,235,683	3,696,972
Taxicab	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	17,500	-	-	-	-	-
Grand Total	17,500	36,800,000	1,079,005	327,670	47,235,683	3,696,972

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2010  
SECTION 9.02

	TDA Article 8.0	Medical	TransNet Operating 40%	TransNet Access ADA	TransNet SuperLoop	City of San Diego
SDTC	-	-	15,020,739	-	2,071,302	642,914
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	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	214,747	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	-	1,000,000	-	676,943	-	181,102
MCS 856 - ADA Certification	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-
MCS 880 - Rural	-	-	-	-	-	-
Chula Vista Transit	-	-	-	-	-	-
Coronado Ferry	152,011	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-
Subtotal Operations	366,758	1,000,000	20,020,739	676,943	2,071,302	824,016
Taxicab SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	-	-	-	-	-
Grand Total	366,758	1,000,000	20,020,739	676,943	2,071,302	824,016

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2010  
SECTION 9.02

	SANDAG Inland Breeze	SANDAG 4S Ranch	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	-	-	-	-	1,749,754	53,968,372
SDTI	-	-	-	-	-	22,104,389
MCS 801 - South Central	-	-	-	-	-	13,986,092
MCS 802 - JARC Otay	-	-	-	-	-	788,384
MCS 803 - JARC Mid City	-	-	-	-	-	243,718
MCS 820 - East County	-	-	-	-	-	5,483,025
MCS 830 - Commuter Express	500,000	180,120	-	-	-	894,867
MCS 835 - Central Routes 961-965	-	-	-	-	-	2,757,860
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	178,755
MCS 850 - ADA Access	-	-	-	-	-	11,105,741
MCS 856 - ADA Certification	-	-	-	-	-	206,650
MCS 875 - Coaster Connection	-	-	129,442	-	-	258,884
MCS 880 - Rural	-	-	-	-	-	596,688
Chula Vista Transit	-	-	-	-	-	3,588,788
Coronado Ferry	-	-	-	-	-	152,011
Administrative Pass Thru	-	-	-	-	-	344,180
Subtotal Operations	500,000	180,120	129,442	-	1,749,754	116,658,404
Taxicab SD&AE	-	-	-	-	122,184 19,990	122,184 19,990
Subtotal Other Activities	-	-	-	-	142,174	142,174
Administrative	-	-	-	7,584,715	-	7,602,215
Grand Total	500,000	180,120	129,442	7,584,715	1,891,928	124,402,793

**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	93,680,214	40100-40990
Advertising Revenue	2,008,232	41010-41020
Contract Services Revenue	29,400	41510-41590
Other Income	4,985,748	41600-42990
<b>Total Operating Revenue</b>	<b>100,703,594</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	17,500	45110
FTA 5307/5309 - Preventative Maintenance	36,800,000	45125
FTA - JARC	1,079,005	45170
FTA 5311 - Rural	200,000	45190
FTA 5311(f) - Rural	127,670	45195
<b>Total Federal Revenue</b>	<b>38,224,174</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	47,235,683	46110
TDA - Article 4.5 (ADA)	3,696,972	46120
TDA - Article 8.0	366,758	46130
<b>Total TDA Revenue</b>	<b>51,299,413</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	20,020,739	47110
TransNet - Access ADA	676,943	47130
TransNet - SuperLoop	2,071,302	47140
<b>Total TransNet Revenue</b>	<b>22,768,984</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	1,000,000	46340
<b>Total Other State Revenue</b>	<b>1,000,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	500,000	48110
SANDAG - 4S Ranch	180,120	48115
City of San Diego	824,016	48120
Other Local	129,442	48140
<b>Total Other Local Revenue</b>	<b>1,633,578</b>	
<b>Total Subsidy Revenue</b>	<b>114,926,150</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	7,584,715	49110
Contingency Reserves	-	49510
Other Reserves	142,174	
Carryovers	1,749,754	
<b>Total Other Funds / Reserves</b>	<b>9,476,643</b>	
<b>Total Non Operating Revenue</b>	<b>124,402,793</b>	
<b>Total Revenue</b>	<b>225,106,386</b>	
<b>Total Expenses</b>	<b>225,106,386</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	2,008,232	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	3,540,348	41600-42990
<b>Total Operating Revenue</b>	<b>5,548,580</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	17,500	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>17,500</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		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>17,500</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	7,584,715	49110
Contingency Reserves		49510
Other Reserves		
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>7,584,715</b>	
<b>Total Non Operating Revenue</b>	<b>7,602,215</b>	
<b>Total Revenue</b>	<b>13,150,795</b>	
<b>Total Expenses</b>	<b>13,150,795</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**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Operations Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	93,680,214	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	29,400	41510-41590
Other Income	580,400	41600-42990
<b>Total Operating Revenue</b>	<b>94,290,014</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	36,800,000	45125
FTA - JARC	1,079,005	45170
FTA 5311 - Rural	200,000	45190
FTA 5311(f) - Rural	127,670	45195
<b>Total Federal Revenue</b>	<b>38,206,674</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	47,235,683	46110
TDA - Article 4.5 (ADA)	3,696,972	46120
TDA - Article 8.0	366,758	46130
<b>Total TDA Revenue</b>	<b>51,299,413</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	20,020,739	47110
TransNet - Access ADA	676,943	47130
TransNet - SuperLoop	2,071,302	47140
<b>Total TransNet Revenue</b>	<b>22,768,984</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	1,000,000	46340
<b>Total Other State Revenue</b>	<b>1,000,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	500,000	48110
SANDAG - 4S Ranch	180,120	48115
City of San Diego	824,016	48120
Other Local	129,442	48140
<b>Total Other Local Revenue</b>	<b>1,633,578</b>	
<b>Total Subsidy Revenue</b>	<b>114,908,650</b>	
<b>Other Funds/Reserves</b>		
Lease/Leaseback Income	-	49110
Contingency Reserves	-	49510
Other Reserves	-	
Carryovers	1,749,754	
<b>Total Other Funds/Reserves</b>	<b>1,749,754</b>	
<b>Total Non Operating Revenue</b>	<b>116,658,404</b>	
<b>Total Revenue</b>	<b>210,948,417</b>	
<b>Total Expenses</b>	<b>210,948,417</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**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b>Bus Operations (San Diego Transit Corp)</b>		
<b>Operating Revenue</b>		
Passenger Revenue	27,229,225	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	29,400	41510-41590
Other Income	60,000	41600-42990
<b>Total Operating Revenue</b>	<b>27,318,625</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	16,400,000	45125
FTA - JARC	562,954	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>16,962,954</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	17,520,709	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>17,520,709</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	15,020,739	47110
TransNet - Access ADA		47130
TransNet - SuperLoop	2,071,302	47140
<b>Total TransNet Revenue</b>	<b>17,092,041</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
SANDAG - 4S Ranch		48115
City of San Diego	642,914	48120
Other Local		48140
<b>Total Other Local Revenue</b>	<b>642,914</b>	
<b>Total Subsidy Revenue</b>	<b>52,218,618</b>	
<b>Other Funds/Reserves</b>		
Lease/Leaseback Income		49110
Contingency Reserves		49510
Other Reserves		
Carryovers	1,749,754	
<b>Total Other Funds/Reserves</b>	<b>1,749,754</b>	
<b>Total Non Operating Revenue</b>	<b>53,968,372</b>	
<b>Total Revenue</b>	<b>81,286,998</b>	
<b>Total Expenses</b>	<b>81,286,997</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>Rail Operations (San Diego Trolley)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	36,829,934	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	520,400	41600-42990
<b>Total Operating Revenue</b>	<b>37,350,334</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	16,800,000	45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>16,800,000</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	304,389	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>304,389</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	5,000,000	47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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>-</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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>22,104,389</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>22,104,389</b>	
<b>Total Revenue</b>	<b>59,454,723</b>	
<b>Total Expenses</b>	<b>59,454,723</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 Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	25,865,937	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>25,865,937</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	3,600,000	45125
FTA - JARC	516,051	45170
FTA 5311 - Rural	200,000	45190
FTA 5311(f) - Rural	127,670	45195
<b>Total Federal Revenue</b>	<b>4,443,720</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	25,477,617	46110
TDA - Article 4.5 (ADA)	3,696,972	46120
TDA - Article 8.0	214,747	46130
<b>Total TDA Revenue</b>	<b>29,389,336</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	676,943	47130
TransNet - SuperLoop	-	47140
<b>Total TransNet Revenue</b>	<b>676,943</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	1,000,000	46340
<b>Total Other State Revenue</b>	<b>1,000,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	500,000	48110
SANDAG - 4S Ranch	180,120	48115
City of San Diego	181,102	48120
Other Local	129,442	48140
<b>Total Other Local Revenue</b>	<b>990,664</b>	
<b>Total Subsidy Revenue</b>	<b>36,500,663</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>36,500,663</b>	
<b>Total Revenue</b>	<b>62,366,600</b>	
<b>Total Expenses</b>	<b>62,366,600</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	23,637,303	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>23,637,303</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	-	45125
FTA - JARC	516,051	45170
FTA 5311 - Rural	200,000	45190
FTA 5311(f) - Rural	127,670	45195
<b>Total Federal Revenue</b>	<b>843,720</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	23,190,801	46110
TDA - Article 4.5 (ADA)	-	46120
TDA - Article 8.0	214,747	46130
<b>Total TDA Revenue</b>	<b>23,405,548</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	-	47130
TransNet - SuperLoop	-	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	500,000	48110
SANDAG - 4S Ranch	180,120	48115
City of San Diego	-	48120
Other Local	-	48140
<b>Total Other Local Revenue</b>	<b>680,120</b>	
<b>Total Subsidy Revenue</b>	<b>24,929,389</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>24,929,389</b>	
<b>Total Revenue</b>	<b>48,566,692</b>	
<b>Total Expenses</b>	<b>48,566,692</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	2,228,634	40100-40990
Advertising Revenue	-	41010-41020
Contract Services Revenue	-	41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>2,228,634</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	45110
FTA 5307/5309 - Preventative Maintenance	3,600,000	45125
FTA - JARC	-	45170
FTA 5311 - Rural	-	45190
FTA 5311(f) - Rural	-	45195
<b>Total Federal Revenue</b>	<b>3,600,000</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	2,286,816	46110
TDA - Article 4.5 (ADA)	3,696,972	46120
TDA - Article 8.0	-	46130
<b>Total TDA Revenue</b>	<b>5,983,788</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	47110
TransNet - Access ADA	676,943	47130
TransNet - SuperLoop	-	47140
<b>Total TransNet Revenue</b>	<b>676,943</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	1,000,000	46340
<b>Total Other State Revenue</b>	<b>1,000,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	-	48110
SANDAG - 4S Ranch	-	48115
City of San Diego	181,102	48120
Other Local	129,442	48140
<b>Total Other Local Revenue</b>	<b>310,544</b>	
<b>Total Subsidy Revenue</b>	<b>11,571,275</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>11,571,275</b>	
<b>Total Revenue</b>	<b>13,799,908</b>	
<b>Total Expenses</b>	<b>13,799,908</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	16,419,888	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>16,419,888</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	13,986,092	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>13,986,092</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>13,986,092</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>13,986,092</b>	
<b>Total Revenue</b>	<b>30,405,980</b>	
<b>Total Expenses</b>	<b>30,405,980</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 (802 - JARC Otay)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	435,221	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>435,221</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC	394,192	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>394,192</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	394,192	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>394,192</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>788,384</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>788,384</b>	
<b>Total Revenue</b>	<b>1,223,605</b>	
<b>Total Expenses</b>	<b>1,223,605</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
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SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
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FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (803 - JARC Mid-City)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	162,762	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>162,762</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance		45125
FTA - JARC	121,859	45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>121,859</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	121,859	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>121,859</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>243,718</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>243,718</b>	
<b>Total Revenue</b>	<b>406,480</b>	
<b>Total Expenses</b>	<b>406,480</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	4,557,283	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>4,557,283</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	5,483,025	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>5,483,025</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>5,483,025</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>5,483,025</b>	
<b>Total Revenue</b>	<b>10,040,308</b>	
<b>Total Expenses</b>	<b>10,040,308</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>Contracted Bus Operations (830 - Commuter Express)</b>		
<b>Operating Revenue</b>		
Passenger Revenue	1,040,844	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>1,040,844</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	214,747	46130
<b>Total TDA Revenue</b>	<b>214,747</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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	500,000	48110
SANDAG - 4S Ranch	180,120	48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	<b>680,120</b>	
<b>Total Subsidy Revenue</b>	<b>894,867</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>894,867</b>	
<b>Total Revenue</b>	<b>1,935,712</b>	
<b>Total Expenses</b>	<b>1,935,712</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**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (835 - Central)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	934,645	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>934,645</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	2,757,860	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>2,757,860</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>2,757,860</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>2,757,860</b>	
<b>Total Revenue</b>	<b>3,692,505</b>	
<b>Total Expenses</b>	<b>3,692,505</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	178,755	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	178,755	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	178,755	
<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>	178,755	
<b>Total Revenue</b>	178,755	
<b>Total Expenses</b>	178,755	
<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 (880 - Rural)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	86,659	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>86,659</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	200,000	45190
FTA 5311(f) - Rural	127,670	45195
<b>Total Federal Revenue</b>	<b>327,670</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	269,018	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>269,018</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>596,688</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>596,688</b>	
<b>Total Revenue</b>	<b>683,347</b>	
<b>Total Expenses</b>	<b>683,346</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	2,140,315	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>2,140,315</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		45110
FTA 5307/5309 - Preventative Maintenance	3,600,000	45125
FTA - JARC		45170
FTA 5311 - Rural		45190
FTA 5311(f) - Rural		45195
<b>Total Federal Revenue</b>	<b>3,600,000</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	1,950,724	46110
TDA - Article 4.5 (ADA)	3,696,972	46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>5,647,696</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA	676,943	47130
TransNet - SuperLoop		47140
<b>Total TransNet Revenue</b>	<b>676,943</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		46220
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	1,000,000	46340
<b>Total Other State Revenue</b>	<b>1,000,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		48110
SANDAG - 4S Ranch		48115
City of San Diego	181,102	48120
Other Local		48140
<b>Total Other Local Revenue</b>	<b>181,102</b>	
<b>Total Subsidy Revenue</b>	<b>11,105,741</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>11,105,741</b>	
<b>Total Revenue</b>	<b>13,246,055</b>	
<b>Total Expenses</b>	<b>13,246,055</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 (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	206,650	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	206,650	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	206,650	
<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>	206,650	
<b>Total Revenue</b>	206,650	
<b>Total Expenses</b>	206,650	
<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	88,319	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>88,319</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	129,442	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>129,442</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local	129,442	48140
<b>Total Other Local Revenue</b>	<b>129,442</b>	
<b>Total Subsidy Revenue</b>	<b>258,884</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>258,884</b>	
<b>Total Revenue</b>	<b>347,203</b>	
<b>Total Expenses</b>	<b>347,203</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	3,755,118	40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	-	41600-42990
<b>Total Operating Revenue</b>	<b>3,755,118</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	3,588,788	46110
TDA - Article 4.5 (ADA)		46120
TDA - Article 8.0		46130
<b>Total TDA Revenue</b>	<b>3,588,788</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>3,588,788</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>3,588,788</b>	
<b>Total Revenue</b>	<b>7,343,906</b>	
<b>Total Expenses</b>	<b>7,343,905</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	152,011	46130
<b>Total TDA Revenue</b>	152,011	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	152,011	
<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>	152,011	
<b>Total Revenue</b>	152,011	
<b>Total Expenses</b>	152,011	
<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>	344,180	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		47110
TransNet - Access ADA		47130
TransNet - SuperLoop		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		48140
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	344,180	
<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>	344,180	
<b>Total Revenue</b>	344,180	
<b>Total Expenses</b>	344,180	
<b>Net of Revenues over Expense</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	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>-</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	-	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
SANDAG - 4S Ranch	-	48115
City of San Diego	-	48120
Other Local	-	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	142,174	
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>142,174</b>	
<b>Total Non Operating Revenue</b>	<b>142,174</b>	
<b>Total Revenue</b>	<b>1,007,174</b>	
<b>Total Expenses</b>	<b>1,007,174</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>Taxicab Administration</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		40100-40990
Advertising Revenue		41010-41020
Contract Services Revenue		41510-41590
Other Income	750,000	41600-42990
<b>Total Operating Revenue</b>	<b>750,000</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		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		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	122,184	
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>122,184</b>	
<b>Total Non Operating Revenue</b>	<b>122,184</b>	
<b>Total Revenue</b>	<b>872,184</b>	
<b>Total Expenses</b>	<b>872,184</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>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	115,000	41600-42990
<b>Total Operating Revenue</b>	<b>115,000</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		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
SANDAG - 4S Ranch		48115
City of San Diego		48120
Other Local		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	19,990	
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>19,990</b>	
<b>Total Non Operating Revenue</b>	<b>19,990</b>	
<b>Total Revenue</b>	<b>134,990</b>	
<b>Total Expenses</b>	<b>134,990</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FIVE YEAR FINANCIAL PROJECTIONS  
FISCAL YEAR 2010  
SECTION 10.01

	APPROVED BUDGET FY09	AMENDED BUDGET FY09	PROPOSED BUDGET FY10	PROJECTED FY11	PROJECTED FY12	PROJECTED FY13	PROJECTED FY14
TOTAL OPERATING REVENUES	88,416,995	95,222,332	100,703,594	103,004,000	105,402,000	107,881,000	110,443,000
RECURRING SUBSIDY FUNDING	133,506,516	122,533,615	114,926,149	115,711,200	117,329,200	119,737,200	123,043,200
TOTAL RECURRING REVENUES	221,923,511	217,755,947	215,629,743	218,715,200	222,731,200	227,618,200	233,486,200
BASE COMBINED OPERATOR TRANSP. SERVICES	204,469,691	199,623,166	191,450,178	195,279,000	201,137,000	207,171,000	213,386,000
ADMINISTRATIVE EXPENSES	16,641,404	15,520,439	25,132,618	25,635,000	26,404,000	27,196,000	28,012,000
OTHER ACTIVITIES	972,541	922,830	938,928	958,000	987,000	1,017,000	1,048,000
TOTAL RECURRING OPERATING EXPENSES	222,083,637	216,066,436	217,521,724	221,872,000	228,528,000	235,384,000	242,446,000
ANNUAL RECURRING EXCESS (DEFICIT) OF REVENUE OVER EXPENSES	(160,125)	1,689,511	(1,891,981)	(3,156,800)	(5,796,800)	(7,765,800)	(8,959,800)
NON RECURRING REVENUES	160,126	60,243	1,891,981	160,000	160,000	160,000	160,000
NET DEBT SERVICE/LEASE REVENUE/(EXPENSE)	-	-	-	-	-	-	-
ANNUAL EXCESS (DEFICIT) OF REVENUES OVER EXPENSES	1	1,749,754	0	(2,996,800)	(5,636,800)	(7,605,800)	(8,799,800)



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2010  
SECTION 10.02**

	<b>BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>BUDGET FY10</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	24,555,295	26,587,229	27,229,225	641,996	2.4%
RAIL OPERATIONS	31,711,015	33,260,749	36,829,934	3,569,184	10.7%
CONTRACTED SERVICES - FIXED ROUTE	18,784,300	21,641,602	23,637,303	1,995,701	9.2%
CONTRACTED SERVICES - PARATRANSIT	1,924,400	1,769,948	2,228,634	458,686	25.9%
CHULA VISTA TRANSIT	2,721,071	4,006,542	3,755,118	(251,425)	-6.3%
<b>TOTAL PASSENGER REVENUES</b>	<b>79,696,081</b>	<b>87,266,071</b>	<b>93,680,214</b>	<b>6,414,143</b>	<b>7.4%</b>
<b>PASSENGERS</b>					
BUS OPERATIONS	28,351,676	29,708,784	28,003,992	(1,704,792)	-5.7%
RAIL OPERATIONS	39,967,569	36,830,658	37,195,944	365,286	1.0%
CONTRACTED SERVICES - FIXED ROUTE	21,545,328	21,391,389	22,753,541	1,362,152	6.4%
CONTRACTED SERVICES - PARATRANSIT	631,376	564,384	564,384	-	0.0%
CHULA VISTA TRANSIT	3,600,755	3,773,018	3,703,126	(69,893)	-1.9%
<b>TOTAL PASSENGERS</b>	<b>94,096,704</b>	<b>92,268,233</b>	<b>92,220,986</b>	<b>(47,246)</b>	<b>-0.1%</b>
<b>AVERAGE FARE</b>					
BUS OPERATIONS	0.866	0.895	0.972	0.077	8.6%
RAIL OPERATIONS	0.793	0.903	0.990	0.087	9.6%
CONTRACTED SERVICES - FIXED ROUTE	0.872	1.012	1.039	0.027	2.7%
CONTRACTED SERVICES - PARATRANSIT	3.048	3.136	3.949	0.813	25.9%
CHULA VISTA TRANSIT	0.756	1.062	1.014	(0.048)	-4.5%
<b>TOTAL AVERAGE FARE</b>	<b>0.847</b>	<b>0.946</b>	<b>1.016</b>	<b>0.070</b>	<b>7.4%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2010  
SECTION 10.02**

	<b>BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>BUDGET FY10</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>REVENUE MILES</b>					
BUS OPERATIONS	9,234,689	9,244,668	8,797,321	(447,347)	-4.8%
RAIL OPERATIONS	8,038,944	8,092,000	8,172,920	80,920	1.0%
CONTRACTED SERVICES - FIXED ROUTE	8,764,861	8,856,658	8,672,530	(184,128)	-2.1%
CONTRACTED SERVICES - PARATRANSIT	3,281,059	3,483,850	3,636,328	152,478	4.4%
CHULA VISTA TRANSIT	1,248,224	1,242,309	1,182,194	(60,116)	-4.8%
CORONADO FERRY				-	-
<b>TOTAL REVENUE MILES</b>	<b>30,567,777</b>	<b>30,919,486</b>	<b>30,461,293</b>	<b>(458,193)</b>	<b>-1.5%</b>
<b>TOTAL MILES</b>					
BUS OPERATIONS	10,719,599	10,723,815	10,204,892	(518,923)	-4.8%
RAIL OPERATIONS	8,164,726	8,195,664	8,277,621	81,957	1.0%
CONTRACTED SERVICES - FIXED ROUTE	10,503,032	10,748,105	10,549,429	(198,676)	-1.8%
CONTRACTED SERVICES - PARATRANSIT	4,213,384	4,595,328	4,845,399	250,070	5.4%
CHULA VISTA TRANSIT	1,447,940	1,441,079	1,371,345	(69,734)	-4.8%
<b>TOTAL MILES</b>	<b>35,048,681</b>	<b>35,703,991</b>	<b>35,248,685</b>	<b>(455,306)</b>	<b>-1.3%</b>
<b>REVENUE HOURS</b>					
BUS OPERATIONS	856,656	845,355	813,623	(31,732)	-3.8%
RAIL OPERATIONS	472,835	436,777	441,145	4,368	1.0%
CONTRACTED SERVICES - FIXED ROUTE	784,897	795,484	790,963	(4,520)	-0.6%
CONTRACTED SERVICES - PARATRANSIT	193,889	203,631	215,160	11,529	5.7%
CHULA VISTA TRANSIT	117,209	117,880	113,681	(4,199)	-3.6%
<b>TOTAL REVENUE HOURS</b>	<b>2,425,486</b>	<b>2,399,126</b>	<b>2,374,572</b>	<b>(24,554)</b>	<b>-1.0%</b>
<b>TOTAL HOURS</b>					
BUS OPERATIONS	908,086	896,076	862,441	(33,635)	-3.8%
RAIL OPERATIONS	482,268	443,266	447,698	4,432	1.0%
CONTRACTED SERVICES - FIXED ROUTE	839,361	860,523	857,007	(3,516)	-0.4%
CONTRACTED SERVICES - PARATRANSIT	249,152	262,863	277,698	14,835	5.6%
CHULA VISTA TRANSIT	124,241	124,953	120,502	(4,451)	-3.6%
<b>TOTAL HOURS</b>	<b>2,603,108</b>	<b>2,587,681</b>	<b>2,565,346</b>	<b>(22,335)</b>	<b>-0.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**STATISTICAL SUMMARY**  
**FISCAL YEAR 2010**  
**SECTION 10.02**

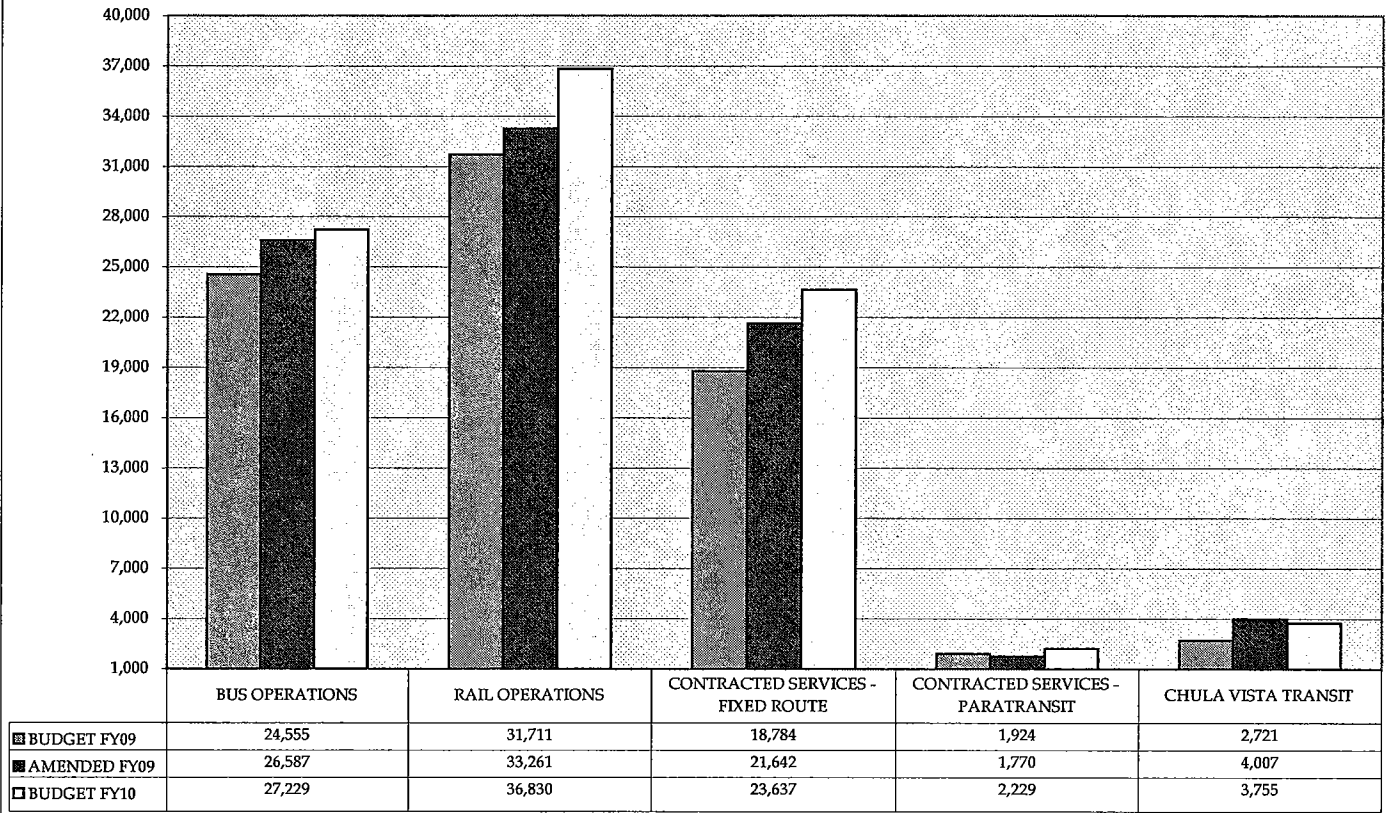
	<b>BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>BUDGET FY10</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING COSTS *</b>					
BUS OPERATIONS	83,353,521	81,333,644	81,286,997	(46,646)	-0.1%
RAIL OPERATIONS	58,298,787	57,269,140	59,454,723	2,185,583	3.8%
CONTRACTED SERVICES - FIXED ROUTE	50,819,321	49,420,008	48,566,692	(853,316)	-1.7%
CONTRACTED SERVICES - PARATRANSIT	13,224,897	12,827,649	13,799,908	972,259	7.6%
CHULA VISTA TRANSIT	7,549,602	7,460,431	7,343,905	(116,526)	-1.6%
CORONADO FERRY	147,584	147,584	152,011	4,428	3.0%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
<b>TOTAL OPERATING COSTS</b>	<b>213,737,892</b>	<b>208,802,636</b>	<b>210,948,417</b>	<b>2,145,781</b>	<b>1.0%</b>
<b>TOTAL PASSENGERS / REVENUE HOUR</b>					
BUS OPERATIONS	33.1	35.1	34.4	(0.7)	-2.1%
RAIL OPERATIONS	84.5	84.3	84.3	(0.0)	0.0%
CONTRACTED SERVICES - FIXED ROUTE	27.4	26.9	28.8	1.9	7.0%
CONTRACTED SERVICES - PARATRANSIT	3.3	2.8	2.6	(0.1)	-5.4%
CHULA VISTA TRANSIT	30.7	32.0	32.6	0.6	1.8%
<b>TOTAL PASSENGERS / REVENUE HOUR</b>	<b>38.8</b>	<b>38.5</b>	<b>38.8</b>	<b>0.4</b>	<b>1.0%</b>
<b>TOTAL FAREBOX RECOVERY</b>					
BUS OPERATIONS	29.5%	32.7%	33.6%	0.01	2.5%
RAIL OPERATIONS	54.6%	58.2%	62.2%	0.04	6.8%
CONTRACTED SERVICES - FIXED ROUTE	37.1%	43.9%	48.8%	0.05	11.1%
CONTRACTED SERVICES - PARATRANSIT	14.6%	13.8%	16.2%	0.02	17.0%
CHULA VISTA TRANSIT	36.0%	53.7%	51.1%	(0.03)	-4.8%
<b>TOTAL FAREBOX RECOVERY</b>	<b>37.4%</b>	<b>41.9%</b>	<b>44.5%</b>	<b>0.03</b>	<b>6.3%</b>

\* Includes the administrative overhead allocation of expenses.

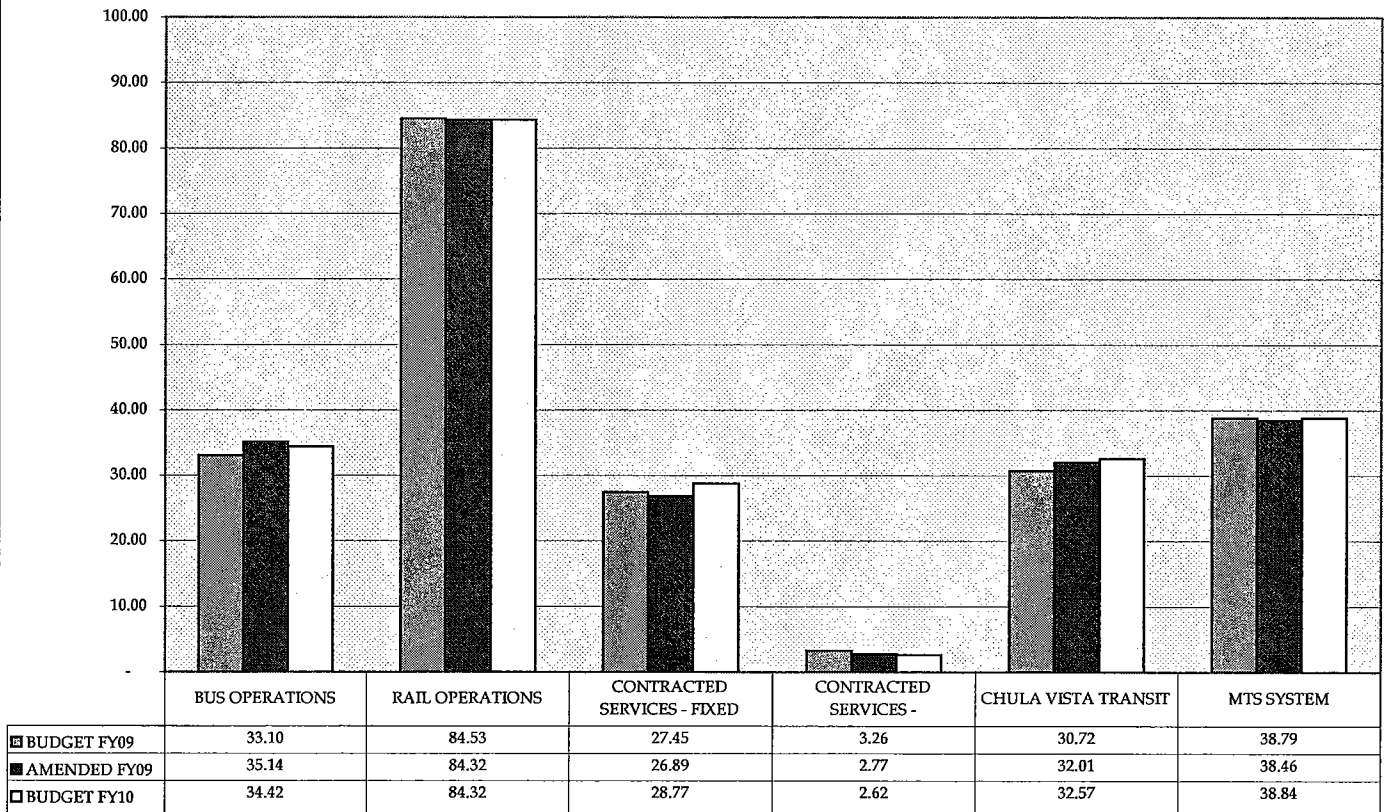
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**STATISTICAL SUMMARY**  
**FISCAL YEAR 2010**  
**SECTION 10.02**

	<b>BUDGET FY09</b>	<b>AMENDED BUDGET FY09</b>	<b>BUDGET FY10</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING SUBSIDY</b>					
BUS OPERATIONS	58,760,226	56,458,168	52,218,618	(4,239,549)	-7.5%
RAIL OPERATIONS	25,975,772	23,324,391	22,104,389	(1,220,002)	-5.2%
CONTRACTED SERVICES - FIXED ROUTE	32,035,021	27,778,407	24,929,389	(2,849,018)	-10.3%
CONTRACTED SERVICES - PARATRANSIT	11,300,497	10,864,483	11,441,832	577,349	5.3%
CHULA VISTA TRANSIT	4,828,532	3,453,889	3,588,788	134,899	3.9%
CORONADO FERRY	147,584	147,584	152,011	4,427	3.0%
ADMINISTRATIVE PASS THROUGH	344,180	344,180	344,180	-	0.0%
<b>TOTAL OPERATING SUBSIDY</b>	<b>133,391,811</b>	<b>122,371,101</b>	<b>114,779,208</b>	<b>(7,591,893)</b>	<b>-6.2%</b>
<b>TOTAL SUBSIDY / PASSENGER</b>					
BUS OPERATIONS	2.07	1.90	1.86	(0.04)	-1.9%
RAIL OPERATIONS	0.65	0.63	0.59	(0.04)	-6.2%
CONTRACTED SERVICES - FIXED ROUTE	1.49	1.30	1.10	(0.20)	-15.6%
CONTRACTED SERVICES - PARATRANSIT	17.90	19.25	20.27	1.02	5.3%
CHULA VISTA TRANSIT	1.34	0.92	0.97	0.05	5.9%
CORONADO FERRY	-	-	-	-	n/a
ADMINISTRATIVE PASS THROUGH	-	-	-	-	n/a
<b>TOTAL SUBSIDY / PASSENGER</b>	<b>1.42</b>	<b>1.33</b>	<b>1.24</b>	<b>(0.08)</b>	<b>-6.2%</b>

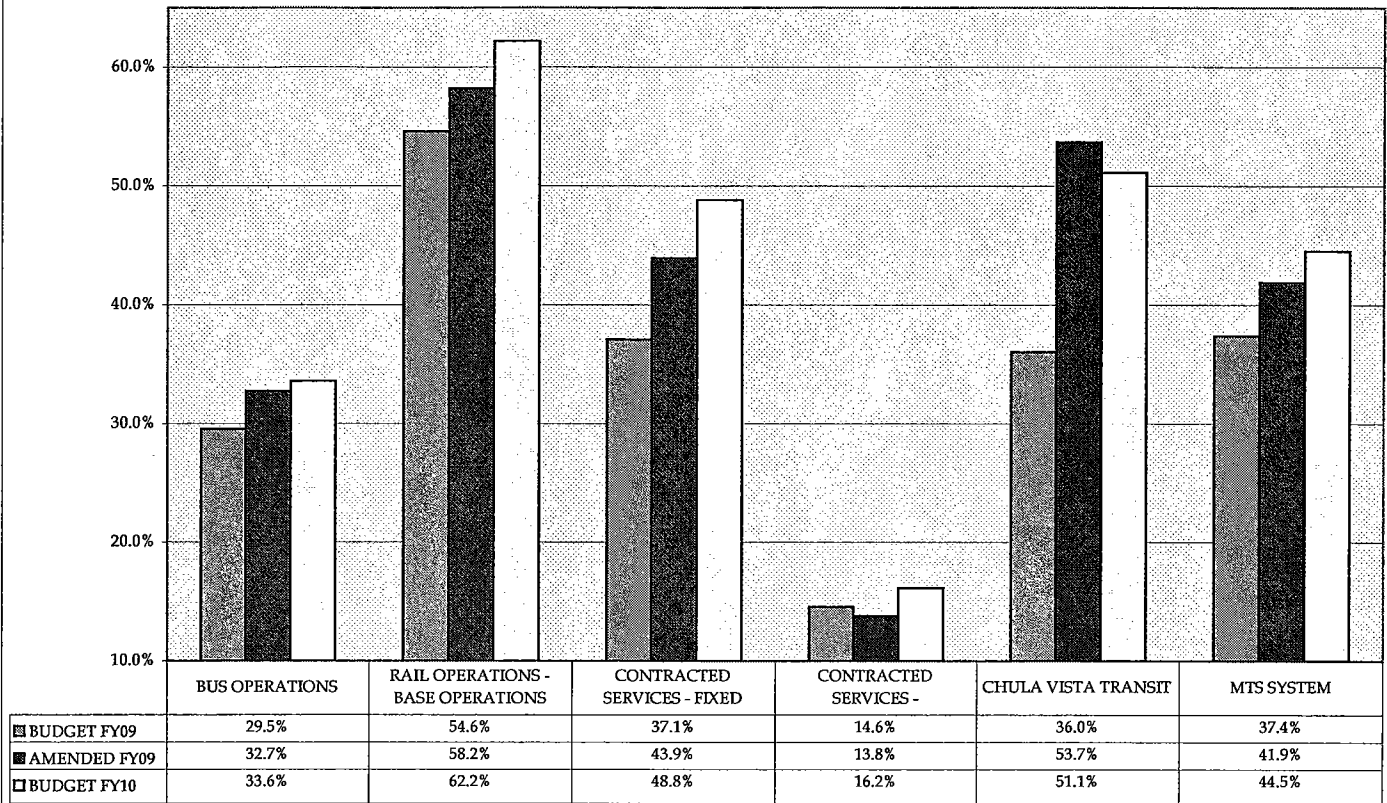
Passenger Revenue (in 000's)



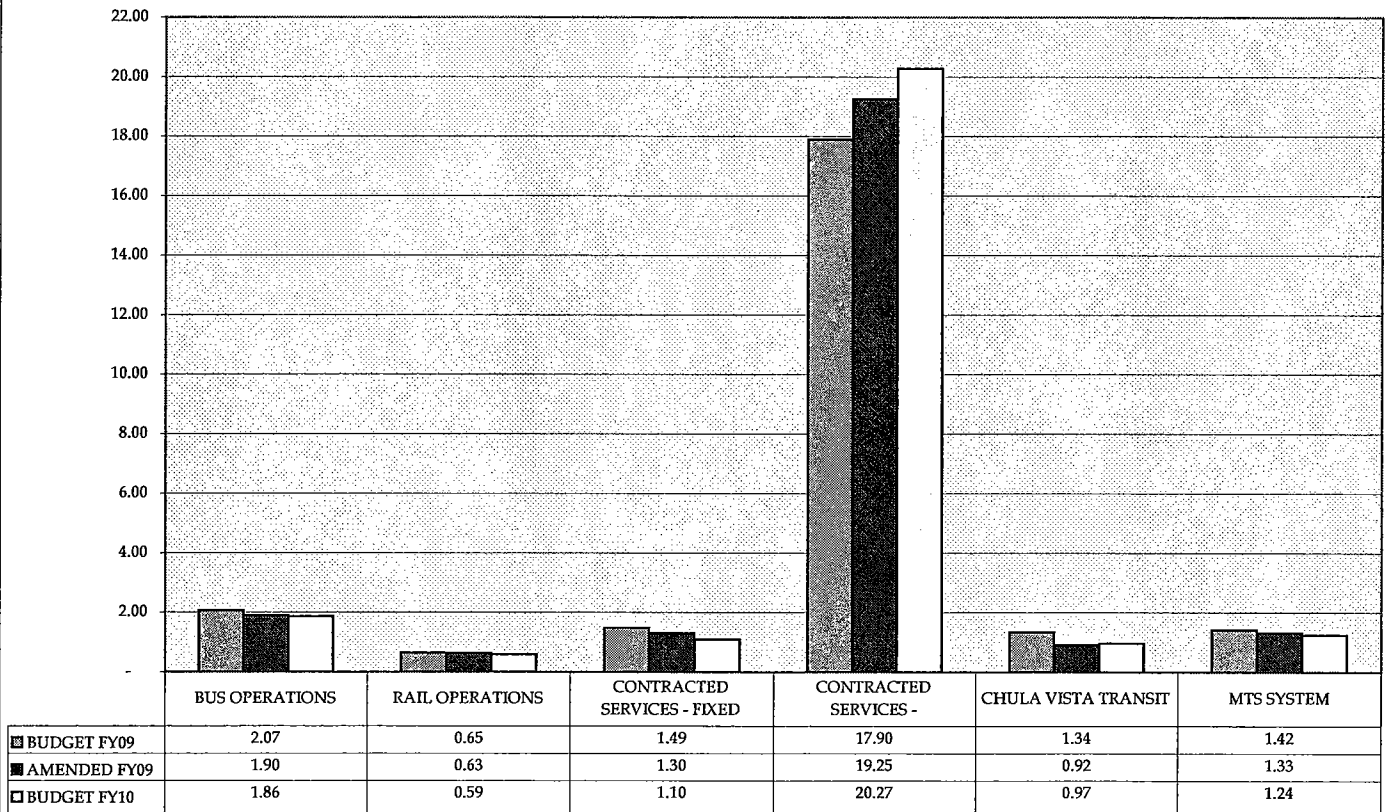
Passengers Per Revenue Hour



### Farebox Recovery Ratio



### Operating Subsidy Per Passenger



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 09-17

Resolution Approving the Fiscal Year 2010 Budget

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

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

1. That the Budget for fiscal year (FY) 2010, on file with the Clerk of the Board, is hereby adopted (including MTS, San Diego Transit Corporation [SDTC], San Diego Trolley, Inc. [SDTI], Chula Vista Transit, and Coronado Ferry); and

2. That the Chief Executive Officer is authorized to transfer appropriate amounts up to \$100,000 between object accounts, so long as the total amount authorized to be spent for an object account by the FY 10 Budget is not exceeded by more than \$100,000, the total amount authorized to be spent by the FY 10 Budget is not exceeded, and all such transfers are reported to the Board of Directors in the monthly Budget Monitoring Report; and

3. That the Chief Executive Officer is authorized to approve expenditures up to a maximum of \$100,000; and

4. That the check-signing authority on behalf of the Board shall be governed by MTS Policy No. 41, Signature Authority; and

5. That the annual lease and debt service payments are included in the FY 2010 Budget as set forth in Section 7.01; and

6. That the MTS Budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the MTS Board of Directors; and

7. That any budget variances will be reported to the MTS Board of Directors; and

8. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and

9. That the position schedules of MTS, SDTC and SDTI as contained in the FY 10 budget are approved; and

PASSED AND ADOPTED, by the Board this \_\_\_\_\_ day of \_\_\_\_\_ 2009, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

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Chairman  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

---

Office of the General Counsel  
San Diego Metropolitan Transit System





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

## Agenda

Item No. 30

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

FIN 300

May 28, 2009

**SUBJECT:**

MTS: CREDIT AGREEMENT

**RECOMMENDATION:**

That the Board of Directors approve Resolution No. 09-11 (in substantially the same form as Attachment A) authorizing the Chief Executive Officer (CEO) to execute a credit agreement with Bank of America (in substantially the same form as Attachment B) for up to \$10 million and any other ancillary documents necessary to complete the transaction.

Budget Impact

None at this time.

**DISCUSSION:**

MTS receives various forms of funding at different times of the year. Federal funding for preventative maintenance is always at least 12 to 18 months in arrears. MTS's expenses, for the most part, occur evenly throughout the year except for debt service, which occurs in December and June.



MTS experiences a timing difference between the receipt of its various funding sources and payment for normal expenses, which creates a need for financing to support MTS's cash flow. Historically, this has been achieved in three ways:

1. Reliance on MTS Cash Reserves – The MTS contingency reserve at June 30, 2008, was \$29.9 million. These funds allow MTS to respond to unanticipated emergencies as well as providing options when MTS has reductions in subsidies.
2. Utilizing Funding Received in Advance for Capital Projects - Depending upon the source, MTS can receive funds for capital projects before payments are due for those projects. These are typically state funds, since federal funds are distributed in arrears. The funds are put in very safe low-yield, short-term investments. MTS maintains a related liability on the financial statements for these amounts. As the capital project progresses, cash and related liabilities are reduced.
3. Short-Term Borrowing - This is classic working capital financing. Historically, MTS has utilized short-term borrowing with Revenue Anticipation Notes (RANs). Additionally, MTS could issue Bond Anticipation Notes (BANs). Done properly, RANs and BANs are at attractive tax exempt rates. There are five issues with these types of notes:
  - a. Issuance costs are high. Current estimates are for \$300,000.
  - b. There is less flexibility in only having the exact amount needed for a drawdown.
  - c. The Internal Revenue Service (IRS) looks very closely at agencies issuing these tax exempt notes. The IRS is trying to make sure that agencies using the tax-exempt feature are not benefiting improperly by applying it to high-yield investments and making an arbitrage gain. Requests for information from the IRS related to prior MTS RANs issued have involved hundreds of hours of MTS staff time.
  - d. Typically, these are issued in much larger amounts. In today's California market, a \$70 million issue is considered small. At \$10 million, it is more difficult to attract investor interest.
  - e. Issuing RANs or BANs is similar to a bond offering with all of the legal, disclosure, and exposure issues.

In order to address cash flow balancing needs, staff is requesting Board approval for a line of credit agreement with Bank of America. The rate is tied to a London Interbank Offered Rate (LIBOR) index. The agreement would price this at 62.347% of LIBOR (with a floor of .75%) plus 130 basis points. This currently calculates to 1.8%. This rate is only slightly above RANs or BANs (currently 1.5%). The advantages of the credit line are lower fees at \$30,000, maximum flexibility in drawdowns, and a reduced probability of issues with the IRS. The savings on fees exceeds the slight differential on the rate. Attachment C compares the costs of the credit line and that of RANs or BANs. Staff estimates average outstanding balances to be in the \$2 million to \$5 million range. At the \$2 million level, the credit line would cost \$207,000 less. At the \$5 million level, the credit line would cost \$217,500 less.

This proposed agreement with Bank of America is for a \$10 million line of credit. This level was chosen by staff based upon the highest likely level of borrowing weighed against the cost of the unused commitment fee.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, [tom.lynch@sdmts.com](mailto:tom.lynch@sdmts.com)

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Attachments: A. Resolution No. 09-11  
B. Credit Agreement  
C. Financing Alternatives

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 09-11

A Resolution Approving the Chief Executive Officer to Execute a Credit Agreement

WHEREAS, MTS staff has reached an agreement with Bank of America on a credit agreement;  
and

WHEREAS, the agreement has been approved by the MTS Board of Directors; NOW,  
THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by a vote of two-thirds or more of  
all of the members of the San Diego Metropolitan Transit System Board of Directors, hereinafter  
"Board," as follows:

That the Chief Executive Officer is authorized to execute an agreement with Bank of America for  
up to \$10 million.

PASSED AND ADOPTED, by the Board of Directors this \_\_\_\_ day of 2009, by the following  
votes:

AYES:

NAYS:

ABSENT:

ABSTAINING:

\_\_\_\_\_  
Chairman  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

\_\_\_\_\_  
Clerk of the Board  
San Diego Metropolitan Transit System

\_\_\_\_\_  
Office of the General Counsel  
San Diego Metropolitan Transit System

## CREDIT AGREEMENT

This Credit Agreement dated as of May \_\_, 2009 (the "Agreement"), is between Bank of America, N.A. (the "Bank") and the San Diego Metropolitan Transit System, a public agency created pursuant to Division 11 of the Public Utilities Code of the State of California (the "Borrower").

### 1. LINE OF CREDIT; AMOUNT AND TERMS

#### 1.1 Line of Credit.

(a) During the availability period described below, the Bank will provide a line of credit (the "Line of Credit") to the Borrower. The amount of the Line of Credit ("Commitment") is up to an aggregate Ten Million Dollars (\$10,000,000.00) comprised of a tax-exempt commitment of up to Ten Million Dollars (\$10,000,000.00) (the "Tax-Exempt Commitment") and a taxable commitment of up to Ten Million Dollars (\$10,000,000.00) (the "Taxable Commitment").

(b) This is a revolving Line of Credit for the purpose of financing the Borrower's cash flow needs pursuant to California Government Code Section 53850 et seq. During the availability period, Borrower may repay and reborrow principal amounts repaid; provided, that the outstanding principal amount may not exceed the amount of the Commitment at any time.

(c) Each advance of the Commitment (each an "Advance") shall be subject to all of the conditions set forth in Section 6. Advances of the Tax-Exempt Commitment are referred to as "Tax-Exempt Advances," and Advances of the Taxable Commitment are referred to as "Taxable Advances."

#### 1.2 Availability Period.

(a) Initial Expiration Date. The Line of Credit is available (the "Availability Period") between the date of this Agreement and May 1, 2010 or such earlier date as the availability may terminate as provided in this Agreement or such later date if the Line of Credit is extended pursuant to Section 1.2(b) (the "Expiration Date").

(b) Extensions. On or before January 5, 2010 but no earlier than December 1, 2009, the Borrower may request a one-year extension of the Availability Period and the Expiration Date. If the Expiration Date is extended to May 1, 2011 pursuant to this Section 1.2(b), Borrower may request a second one-year extension no later than January 5, 2011 but no earlier than December 1, 2010. Each such request must be in writing and must be accompanied by the following:

- (i) Monthly cash flow projections for the Borrower for the proposed extension period;
- (ii) Proposed budget covering the extension period; and
- (iii) Most recently available audited annual financial statements.

Within sixty (60) days following the Bank's receipt of the foregoing and any other documents and information requested by the Bank, the Bank shall send written notice to Borrower of its election to extend or not to extend the Expiration Date; provided, that if the Bank fails to send such notice, the Bank shall be deemed to have denied the requested extension.

Any extension is subject to, but not limited to, the conditions that:

- (A) No default or Event of Default has occurred and is continuing under this Agreement;
- (B) No material adverse change has occurred with respect to the Borrower;
- (C) No litigation or governmental action that purports to materially and adversely affect the Borrower or to affect any transaction contemplated by this Agreement or the ability of Borrower to perform its obligations under this Agreement shall have occurred and be continuing; and
- (D) Borrower shall have delivered to Lender on or before the effective date of such amendment an opinion of bond counsel to the effect that such extension will not adversely affect the tax-exempt status of the Tax-Exempt Portions and an updated Tax Certificate (as defined in Section 6.2) in form and substance acceptable to bond counsel.

### 1.3 Interest Rates.

(a) Unless the Borrower elects an optional interest rate as described below, the interest rate is a rate per year during the Availability Period equal to (i) for Tax-Exempt Portions, 62.347% of the BBA LIBOR Daily Floating Rate plus 1.30%, subject to a BBA LIBOR Daily Floating Rate floor rate of 0.75% and (ii) for Taxable Portions, the BBA LIBOR Daily Floating Rate plus 1.50%, subject to a BBA LIBOR Daily Floating Rate floor rate of 0.75%.

(b) The BBA LIBOR Daily Floating Rate is a fluctuating rate of interest equal to the rate per annum equal to the British Bankers Association LIBOR Rate ("BBA LIBOR"), as published by Reuters (or other commercially available source providing quotations of BBA LIBOR as selected by the Bank from time to time) as determined for each banking day at approximately 11:00 a.m. London time two (2) London Banking Days prior to the date in question, for U.S. Dollar deposits (for delivery on the first day of such interest period) with a one month term, as adjusted from time to time in the Bank's sole discretion for reserve requirements, deposit insurance assessment rates and other regulatory costs. If such rate is not available at such time for any reason, then the rate for that interest period will be determined by such alternate method as reasonably selected by the Bank. A "London Banking Day" is a day on which banks in London are open for business and dealing in offshore dollars. "BBA LIBOR Daily Floating Rate" is a fluctuating rate of interest which can change on each banking day.

(c) In no event shall the interest rate exceed the maximum rate permitted by law, which is currently 12% per annum.

1.4 Optional Interest Rates. Instead of the interest rate based on the BBA LIBOR Daily Floating Rate, the Borrower may elect the optional interest rates listed below during interest periods agreed to by the Bank and the Borrower. The optional interest rates shall be subject to the terms and conditions described later in this Agreement. Any principal amount bearing interest at an optional rate under this Agreement is referred to as a "Portion." The following optional interest rates are available:

(a) For Tax-Exempt Portions, 62.347% of the BBA LIBOR Rate plus 1.30%, subject to a BBA LIBOR floor rate of 0.75%, during interest periods elected by Borrower pursuant to Section 2.2 below; and

(b) For Taxable Portions, the BBA LIBOR Rate plus 1.50%, subject to a BBA LIBOR floor rate of 0.75%, during the interest periods elected by Borrower pursuant to Section 2.2 below.

1.5 Repayment Terms.

(a) Interest Payments. The Borrower will pay interest on July 1, 2009 and quarterly thereafter; provided, that with respect to Portions, the Borrower will pay interest on the final day of the interest period for each Portion with an interest period of less than 90 days, and if the interest period applicable to any Portion is 90 days or more, the Borrower shall pay interest quarterly and on the final day of the applicable interest period. In all cases, interest shall be paid on all outstanding amounts until payment in full of any principal outstanding under the Line of Credit.

(b) Annual Clean Up. The Borrower shall pay down the Line of Credit and maintain an outstanding balance of \$0.00 for at least thirty (30) consecutive days during the period commencing November 1st of each year and ending January 31<sup>st</sup> of the next following year.

(c) Maturity. The Borrower will repay in full all principal and any unpaid interest or other charges that have been drawn down during each Availability Period and remain outstanding under the Line of Credit no later than the Expiration Date then in effect ("Maturity Date"). Any interest period for an optional interest rate (as described below) shall expire no later than the Expiration Date.

(d) Source of Payments. All payments made on or prior to the initial Expiration Date shall be made from Pledged Revenues as defined in Section 4.2 hereof. To the extent not paid from Pledged Revenues, the Line of Credit and interest thereon shall be paid from any other moneys of the Borrower lawfully available therefor.

2. OPTIONAL INTEREST RATES

2.1 Optional Rates. Each optional interest rate is a rate per year. Interest will be paid quarterly as provided in Section 1.5. At the end of any interest period, the Borrower shall be deemed to have elected for the Portion a new interest rate based on the same optional interest rate program for a one-week period, unless the Borrower provides different instructions to Lender. No Portion will be converted to a different interest rate during the applicable interest period. No more than five (5) Portions may be outstanding at any time during the term of the Line of Credit. Upon the occurrence of an event of default under this Agreement, the Bank may terminate the availability of optional interest rates for interest periods commencing after the

default occurs.

2.2 BBA LIBOR Rate. The election of BBA LIBOR Rates shall be subject to the following terms and requirements:

(a) The interest period during which the BBA LIBOR Rate will be in effect will be two weeks, or one, two, three or six months. The first day of the interest period must be a day other than a Saturday or a Sunday on which the Bank is open for business in New York and London and dealing in offshore dollars (a "LIBOR Banking Day"). The last day of the interest period and the actual number of days during the interest period will be determined by the Bank using the practices of the London inter-bank market.

(b) Each BBA LIBOR Rate Portion will be for an amount not less than Five Hundred Thousand Dollars (\$500,000).

(c) The "BBA LIBOR Rate" means the interest rate determined by the following formula, rounded upward to the nearest 1/100 of one percent. (All amounts in the calculation will be determined by the Bank as of the first day of the interest period.)

$$\text{BBA LIBOR Rate} = \frac{\text{BBA London Inter-Bank Offered Rate}}{(1.00 - \text{Reserve Percentage})}$$

Where,

(i) "BBA London Inter-Bank Offered Rate" means the per annum interest rate equal to the British Bankers Association LIBOR Rate ("BBA LIBOR"), as published by Reuters (or other commercially available source providing quotations of BBA LIBOR as selected by the Bank from time to time) at approximately 11:00 a.m. London time two (2) London Banking Days before the commencement of the interest period. A "London Banking Day" is a day on which the Bank's London Banking Center is open for business and dealing in offshore dollars.

(ii) "Reserve Percentage" means the total of the maximum reserve percentages for determining the reserves to be maintained by member banks of the Federal Reserve System for Eurocurrency Liabilities, as defined in Federal Reserve Board Regulation D, rounded upward to the nearest 1/100 of one percent. The percentage will be expressed as a decimal, and will include, but not be limited to, marginal, emergency, supplemental, special, and other reserve percentages.

(d) The Borrower shall irrevocably request a BBA LIBOR Rate Portion no later than 12:00 noon Los Angeles time on the LIBOR Banking Day preceding the day on which the BBA London Inter-Bank Offered Rate will be set, as specified above. For example, if there are no intervening holidays or weekend days in any of the relevant locations, the request must be made at least three days before the BBA LIBOR Rate takes effect.

(e) Each prepayment of a BBA LIBOR Rate Portion, whether voluntary, by reason of acceleration or otherwise, will be accompanied by the amount of accrued interest on the amount prepaid and the breakage cost as described below, if applicable.



A "prepayment" is a payment of an amount on a date earlier than the scheduled payment date for such amount as required by this Agreement.

(f) The breakage cost shall be equal to the amount (if any) by which:

(i) The additional interest which would have been payable during the interest period on the amount prepaid had it not been prepaid, exceeds

(ii) The interest which would have been recoverable by the Bank by placing the amount prepaid on deposit in the domestic certificate of deposit market, the eurodollar deposit market, or other appropriate money market selected by the Bank and communicated to the Borrower, for a period starting on the date on which it was prepaid and ending on the last day of the interest period for such Portion (or the scheduled payment date for the amount prepaid, if earlier).

(g) The Bank will have no obligation to accept an election for a BBA LIBOR Rate Portion if any of the following described events has occurred and is continuing:

(i) Dollar deposits in the principal amount, and for periods equal to the interest period, of a BBA LIBOR Rate Portion are not available in the London inter-bank market; or

(ii) The BBA LIBOR Rate does not accurately reflect the cost of a BBA LIBOR Rate Portion.

### 3. FEES AND EXPENSES

#### 3.1 Fees.

(a) Loan Fee. The Borrower agrees to pay a loan fee of [Fifteen Thousand] Dollars (\$[15,000]) on the date on which the conditions set forth in Section 6 have been satisfied (the "Closing Date"), which fee shall be deemed earned by the Bank and shall be nonrefundable.

(b) Unused Commitment Fee. During the availability period described in Section 1.2, the Borrower shall pay an annual fee on any difference between the amount of the Commitment and the aggregate amount of credit it actually uses, determined by the average of the daily amount of credit outstanding during the specified period, calculated at .65% per annum. Such fee shall be payable quarterly in arrears commencing on July 1, 2009 with the final payment due on the Expiration Date, as such date may be extended.

(c) Waiver Fee. If the Bank, at its discretion, agrees to waive or amend any terms of this Agreement, the Borrower will, at the Bank's option, pay the Bank a fee for each waiver or amendment in an amount advised by the Bank at the time the Borrower requests the waiver or amendment in accordance with the Bank's standard charges in effect at such time. The Bank's current charge for amendments is at least \$2500. Nothing in this paragraph shall imply that the Bank is obligated to agree to any waiver or

amendment requested by the Borrower. The Bank may impose additional requirements as a condition to any waiver or amendment.

(d) Late Fee. To the extent permitted by law, the Borrower agrees to pay a late fee in an amount not to exceed four percent (4%) of any payment that is more than five (5) days late upon receipt of written notice given by the Bank. The imposition and payment of such additional interest shall not constitute a waiver of the Bank's rights with respect to the default.

3.2 Ongoing Expenses. The Borrower agrees to reimburse the Bank for all reasonable out-of-pocket costs, charges and expenses (including reasonable attorneys' fees) arising in connection with the administration of this Agreement and enforcement of, preservation of rights in connection with a workout, restructuring or default under the Agreement or any amendment or waiver with respect to this Agreement.

3.3 Reimbursement of Closing Costs. The Borrower agrees to reimburse the Bank for all reasonable expenses it incurs in the preparation and closing of this Agreement and any agreement or instrument required by this Agreement, which the Bank estimates to range between \$6,000 and \$8,000. Expenses include, but are not limited to, reasonable attorneys' fees, including any allocated costs of the Bank's in-house counsel, and any stamp and other taxes and fees payable or determined to be payable in connection with the execution and delivery of this Agreement and any other documents or instruments required by this Agreement.

#### 4. SECURITY FOR THE LINE OF CREDIT

4.1 Pledge of Revenues. The Borrower hereby pledges and grants a security interest in and to all of the Pledged Revenues and all proceeds thereof. This pledge immediately attaches to the Pledged Revenues and is effective, binding, and enforceable against the Borrower, its successors, creditors, and all others asserting rights therein, to the extent set forth, and in accordance with, the terms and conditions of this Agreement, irrespective of whether those persons have notice of the pledge and without the need for any physical delivery, recordation, filing or further act.

The Borrower shall allocate Pledged Revenues FIRST to the payment of the principal and interest with respect to the Line of Credit and, only after all principal and interest then due with respect to the Line of Credit have been paid, then to the payment of administrative expenses and other obligations of the Borrower. The pledge and allocation of Pledged Revenues hereunder is for the exclusive benefit of the Bank and shall be irrevocable until all principal, interest and other sums owed by the Borrower to the Bank hereunder have been paid in full.

4.2 Pledged Revenues. For purposes of this Agreement, the terms "Pledged Revenues" means, with respect to each Advance, (a) all Federal Transit Administration Section 5307 formula grant funds ("FTA Funds"), (b) all Transit Development Act funds, and (c) all Unrestricted Moneys (as defined below) of the Borrower, in each case to the extent received during or attributable to the Borrower's fiscal year during which such Advance was made.

4.3 Unrestricted Moneys. For purposes of this Agreement, the term "Unrestricted Moneys" means taxes, income, revenue, cash receipts and other moneys of the Borrower for deposit to the General Fund and Special Revenue Fund of Borrower and which may lawfully be pledged for the payment of the Line of Credit and interest thereon and which are not otherwise so

pledged, including, but not limited to, the FTA Funds and the other federal and State governmental subsidies that are available to the Borrower as long as such funds are not restricted in application.

5. DISBURSEMENTS, PAYMENTS AND COSTS

5.1 Disbursements and Payments.

(a) Each payment by the Borrower will be made at the Bank's banking center (or other location) selected by the Bank from time to time; and will be made in immediately available funds, or such other type of funds selected by the Bank.

(b) Each request for an Advance shall be made in writing in the form of the requisition attached hereto as Exhibit "A" (an "Advance Request") signed by an individual identified in a certificate delivered to the Bank specifying the authorized representatives of the Borrower (each an "Authorized Representative"). Each disbursement by the Bank and each payment by the Borrower will be evidenced by records kept by the Bank. In addition, the Bank may, if required by any statute or regulation applicable to all national banks or a class of all national banks, require the Borrower to sign one or more promissory notes with terms consistent with this Agreement. The form of promissory note is attached hereto as Exhibit "C".

5.2 Telephone and Telefax Authorization.

(a) The Bank may honor telephone or telefax instructions for advances or repayments or for the designation of BBA LIBOR-based interest rates given, or purported to be given, by an Authorized Representative or any other individual designated by an Authorized Representative. Each request shall be confirmed in writing and shall confirm the information for the Advance required by Section 5.2(b).

(b) Any request for an advance, including the initial advance under this Agreement, received by Noon on a banking day will be funded by the Bank by 11:00 a.m. on (i) the third banking day thereafter if such advance will bear interest at the LIBOR Rate or (ii) on the next succeeding banking day if such advance will bear interest at the BBA LIBOR Daily Interest Rate. Each Advance Request and each instruction regarding the rollover of BBA LIBOR Rate Portions must include the Borrower's election of the interest rate to apply to such Advance or BBA LIBOR Rate Portion, but if no election is made, the Advance or BBA LIBOR Rate Portion will bear interest at a rate based on the BBA LIBOR Daily Interest Rate until another interest rate election is made by the Borrower. If the Borrower selects an interest rate based on the BBA LIBOR Rate, the request for advance must be made no later than the date the Borrower must make its interest rate election under Section 2.2(d).

(c) Advances will be deposited in the account designated to the Bank by the Borrower in writing.

(d) The Borrower will indemnify and hold the Bank harmless from all liability, loss, and costs in connection with any act resulting from telephone or telefax instructions the Bank reasonably believes are made by any individual authorized by the Borrower to give such instructions. This paragraph will survive this Agreement's termination, and will benefit the Bank and its officers, employees, and agents.

5.3 Banking Days. Unless otherwise provided in this Agreement, a banking day is a day other than a Saturday, Sunday or other day on which commercial banks are authorized to close, or are in fact closed, in the state where the Bank's lending office is located, and, if such day relates to amounts bearing interest at an offshore rate (if any), means any such day on which dealings in dollar deposits are conducted among banks in the offshore dollar interbank market. All payments and disbursements which would be due on a day which is not a banking day will be due on the next banking day. All payments received on a day which is not a banking day will be applied to the credit on the next banking day.

5.4 Taxes.

(a) Taxes. Any and all payment to the Bank by the Borrower hereunder shall be made free and clear of and without deduction for any and all taxes, levies, imposts, deductions, charges, withholdings or liabilities imposed thereon, excluding, however, taxes imposed thereon, excluding, however, taxes imposed on or measured by the net income or capital of the Bank by any jurisdiction or any political subdivision or taxing authority thereof or therein solely as a result of a connection between the Bank and such jurisdiction or political subdivision (all such non-excluded taxes, levies, imposts, deductions, charges, withholdings and liabilities being hereinafter referred to as "Taxes"). If the Borrower shall be required by law to withhold or deduct any Taxes imposed by the United States or any political subdivision thereof from or in respect of any sum payable hereunder to the Bank, (i) the sum payable shall be increased as may be necessary so that after making all required deductions (including deductions applicable to additional sums payable under this Section 5.4), the Bank receives an amount equal to the sum it would have received had no such deductions been made, (ii) the Borrower shall make such deductions and (iii) the Borrower shall pay the full amount deducted to the relevant taxation authority or other authority in accordance with applicable law. If the Borrower shall make any payment under this Section 5.4 to or for the benefit of the Bank with respect to Taxes and if the Bank shall claim any credit or deduction for such Taxes against any other taxes payable by the Bank to any taxing jurisdiction in the United States, then the Bank shall pay to the Borrower an amount equal to the amount by which such other taxes are actually reduced; provided that the aggregate amount payable by the Bank pursuant to this sentence shall not exceed the aggregate amount previously paid by the Borrower with respect to such Taxes. In addition, the Borrower agrees to pay any present or future stamp, recording or documentary taxes and any other excise or property taxes, charges or similar levies that arise under the laws of the United States of America or the State of New York from any payment made hereunder or from the execution or delivery or otherwise with respect to this Agreement (hereinafter referred to as "Other Taxes"). The Bank shall provide to the Borrower within a reasonable time a copy of any written notification it receives with respect to Other Taxes owing by the Borrower to the Bank hereunder provided that the Bank's failure to send such notice shall not relieve the Borrower of its obligation to pay such amounts hereunder.

(b) Indemnity. The Borrower shall, to the fullest extent permitted by law, indemnify the Bank for the full amount of Taxes and Other Taxes including any Taxes or Other Taxes imposed by any jurisdiction on amounts payable under this Section 5.4 paid by the Bank or any liability (including penalties, interest and expenses) arising therefrom or with respect thereto, whether or not such Taxes or Other Taxes were correctly or legally asserted; provided that the Borrower shall not be obligated to indemnify the Bank

for any penalties, interest or expenses relating to Taxes or Other Taxes arising from the Bank's gross negligence or willful misconduct. The Bank agrees to give notice to the Borrower of the assertion of any claim against the Bank relating to such Taxes or Other Taxes as promptly as is practicable after being notified of such assertion; provided that the Bank's failure to notify the Borrower promptly of such assertion shall not relieve the Borrower of its obligation under this Section 5.4. Payments by the Borrower pursuant to this indemnification shall be made within thirty (30) days from the date the Bank makes written demand thereof. The Bank agrees to repay to the Borrower any refund (including that portion of any interest that was included as part of such refund) with respect to Taxes or Other Taxes paid by the Borrower pursuant to this Section 5.4 received by the Bank for Taxes or Other Taxes that were paid by the Borrower pursuant to this Section 5.4 and to contest, with the cooperation and at the expense of the Borrower, any such Taxes or Other Taxes which the Bank or the Borrower reasonably believes not to have been properly assessed.

(c) Notice. Within thirty (30) days after the date of any payment of Taxes by the Borrower, the Borrower shall furnish to the Bank, the original or a certified copy of a receipt evidencing payment thereof.

(d) Survival of Obligations. The obligations of the Borrower under this Section 5.4 shall survive the termination of this Agreement.

#### 5.5 Additional Costs

(a) If the Bank shall have determined that the adoption or implementation of, or any change in, any law, rule, treaty or regulation, or any policy, guideline or directive of, or any change in the interpretation or administration thereof by any court, central bank or other administrative or governmental authority (in each case, whether or not having the force of law), or compliance by the Bank with any request or directive of any such court, central bank or other administrative or governmental authority (whether or not having the force of law), shall (A) change the basis of taxation of payments to the Bank of any amounts payable hereunder (except for taxes on the overall net income of the Bank), (B) impose, modify or deem applicable any reserve, special deposit or similar requirement against making or maintaining its obligations under this Agreement or assets held by, or deposit with or for the account of, the Bank or (C) impose on the Bank any other condition regarding this Agreement, and the result of any event referred to in clause (A), (B) or (C) above shall be to increase the cost to the Bank of making or maintaining its obligations hereunder, or to reduce the amount of any sum received or receivable by the Bank hereunder, then, the Borrower shall pay to the Bank, at such time and in such amount as is set forth in paragraph (c) of this Section 5.5, such additional amount or amounts as will compensate the Bank for such increased costs or reductions in amount.

(b) If the Bank shall have determined that the adoption or implementation of, or any change in, any law, rule or regulation, or any policy, guideline or directive of, or any change in the interpretation or administration thereof, by, any court, central bank or other administrative or governmental authority, or compliance by the Bank with any directive of or guidance from any central bank or other authority (in each case, whether or not having the force of law), shall impose, modify or deem applicable any capital adequacy or similar requirement (including, without limitation, a request or requirement that affects the manner in which the Bank allocates capital resources to its

commitments, including its obligations under lines of credit) that either (A) affects or would affect the amount of capital to be maintained by the Bank or (B) reduces or would reduce the rate of return on the Bank's capital to a level below that which the Bank could have achieved but for such circumstances (taking into consideration the Bank's policies with respect to capital adequacy) then, the Borrower shall pay to the Bank, at such time and in such amount as is set forth in paragraph (c) of this Section, such additional amount or amounts as will compensate the Bank for such cost of maintaining such increased capital or such reduction the rate of return on the Bank's capital.

(c) All payments of amounts referred to in paragraphs (a) and (b) of this Section shall be due thirty (30) days following the Borrower's receipt of notice thereof and shall be payable, in full, on the next succeeding quarterly payment date that the fee described in Section 3.1(a) is due and payable. Interest on the sums due as described in paragraphs (a) and (b) of this Section, and in the preceding sentence, shall begin to accrue from the date when the payments were first due and shall otherwise be payable in accordance with Section 1.5 hereof; provided, that from and after the required date of payment, interest shall begin to accrue on such obligations at a rate per annum equal to the Default Rate until such delinquent payments have been paid in full. A certificate as to such increased cost, increased capital or reduction in return incurred by the Bank as a result of any event mentioned in paragraphs (a) or (b) of this Section setting forth, in reasonable detail, the basis for calculation and the amount of such calculation shall be submitted by the Bank to the Borrower and shall be conclusive (absent manifest error) as to the amount thereof. In making the determinations contemplated by the above referenced certificate, the Bank may make such reasonable estimates, assumptions, allocations and the like that the Bank in good faith determines to be appropriate. Notwithstanding anything contained in paragraphs (a) or (b) of this Section, above, the Borrower shall have no liability to the Bank for any increased costs, increased capital or reduction in return to the extent incurred by the Bank more than sixty (60) days prior to the date the above-described certificate is given to the Borrower.

5.6 Interest Calculation. Except as otherwise stated in this Agreement, all interest and fees, if any, will be computed on the basis of a 360-day year and the actual number of days elapsed. This calculation results in more interest or a higher fee than if a 365-day year is used. Installments of principal which are not paid when due under this Agreement shall continue to bear interest until paid.

5.7 Default Rate.

(a) Borrower Defaults. Upon the occurrence of any default under this Agreement, principal amounts outstanding under this Agreement will at the option of the Bank bear interest at a rate which is 3.0 percentage point(s) higher than the rate of interest otherwise provided under this Agreement, not to exceed 12% or the maximum rate permitted by law.

(b) The Bank's election to apply the default rates as provided in this Section 5.7 will not constitute a waiver of any default.

6. CONDITIONS

The Bank must receive the following items, in form and content acceptable to the Bank, before it is required to extend any credit to the Borrower under this Agreement:

6.1 Authorizations. Evidence that the execution, delivery and performance by the Borrower of this Agreement and any instrument or agreement required under this Agreement has been duly authorized by a resolution of the Board of Directors of the Borrower, certified as of the execution date by the Clerk of the Board.

6.2 Documents. Fully executed and, where required, acknowledged copies of this Agreement, the Tax Certificate dated the date hereof executed by Borrower (the "Tax Certificate") and any other documents and instruments reasonably required by the Bank.

6.3 Legal Opinions. A written opinion from bond counsel, Kutak Rock, LLP, covering such matters as the Bank may require, including without limitation an opinion that: the Borrower is authorized under California law to enter into this Agreement; the transactions contemplated by this Agreement have been properly authorized; this Agreement and the other agreements entered into by Borrower in connection with this Agreement are legal, valid and binding obligations of the Borrower, enforceable in accordance with their terms; the pledge of Pledged Revenues constitutes a valid pledge under California law; and interest on the Tax-Exempt Portions is tax-exempt under Federal and State law. The form and substance of the opinion must be acceptable to the Bank and its counsel.

6.4 Review of Financial Statements. Borrower's audited financial statements for the past three fiscal years and pro forma financial statement through the Expiration Date.

6.5 Payment of Fees. Payment of the Loan Fee required by Section 3.1(a) and all accrued and unpaid expenses incurred by the Bank as required by Section 3.3 entitled "Reimbursement of Closing Costs."

6.6 Authority; Incumbency; No Default. A certificate of an authorized representative of the Borrower dated the execution date certifying as to the authority, incumbency and specimen signatures of the representative of the Borrower authorized to sign this Agreement and any other documents to be delivered by it hereunder and who will be authorized to represent the Borrower in connection with this Agreement, upon which the Bank may rely until it receives a new such certificate and certifying that as of the Closing Date no default or Event of Default has occurred under this Agreement and no material adverse change has occurred with respect to the Borrower.

6.7 Governmental Approvals. Except for state "blue sky" laws, true and correct copies of any and all governmental approvals necessary for the Borrower to enter into this Agreement and such approvals necessary at the Closing Date for the transactions contemplated thereby and hereby, or if no governmental approvals are required, a certificate of an Authorized Representative of the Borrower to the effect that no such approvals are necessary.

7. REPRESENTATIONS AND WARRANTIES

When the Borrower signs this Agreement, and until the Bank is repaid in full, the Borrower makes the following representations and warranties. Each request for an Advance constitutes a renewal of these representations and warranties as of the date of the request:

7.1 Legal Status. Borrower is a public agency created pursuant to Division 11 of the Public Utilities Code of the State of California (the "Law") and has all requisite power and authority to carry on its business as now conducted.

7.2 Authorization. This Agreement, and any instrument or agreement required hereunder, are within the Borrower's powers, have been duly authorized, and do not conflict with any of its organizational papers.

7.3 Business Operations. The Borrower has all powers and all governmental licenses, authorizations, consents and approvals required to carry on its business as now conducted.

7.4 Approvals. No further approval, authorization, consent, order, notice to or filing or registration with any governmental authority or any public board or body (other than in connection or in compliance with the provisions of the securities or "blue sky" laws of any jurisdiction which were not required on or prior to the Closing Date) is legally required with respect to the Borrower's obligations under this Agreement.

7.5 Disclosure of Information. The statements and information provided to the Bank in connection with this Agreement or contained in any disclosure issued in connection with the issuance of any bonds or other obligations issued by the Borrower which relate to the Borrower are true, correct and complete in all material respects and as to such statements, do not omit any statement or information necessary to make the statements and information therein, in the light of the circumstances under which they were made, not misleading in any material respect.

7.6 Enforceable Agreement. Subject to fraudulent conveyance, moratorium and other laws relating to or affecting creditors' rights, to the application of equitable principles, to the exercise of judicial discretion in appropriate cases and to limitations on legal remedies against public agencies in the State of California, this Agreement is a legal, valid and binding agreement of the Borrower, enforceable against the Borrower in accordance with its terms, and any instrument or agreement required hereunder, when executed and delivered, will be similarly legal, valid, binding and enforceable.

7.7 No Conflicts. This Agreement does not conflict with any law, agreement, or obligation by which the Borrower is bound.

7.8 Financial Information. All financial and other information that has been or will be supplied to the Bank is sufficiently complete to give the Bank accurate knowledge of the Borrower's financial condition, including all material contingent liabilities. Since the date of the most recent financial statement provided to the Bank, there has been no material adverse change in the business condition (financial or otherwise), operations, properties or prospects of the Borrower.

7.9 Lawsuits; Initiatives. There is no lawsuit, tax claim or other dispute pending or threatened against the Borrower which has not been previously disclosed in Borrower's Comprehensive Annual Financial Report (CAFR) which, if lost, would impair the Borrower's



financial condition or ability to repay the Line of Credit or the ability of Borrower to pledge the Pledged Revenues to the Bank, except as have been disclosed in writing to the Bank. There is no initiative or proposition pending or threatened that would impair Borrower's ability to enter into this Agreement or to pledge the Pledged Revenues to the Bank.

7.10 Other Obligations. The Borrower is not in default on any obligation for borrowed money, any purchase money obligation or any other material lease, commitment, contract, instrument or obligation, except as have been disclosed in writing to the Bank.

7.11 No Event of Default. There is no event which is, or with notice or lapse of time or both would be, a default under this Agreement.

7.12 Location of Borrower. The Borrower's place of business (or, if the Borrower has more than one place of business, its chief executive office) is located at the address listed under the Borrower's signature on this Agreement.

7.13 Changes in Law. To the best of the Borrower's knowledge, there is not pending any change of law, which, if enacted or adopted, could have a material adverse effect on the Borrower's ability to perform its obligations under this Agreement.

7.14 Immunity from Jurisdiction. Borrower is not entitled under California law to claim immunity on sovereign or other similar grounds with respect to itself in relation to this Agreement or its revenues or assets (irrespective of their use or intended use) in relation to this Agreement from (i) suit, (ii) jurisdiction of any court, or (iii) relief by way of injunction, order for specific performance or order for recovery of property; provided, that no representation is made with respect to the waiver of immunity under the XI Amendment of the United States Constitution; and provided further, that any claim made hereunder shall be made in accordance with and pursuant to the procedures provided by the laws of the State of California.

## 8. COVENANTS

The Borrower agrees, so long as credit is available under this Agreement and until the Bank is repaid in full:

8.1 Use of Proceeds. To use the proceeds of the Line of Credit only for the purposes permitted by Section 1.1.

### 8.2 Financial Information.

(a) Financial Statements. To provide the following financial information and statements in form and content acceptable to the Bank, and such additional information as requested by the Bank from time to time:

(i) Within 210 days after the Borrower's fiscal year end, commencing with the fiscal year ended June 30, 2009, the Borrower's annual financial statements, certified and dated by an authorized financial officer of the Borrower. These financial statements must be audited (with an unqualified opinion) by a Certified Public Accountant reasonably acceptable to the Bank.

(ii) Within 45 days after the end of each fiscal quarter, commencing with the quarter ended March 31, 2009, the Borrower's quarterly financial statements, certified and dated by an authorized financial officer of the Borrower.

(iii) The Borrower shall, promptly upon its approval and within 45 days of the final adoption of the annual budget of the Borrower, deliver to the Bank a copy of such budget and promptly after the adoption thereof, copies of any and all amendments and supplements to the budget.

(iv) Promptly, upon sending or receipt, copies of any management letters and correspondence relating to management letters, sent or received by the Borrower to or from the Borrower's Certified Public Accountant.

(v) Within the period provided in (i) above, a compliance certificate of the Borrower in the form attached hereto as Exhibit "B" signed by an authorized financial officer of the Borrower setting forth whether there existed as of the date of such financial statements and whether there exists as of the date of the certificate, any default under this Agreement and, if any such default exists, specifying the nature thereof and the action the Borrower is taking and proposes to take with respect thereto.

(vi) The Borrower shall provide such additional information as shall be reasonably requested by the Bank within 30 days after the Bank's request for such information.

(b) Official Statements. Any official statement or similar disclosure document circulated by the Borrower in connection with the offering of any bonds, notes or other evidence of indebtedness of, or issued on behalf of, the Borrower.

(c) Notice of Litigation. The Borrower shall give prompt notice in writing to the Bank of any litigation, administrative proceeding or business development which may materially adversely affect its business, properties or affairs or the ability of the Borrower to perform its obligations as set forth hereunder or under this Agreement, and shall in all events give prompt notice of any such litigation or proceeding involving an uninsured claim in excess of \$3,000,000.

(d) Other Information. Such other information regarding the business, affairs and condition of the Borrower as the Bank may from time to time reasonably request.

8.3 Books and Records. To maintain adequate books and records.

8.4 Inspection Rights. The Borrower shall, at any reasonable time and from time to time, upon reasonable notice, permit the Bank or any agents or representatives thereof, at the Bank's expense, to examine and make copies of the records and books of account related to the transactions contemplated by this Agreement, to visit its properties and to discuss its affairs, finances and accounts with any of its officers and independent accountants. The Borrower will not unreasonably withhold its authorization for its independent accountants to discuss its affairs, finances and accounts with the Bank.

8.5 Compliance with Laws. To comply with the laws, regulations and orders of any government body with authority over the Borrower's business or activities.

8.6 Maintenance of Approvals, Etc. The Borrower shall at all times maintain in effect, renew and comply with all the terms and conditions of all approvals and authorizations as may be necessary or appropriate under any applicable law or regulation for its execution, delivery and performance of this Agreement.

8.7 Cooperation. To take any action reasonably requested by the Bank to carry out the intent of this Agreement.

8.8 Payment of Obligations. The Borrower will pay and discharge all of its obligations and liabilities when due.

8.9 Additional Debt; Against Encumbrances. Without the prior written consent of the Bank, the Borrower shall not incur any additional direct or contingent liabilities or obligations in excess of \$1,000,000 in aggregate (other than the obligations of the Borrower to the Bank under this Agreement). The Borrower covenants and agrees that it will not issue any other obligations payable, as to either principal or interest, from the Pledged Revenue, including without limitation, any revenue anticipation notes that would be secured by the Pledged Revenues; provided, however, that nothing in this Agreement shall prevent the Borrower from issuing and selling pursuant to law bonds or other obligations payable from and having a lien on a parity basis with the Line of Credit on the Pledged Revenues if (a) such bonds or other obligations are issued and are sufficient for the purpose of refunding the entire outstanding balance of the Line of Credit and the proceeds of such bonds or other obligations are used to pay the entire outstanding balance of the Line of Credit or (b) the Line of Credit and all other sums owed to the Bank are paid in full with any other source of legally available funds, and in either case, the Commitment is terminated upon such repayment. The remarketing of the San Diego Metropolitan Transit Development Board, Taxable Pension Obligation Bonds, 2004 Series B (Variable Rate Demand Bonds) in the principal amount of \$38,800,000 shall not be considered additional debt under this Section 8.9.

8.10 Payments of Taxes and Other Charges. The Borrower will pay and discharge, or cause to be paid and discharged, all taxes, service charges, assessments and other governmental charges which may hereafter be lawfully imposed upon the Borrower or the properties then owned by the Borrower, or upon the revenues therefrom, when the same shall become due. Nothing contained in this Agreement shall require the Borrower to make any such payment so long as the Borrower in good faith shall contest the validity of said taxes, assessments or charges.

## 9. DEFAULT

If any of the following events occurs, the Bank may do one or more of the following: declare the Borrower in default, stop making any Advances available to the Borrower, and require the Borrower to repay its entire debt immediately and without prior notice. If an event of default occurs under the paragraph entitled "Bankruptcy," below, with respect to the Borrower, then the entire debt outstanding under this Agreement will automatically be due immediately.

9.1 Failure to Pay. Any principal or interest owed to the Bank under this Agreement shall not be paid when due and shall remain unpaid for five (5) banking days after written notice of such failure has been given to the Borrower, or the Borrower fails to pay any amount owing under Section 3.1 within fifteen (15) days after the date when due.

9.2 False Information. Any representation or warranty made by or on behalf of the Borrower under this Agreement or in any certificate or statement delivered hereunder shall be incorrect or untrue in any material respect when made or deemed to have been made.

9.3 Bankruptcy. The Borrower files a bankruptcy petition, a bankruptcy petition is filed against the Borrower or the Borrower makes a general assignment for the benefit of creditors. The default will be deemed cured if any bankruptcy petition filed against the Borrower is dismissed within a period of 60 days after the filing; provided, however, that the Bank will not be obligated to extend any additional credit to the Borrower during that period; and provided further that such cure opportunity will be terminated upon the entry of an order for relief in any bankruptcy case arising from such a petition.

9.4 Receivers. A receiver or similar official is appointed for a substantial portion of the Borrower's business, or the business is terminated.

9.5 Judgments. Any judgments or arbitration awards are entered against the Borrower, or the Borrower enters into any settlement agreements with respect to any litigation or arbitration, in an aggregate amount of One Million Dollars (\$1,000,000) or more and any such judgment or award shall not have been satisfied, stayed or bonded pending appeal within a period of sixty (60) days from the date it was first so rendered.

9.6 Material Adverse Change. A material adverse change occurs in Borrower's financial condition, properties or prospects, or ability to repay the Line of Credit.

9.7 Cross-default. Any default occurs under any agreement in connection with any other credit which Borrower has obtained from Bank, or which an affiliate of Borrower has obtained from Bank, or which Borrower or an affiliate of Borrower has obtained from anyone else, or which Borrower has guaranteed.

9.8 Lien Priority. The Bank fails to have an enforceable first lien (except for any prior liens to which the Bank has consented in writing) on or security interest in any property given as security for this Agreement (or any guaranty).

9.9 Other Breach under Agreement. The Borrower fails to meet the conditions of, or fails to perform any obligation under, any term of this Agreement not specifically referred to in this Article. This includes any failure or anticipated failure by the Borrower to comply with any financial covenants set forth in this Agreement, whether such failure is evidenced by financial statements delivered to the Bank or is otherwise known to the Borrower. If, in the Bank's opinion, the breach is capable of being remedied, the breach will not be considered an event of default under this Agreement for a period of thirty (30) days after the date on which the Bank gives written notice of the breach to the Borrower; provided, however, that the Bank will not be obligated to extend any additional credit to the Borrower during that period.

## 10. ENFORCING THIS AGREEMENT; MISCELLANEOUS

10.1 GAAP. Except as otherwise stated in this Agreement, all financial information provided to the Bank and all financial covenants will be made under generally accepted accounting principles, consistently applied.

10.2 Successors and Assigns. This Agreement is binding on the Borrower's and the Bank's successors and assignees. The Borrower agrees that it may not assign this Agreement

without the Bank's prior consent. The Bank may sell participations in or assign this loan, and may exchange financial information about the Borrower with actual or potential participants or assignees.

10.3 Arbitration and Waiver of Jury Trial.

(a) This paragraph concerns the resolution of any controversies or claims between the Borrower and the Bank, whether arising in contract, tort or by statute, including but not limited to controversies or claims that arise out of or relate to: (i) this Agreement (including any renewals, extensions or modifications); or (ii) any document related to this Agreement (collectively a "Claim").

(b) At the request of the Borrower or the Bank, any Claim shall be resolved by binding arbitration in accordance with the California Code of Civil Procedure (CCP Section 1280 et seq.) (the "Code").

(c) Arbitration proceedings will be determined in accordance with the Code, the applicable rules and procedures for the arbitration of disputes of JAMS or any successor thereof ("JAMS"), and the terms of this paragraph. In the event of any inconsistency, the terms of this paragraph shall control.

(d) The arbitration shall be administered by JAMS and conducted in any U.S. state where real or tangible personal property collateral for this credit is located or if there is no such collateral, in California. All Claims shall be determined by one arbitrator; however, if Claims exceed Five Million Dollars (\$5,000,000), upon the request of any party, the Claims shall be decided by three arbitrators. All arbitration hearings shall commence within ninety (90) days of the demand for arbitration and close within ninety (90) days of commencement and the award of the arbitrator(s) shall be issued within thirty (30) days of the close of the hearing. However, the arbitrator(s), upon a showing of good cause, may extend the commencement of the hearing for up to an additional sixty (60) days. The arbitrator(s) shall provide a concise written statement of reasons for the award. The arbitration award may be submitted to any court having jurisdiction to be confirmed and enforced.

(e) The arbitrator(s) will have the authority to decide whether any Claim is barred by the statute of limitations and, if so, to dismiss the arbitration on that basis. For purposes of the application of the statute of limitations, the service on JAMS under applicable JAMS rules of a notice of Claim is the equivalent of the filing of a lawsuit. Any dispute concerning this arbitration provision or whether a Claim is arbitrable shall be determined by the arbitrator(s). The arbitrator(s) shall have the power to award legal fees pursuant to the terms of this Agreement.

(f) This paragraph does not limit the right of the Borrower or the Bank to: (i) exercise self-help remedies, such as but not limited to, setoff; (ii) initiate judicial or nonjudicial foreclosure against any real or personal property collateral; (iii) exercise any judicial or power of sale rights, or (iv) act in a court of law to obtain an interim remedy, such as but not limited to, injunctive relief, writ of possession or appointment of a receiver, or additional or supplementary remedies.

(g) The procedure described above will not apply if the Claim, at the time of the proposed submission to arbitration, arises from or relates to an obligation to the

Bank secured by real property. In this case, both the Borrower and the Bank must consent to submission of the Claim to arbitration. If both parties do not consent to arbitration, the Claim will be resolved as follows: The Borrower and the Bank will designate a referee (or a panel of referees) selected under the auspices of JAMS in the same manner as arbitrators are selected in JAMS administered proceedings. The designated referee(s) will be appointed by a court as provided in California Code of Civil Procedure Section 638 and the following related sections. The referee (or the presiding referee of the panel) will be an active attorney or a retired judge. The award that results from the decision of the referee(s) will be entered as a judgment in the court that appointed the referee, in accordance with the provisions of California Code of Civil Procedure Sections 644 and 645.

(h) The filing of a court action is not intended to constitute a waiver of the right of the Borrower or the Bank, including the suing party, thereafter to require submittal of the Claim to arbitration.

(i) By agreeing to binding arbitration, the parties irrevocably and voluntarily waive any right they may have to a trial by jury in respect of any Claim to the extent permitted by California law. Furthermore, without intending in any way to limit this agreement to arbitrate, to the extent any Claim is not arbitrated, the parties irrevocably and voluntarily waive any right they may have to a trial by jury in respect of such Claim to the extent permitted by California law. This provision is a material inducement for the parties entering into this Agreement.

10.4 Severability; Waivers. If any part of this Agreement is not enforceable, the rest of the Agreement may be enforced. The Bank retains all rights, even if it makes a loan after default. If the Bank waives a default, it may enforce a later default. Any consent or waiver under this Agreement must be in writing.

10.5 Attorneys' Fees. In the event of a lawsuit or arbitration proceeding, the prevailing party is entitled to recover costs and reasonable attorneys' fees incurred in connection with the lawsuit or arbitration proceeding, as determined by the court or arbitrator. In the event that any case is commenced by or against the Borrower under the Bankruptcy Code (Title 11, United States Code) or any similar or successor statute, the Bank is entitled to recover costs and reasonable attorneys' fees incurred by the Bank related to the preservation, protection, or enforcement of any rights of the Bank in such a case. As used in this paragraph, "attorneys' fees" includes the allocated costs of the Bank's in-house counsel and the allocated costs of the Borrower's in-house counsel or outside counsel.

10.6 One Agreement. This Agreement and any related security or other agreements required by this Agreement, collectively:

(a) represent the sum of the understandings and agreements between the Bank and the Borrower concerning this credit;

(b) replace any prior oral or written agreements between the Bank and the Borrower concerning this credit; and

(c) are intended by the Bank and the Borrower as the final, complete and exclusive statement of the terms agreed to by them.

In the event of any conflict between this Agreement and any other agreements required by this Agreement, this Agreement will prevail.

10.7 Indemnification. To the extent permitted by law, the Borrower will indemnify and hold the Bank harmless from any loss, liability, damages, judgments, and costs of any kind relating to or arising directly or indirectly out of (a) this Agreement or any document required hereunder, (b) any credit extended or committed by the Bank to the Borrower hereunder, and (c) any litigation or proceeding related to or arising out of this Agreement, any such document, or any such credit, except for any loss, liability, damage, judgment or cost arising from the gross negligence or willful misconduct of the Bank. This indemnity includes but is not limited to attorneys' fees (including the allocated cost of in-house counsel). This indemnity extends to the Bank, its parent, subsidiaries and all of their directors, officers, employees, agents, successors, attorneys, and assigns. This indemnity will survive repayment of the Borrower's obligations to the Bank. All sums due to the Bank hereunder shall be obligations of the Borrower, due and payable immediately without demand.

10.9 Notices. Unless otherwise provided in this Agreement or in another agreement between the Bank and the Borrower, all notices required under this Agreement shall be personally delivered or sent by first class mail, postage prepaid, or by overnight courier, to the addresses on the signature page of this Agreement, or sent by facsimile to the fax numbers listed on the signature page, or to such other addresses as the Bank and the Borrower may specify from time to time in writing. Notices and other communications sent by (a) first class mail shall be deemed delivered on the earlier of actual receipt or on the fourth banking day after deposit in the U.S. mail, postage prepaid, (b) overnight courier shall be deemed delivered on the next banking day, and (c) telecopy shall be deemed delivered when transmitted.

10.10 Headings. Article and paragraph headings are for reference only and shall not affect the interpretation or meaning of any provisions of this Agreement.

10.11 Counterparts. This Agreement may be executed in as many counterparts as necessary or convenient, and by the different parties on separate counterparts each of which, when so executed, shall be deemed an original but all such counterparts shall constitute but one and the same agreement.

This Agreement is executed as of the date stated at the top of the first page.

BANK OF AMERICA, N.A.

SAN DIEGO METROPOLITAN TRANSIT  
SYSTEM

By \_\_\_\_\_  
Typed Name: \_\_\_\_\_  
Title: \_\_\_\_\_

By \_\_\_\_\_  
Typed Name: Paul C. Jablonski  
Title: Chief Executive Officer

Address where notices to  
the Bank are to be sent:

Bank of America  
CA9-193-13-17  
333 South Hope Street, 13<sup>th</sup> Floor  
Los Angeles, California 90071  
Facsimile: 213-621-3606

Address where notices to  
the Borrower are to be sent:

San Diego Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, California 92101  
Attn: Chief Executive Officer,  
Facsimile: 619-234-3172



**EXHIBIT "A"**

**ADVANCE REQUEST**

Bank of America, N.A.

Attn: Credit Support Associate  
Mail Code: CA9-193-13-17  
333 South Hope Street, 13<sup>th</sup> Floor  
Los Angeles, CA 90071-1406

Attention: Allen Ralph  
Telephone No.: (916) 326-3142  
Facsimile No.: (415) 796-1206

With a copy to:  
Greg S. Bailey  
Telephone No.: (213) 621-7131  
Facsimile No.: (415) 796-5697

Re: Credit Agreement dated as of May \_\_, 2009 between the San Diego Metropolitan Transit System and Bank of America, N.A.

Ladies and Gentlemen:

The undersigned, San Diego Metropolitan Transit System (the "Borrower"), refers to the Credit Agreement, dated as of May \_\_, 2009 (as amended from time to time, the "Agreement"; the terms defined therein being used herein as therein defined), between the undersigned and Bank of America, N.A. ("BofA"), and hereby gives you notice, pursuant to Sections 5.1(b) and 5.2 of the Agreement, that the undersigned hereby desires an Advance under the Credit Agreement as follows:

(i) The date of the Advance is \_\_\_\_\_, 200\_\_ *[insert a date that is (x) no earlier the third Banking day following the date of this notice if the Advance is to bear interest initially calculated by reference to the BBA LIBOR Rate or (y) no earlier than the next Banking day following the date of this notice if such Advance is to bear interest initially at the BBA LIBOR Daily Interest Rate.*

(ii) The principal amount of the Advance that is a portion of the Taxable Commitment is \$\_\_\_\_\_ *[insert an amount not less than \$500,000 if the Advance is to bear interest with reference to the BBA LIBOR Rate].*

The principal amount of the Advance that is a portion of the Tax-Exempt Commitment is \$\_\_\_\_\_ *[insert an amount not less than \$500,000 if the Advance is to bear interest with reference to the BBA LIBOR Rate].*

(iii) The Taxable Advance shall initially bear interest calculated by reference to *[insert one of the following rates: BBA LIBOR Daily Interest Rate or BBA LIBOR-*

*based Rate].*

The Tax-Exempt Advance shall initially bear interest calculated by reference to *[insert one of the following rates: BBA LIBOR Daily Interest Rate or BBA LIBOR-based Rate].*

(iv) If the Taxable Advance is to bear interest initially calculated by reference to the BBA LIBOR-based Rate, the initial Interest Period is \_\_\_\_\_ months *[insert one of the following: two weeks, one month, two months, three months or six months].*

If the Tax-Exempt Advance is to bear interest initially calculated by reference to the BBA LIBOR-based Rate, the initial Interest Period is \_\_\_\_\_ months *[insert one of the following: two weeks, one month, two months, three months or six months].*

The Borrower hereby certifies that the following statements are true on the date hereof, and will be true on the date of the Advance before and after giving effect to the requested Advance:

- (A) Neither the Taxable Commitment nor the Tax-Exempt Commitment has expired or been terminated and the amount of the requested Advance does not exceed the available amount of the applicable Commitment;
- (B) All representations and warranties contained in the Agreement and the other related documents are true and correct in all material respects with the same effect as though such representations and warranties had been made on and as of the date hereof or the date of the Advance, as the case may be;
- (C) No Default or Event of Default has occurred and is continuing; and
- (D) Borrower has consulted with bond counsel and confirmed that the requested Tax-Exempt Advance is being made in accordance with the requirements of the Tax Certificate

Very truly yours,

SAN DIEGO METROPOLITAN TRANSIT  
SYSTEM

By: \_\_\_\_\_  
Name: Paul C. Jablonski  
Title: Chief Executive Officer

**EXHIBIT "B"**

**FORM OF COMPLIANCE CERTIFICATE**

**San Diego Metropolitan Transit System**

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

**FISCAL YEAR END OFFICER'S CERTIFICATE**

I, the undersigned, hereby certify to Bank of America, N.A. ("Bank") pursuant to Paragraph 8.2(a)(v) of the Credit Agreement dated as of May \_\_, 2009, between Bank and the San Diego Metropolitan Transit System:

(1) I am an Officer of the San Diego Metropolitan Transit System authorized to make the representation contained herein;

(2) As of the end of the fiscal year of the San Diego Metropolitan Transit System, most recently ended on June 30, 20\_\_, and as of the date hereof, no Event of Default under the Credit Agreement or event that with notice or lapse of time, or both, would become an Event of Default, has occurred.

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

San Diego Metropolitan Transit System

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

Name: Paul C. Jablonski

Title: Chief Executive Officer

MAY28-09.30.AttB.BofA AGMT.TLYNCH.doc

San Diego Metropolitan Transit System  
Comparison of Financing Alternatives  
FY 2010

Average Outstanding Balance	\$0	\$1,000,000	\$2,000,000	\$5,000,000	\$10,000,000
<u>Credit Line</u>					
Current Interest rate	1.80%	1.80%	1.80%	1.80%	1.768%
Interest Cost	0	18,000	36,000	90,000	176,760
Fees	35,000	35,000	35,000	35,000	35,000
Unused Commitment Fee	65,000	58,500	52,000	32,500	0
Total Costs	100,000	111,500	123,000	157,500	211,760
<u>Revenue Anticipated Notes (RANs) or Bond Anticipation Notes (BANs)</u>					
Current Interest rate	1.50%	1.50%	1.50%	1.50%	1.50%
Interest Cost	0	15,000	30,000	75,000	150,000
Fees	300,000	300,000	300,000	300,000	300,000
Unused Commitment Fee	0	0	0	0	0
Total Costs	300,000	315,000	330,000	375,000	450,000



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## Agenda

Item No. 45

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

CIP 11246

May 28, 2009

**SUBJECT:**

MTS: SUPER LOOP PILOT

**RECOMMENDATION:**

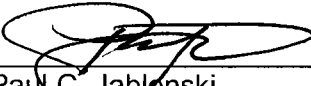
That the Board of Directors receive a report on the Super Loop Pilot Project.

Budget Impact

None at this time. Net operating costs for the pilot service will be covered by the San Diego Association of Governments (SANDAG) through TransNet.

**DISCUSSION:**

Super Loop, a new rapid bus circulator route in the University City area, was included in the voter-approved TransNet II Ordinance list of transit projects. Full construction of the project is not scheduled for completion until 2010; however, MTS has procured the buses and has partnered with SANDAG to begin a pilot service in the area on June 15, 2009. The pilot will include running service in both directions every 10 minutes in the peak on a loop route serving nine stops between University of California San Diego's campuses, University Towne Centre, and La Jolla Village Square (Attachment A). The service will include use of the newly purchased hybrid gas electric buses but will not include priority treatments or new station amenities. This pilot will provide additional service in the north city area, which has experienced high transit demand and will be a precursor to the full Super Loop Project.

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

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

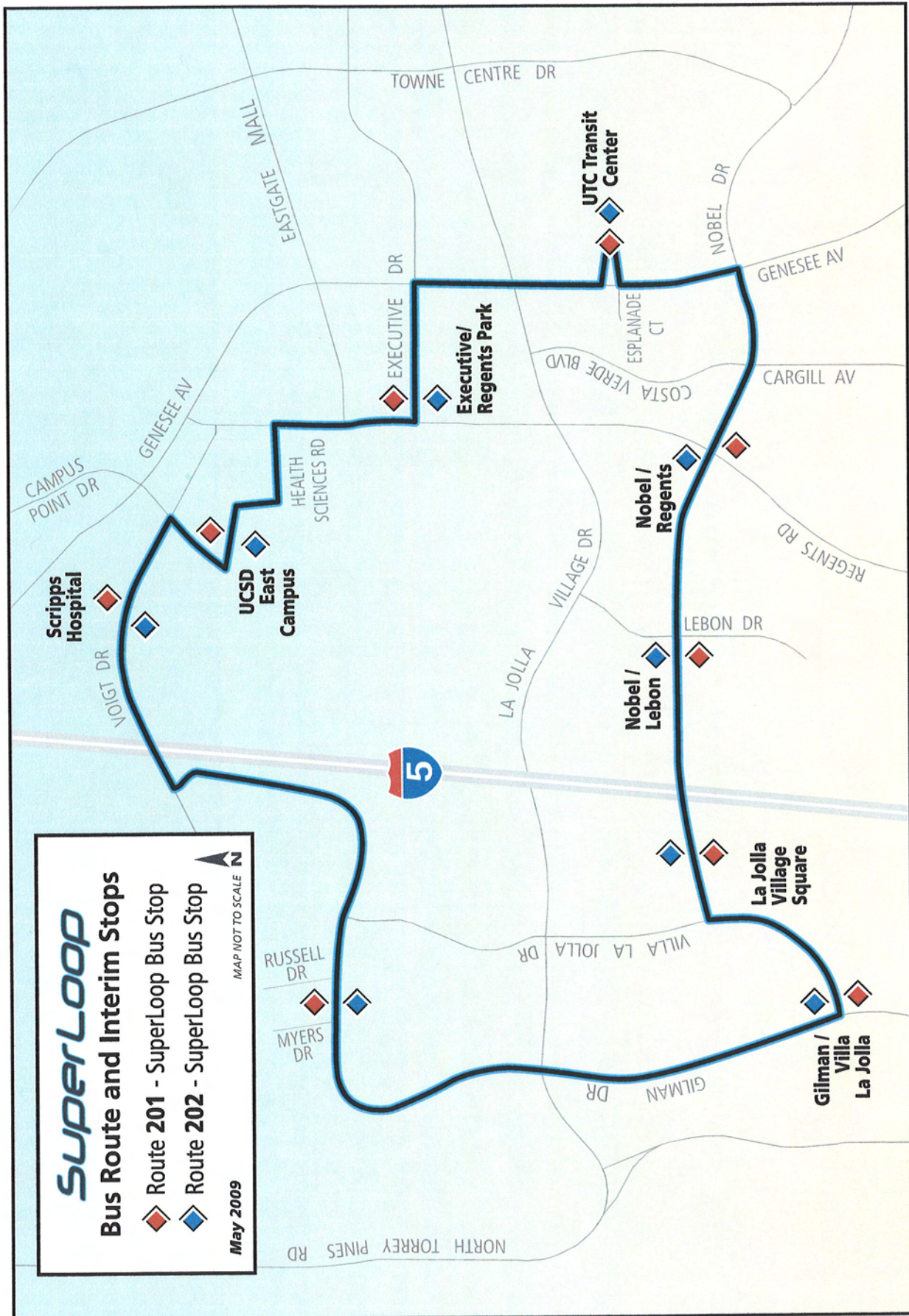
MAY28-09.45.SUPERLOOP.SCOONEY.doc

Attachment: A. Super Loop Route Map

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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.







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## Agenda

Item No. 46

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

LEG 410

May 28, 2009

**SUBJECT:**

MTS: FEDERAL LEGISLATIVE AND FUNDING OPPORTUNITIES

**RECOMMENDATION:**


That the Board of Directors receive a report from MTS's Washington representative.

Budget Impact

None at this time.

**DISCUSSION:**

MTS's Washington representative, Peter Peyser, will provide the Board with a report on federal legislative and funding opportunities.

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

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

MAY28-09.46.FEDERAL LEG.SCOONEY.doc



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.





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## Agenda

Item No. 47

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

CIP 10453

May 28, 2009

SUBJECT:

MTS: UPDATE ON THE SAN YSIDRO BORDER RECONFIGURATION PROJECT

RECOMMENDATION:

That the Board of Directors receive a report on the United States General Services Administration's (GSA's) San Ysidro Border Reconfiguration Project.

Budget Impact

None.

DISCUSSION:

The San Ysidro Port of Entry is the busiest land port in the hemisphere. The Port of Entry currently processes an average of 50,000 northbound vehicles and 25,000 northbound pedestrians per day. The San Diego Association of Governments (SANDAG) projects an increase in vehicular traffic at San Ysidro of up to 70% by 2030. SANDAG's recent study indicates that substantial regional economic impacts will continue to result from increasing wait times at the border. The United States Customs and Border Protection Agency determined that the existing outdated, 30-year-old facility can no longer support enforcement activities and must be expanded and reconfigured to improve passenger and vehicular processing.

Over the past 12 months, the GSA has worked with community stakeholders, MTS, SANDAG, the City of San Diego, and the California Department of Transportation to improve upon the design and functionality of the proposed GSA facility at San Ysidro.



These improvements have been included in the Draft Environmental Impact Statement (DEIS). The DEIS was released for public review on May 8, 2009, and includes the following three design alternatives for the San Ysidro Port of Entry:

1. Preferred Alternative would demolish most of the existing facilities, and new facilities would be constructed, including new primary and secondary inspection areas, an administration building, a pedestrian building, a central plan, one pedestrian bridge, a parking structure, and other support structures. The expanded facility would consist of approximately 210,000 gross square feet of building space, 31 northbound inspection lanes, six southbound inspection lanes, two new southbound pedestrian crossings, and a new southbound roadway connecting with Mexico's planned El Chaparral Land Port of Entry facility.
2. Pedestrian Crossing Alternative is similar to the Preferred Alternative but would entail a different cross-border pedestrian circulation scheme. While the Preferred Alternative proposes to remove the existing southbound pedestrian crossing and construct two new southbound pedestrian crossings (one at Virginia Avenue and one east of the existing GSA facility just south of the trolley station), the Pedestrian Crossing Alternative would provide a single southbound pedestrian crossing at its existing location.
3. No-Build Alternative would assume that no improvements of the existing San Ysidro Port of Entry would be implemented.

If approved, the Preferred Alternative would be constructed in three phases over a period of approximately four years with some overlap of phases occurring. The Pedestrian Crossing Alternative would follow the same schedule. The ultimate build-out of each scenario is contingent upon Mexico's ability to develop on schedule a new El Chaparral facility, which would support southbound crossing activity.

Staff will provide a report on the proposed plan and its potential impacts on MTS services.

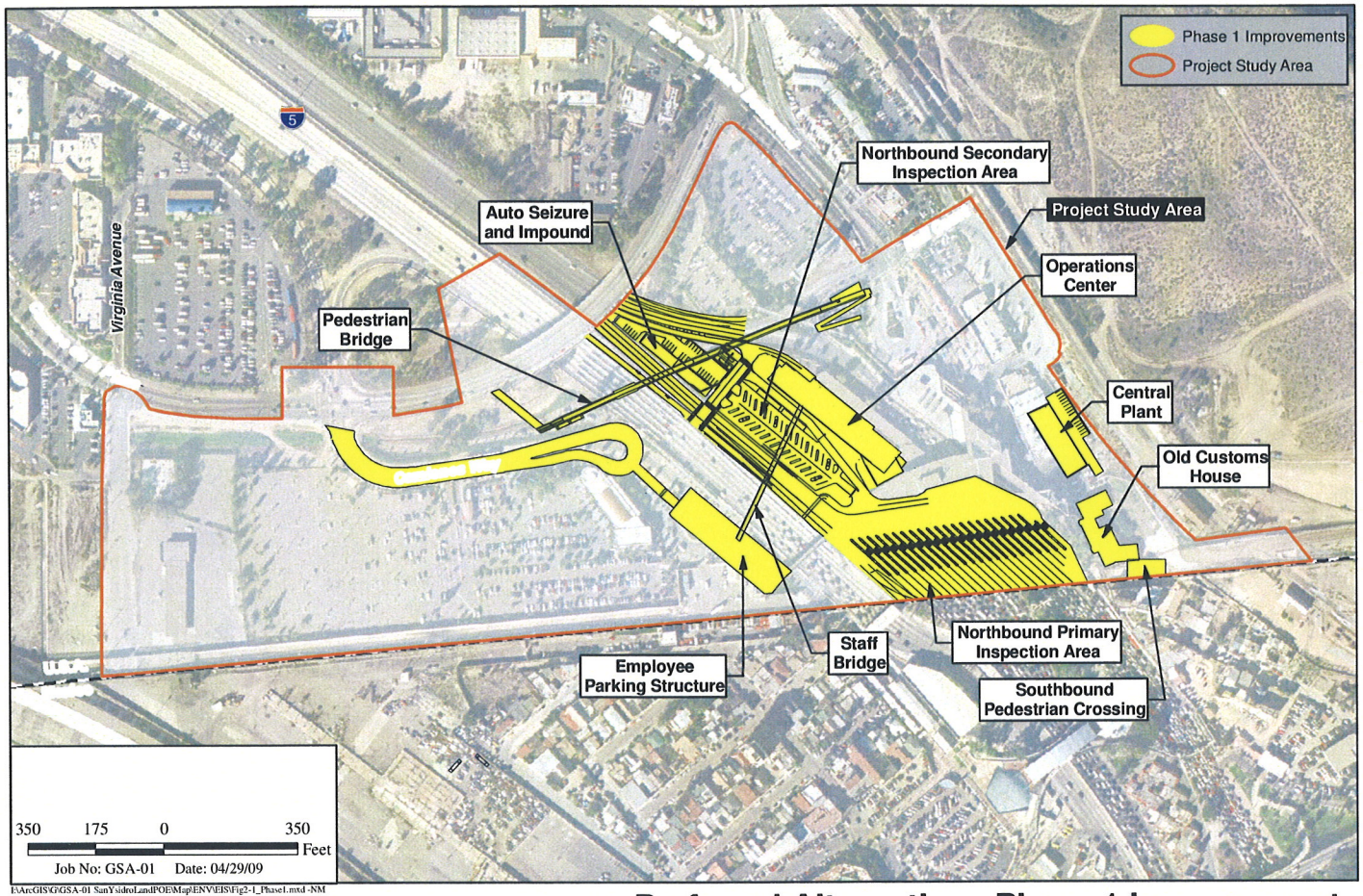


Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Michael Daney, 619.515.0932, [mike.daney@sdmts.com](mailto:mike.daney@sdmts.com)

MAY28-09.47.SY BORDER RECONFIG.MDANEY.doc

- Attachments:
- A. Preferred Alternative - Phase 1 Improvements
  - B. Preferred Alternative - Phase 2 Improvements
  - C. Preferred Alternative - Phase 3 Improvements
  - D. Pedestrian Crossing Alternative – Phase 1 Improvements
  - E. Pedestrian Crossing Alternative – Phase 2 Improvements
  - F. Pedestrian Crossing Alternative – Phase 3 Improvements

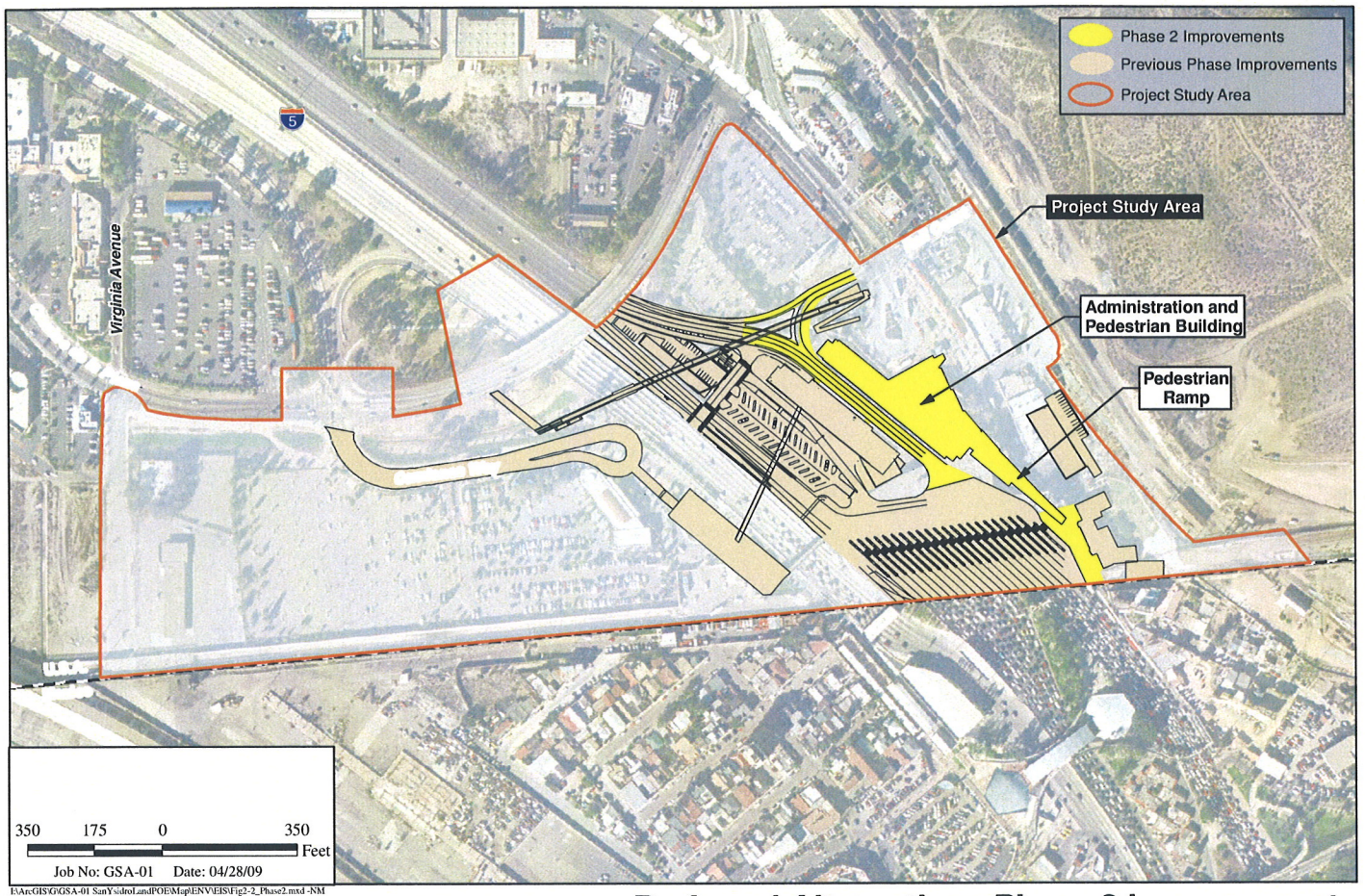


## Preferred Alternative - Phase 1 Improvements

SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS

Figure 2-1



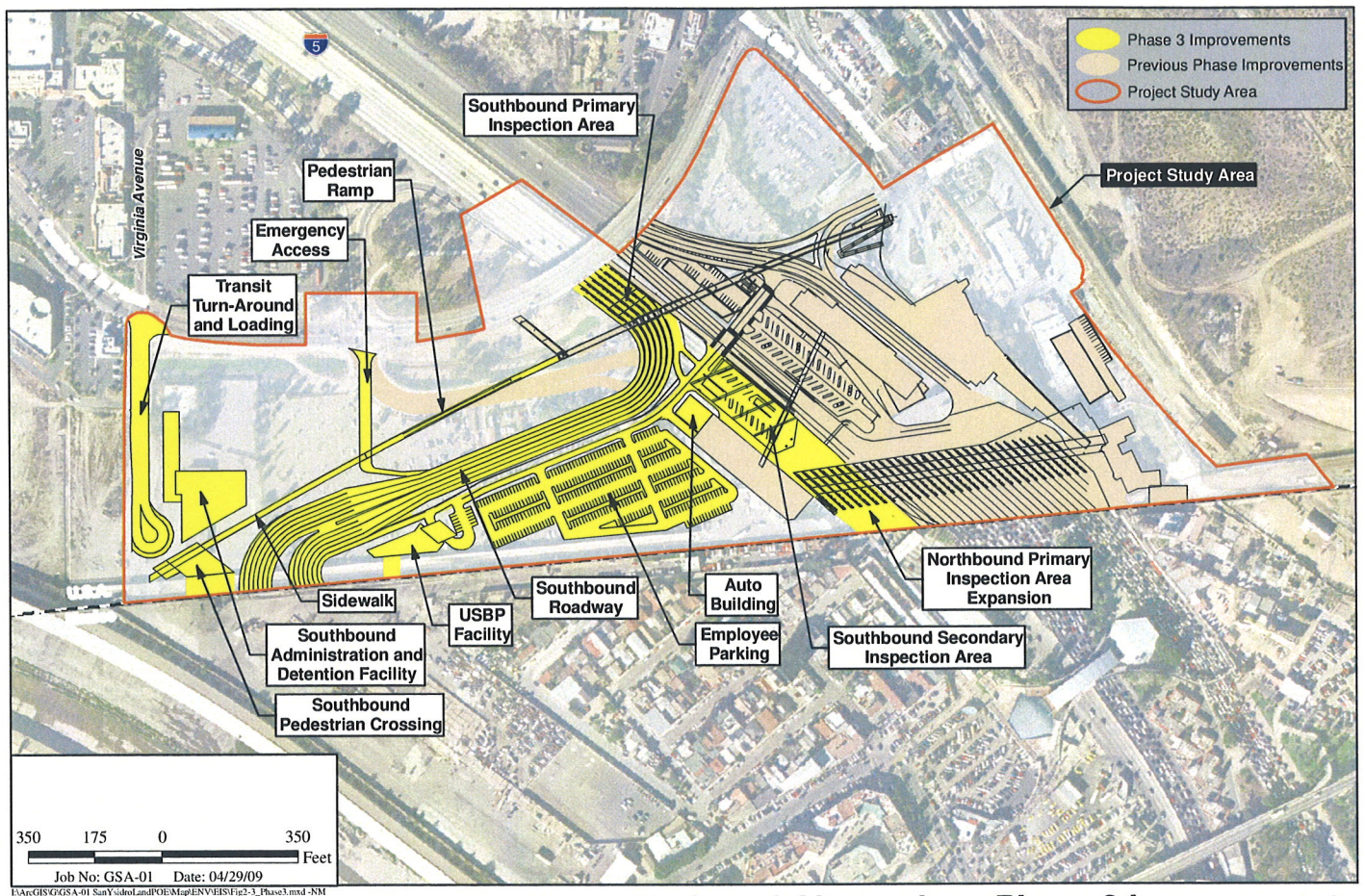


## Preferred Alternative - Phase 2 Improvements

SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS

Figure 2-2



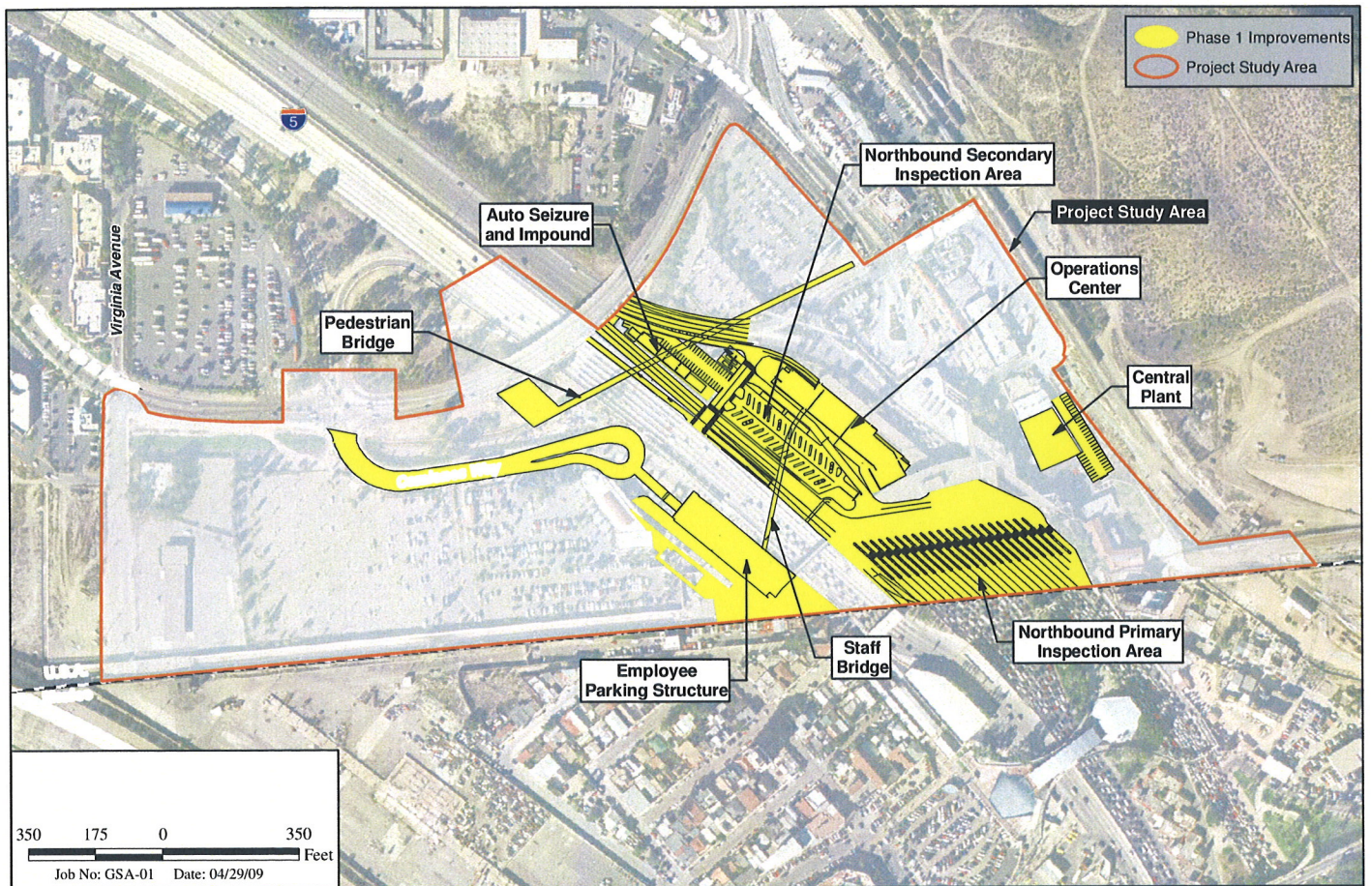


## Preferred Alternative - Phase 3 Improvements

SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS

Figure 2-3



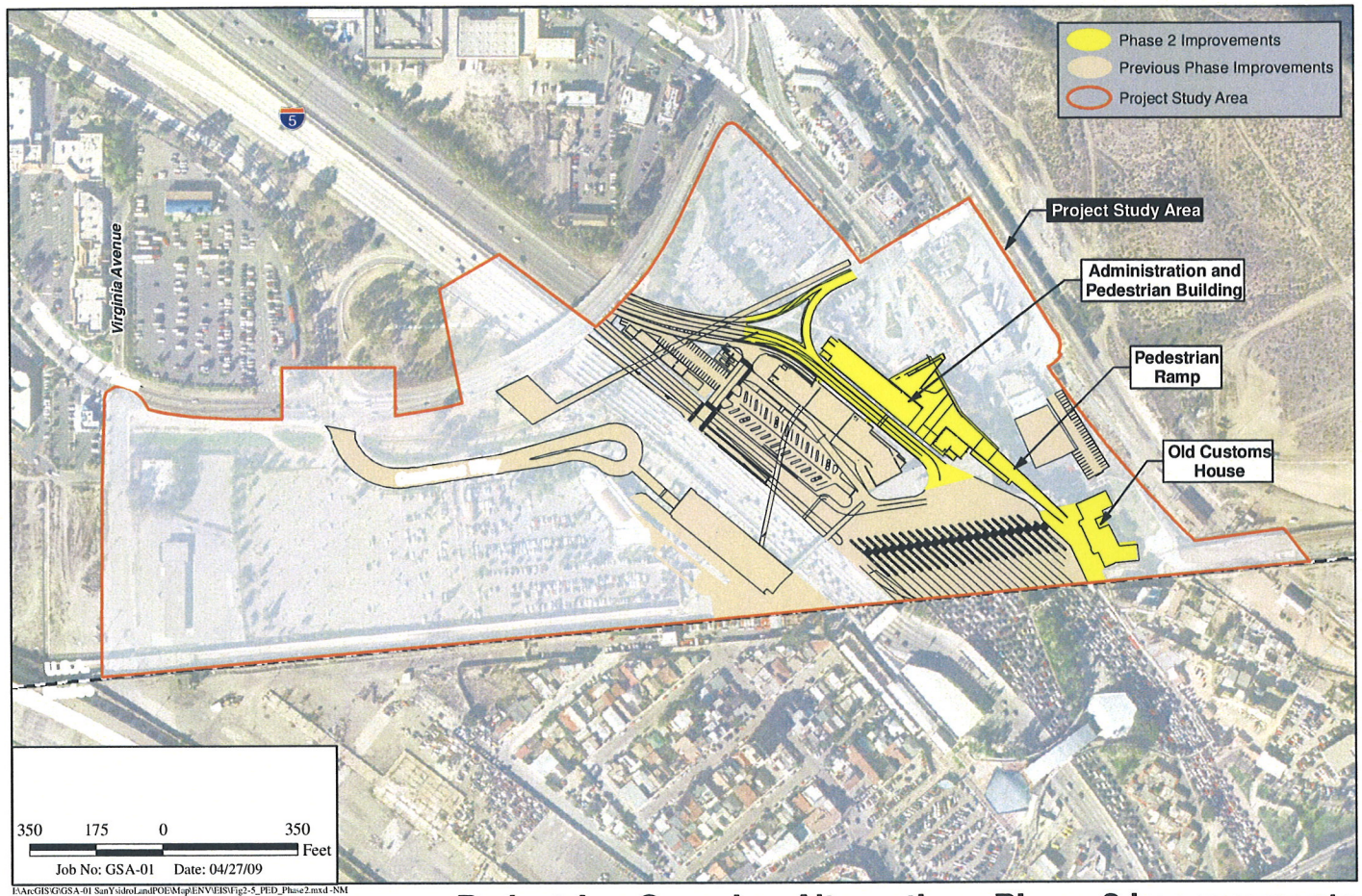


## Pedestrian Crossing Alternative - Phase 1 Improvements

SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS

Figure 2-4



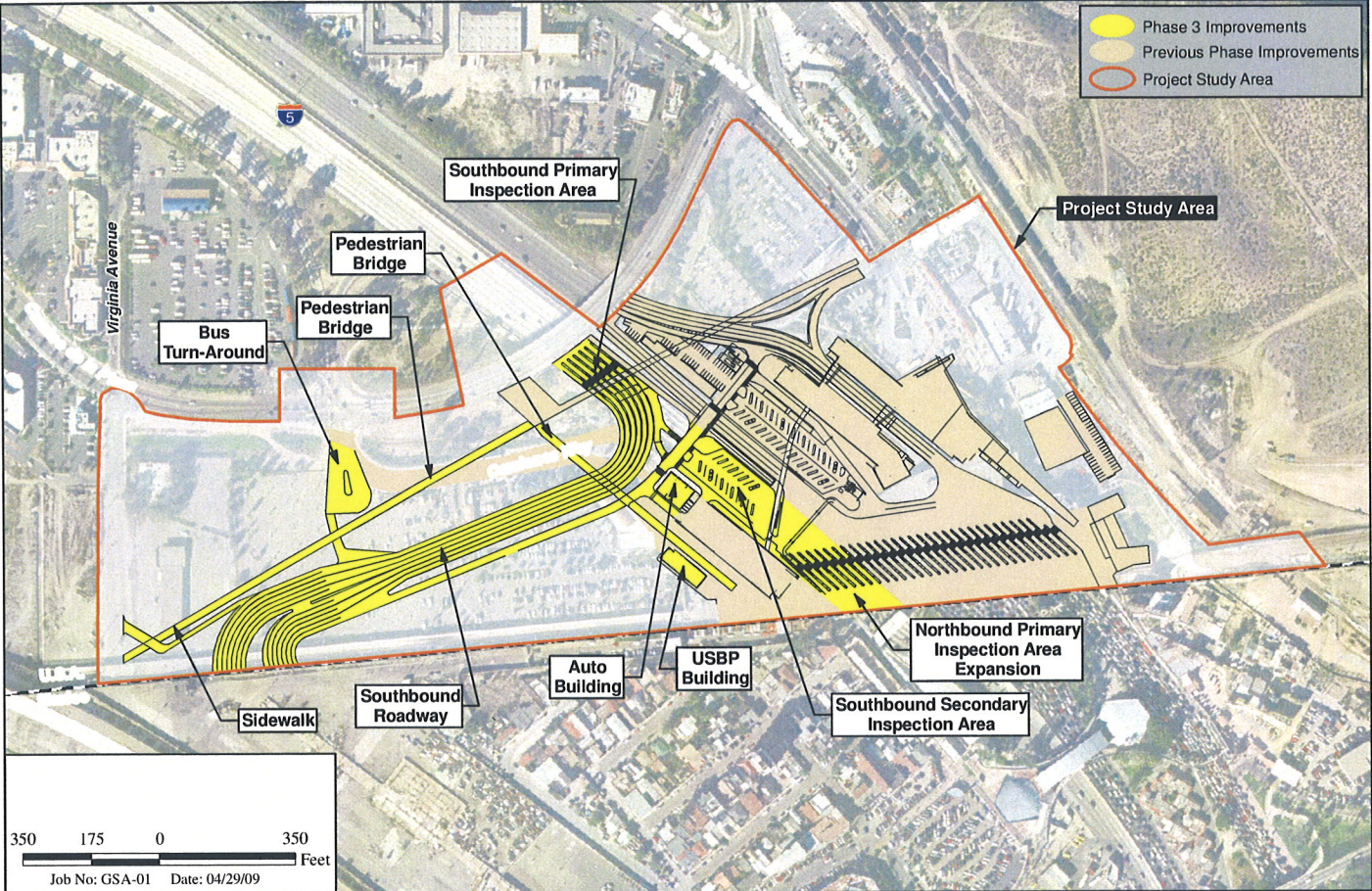


## Pedestrian Crossing Alternative - Phase 2 Improvements

SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS

Figure 2-5





**Pedestrian Crossing Alternative - Phase 3 Improvements**

SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS

Figure 2-6



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## Agenda

Item No. 48

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

FIN 310

May 28, 2009

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR MARCH 2009

RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operations Budget Status Report for March 2009.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's operating results for March 2009 compared to the amended midyear budget. Attachment A-1 combines the operations, administration, and other activities results for March 2009. Attachment A-2 details the March 2009 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 2009 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company/debt service).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, the year-to-date March 2009 MTS net-operating subsidy favorable variance totaled \$912,000 (1.0%). Operations produced a \$1,078,000 (1.2%) favorable variance, and the administrative/other activities areas were unfavorable by \$166,000.



## MTS COMBINED RESULTS

### Revenues

Year-to-date combined revenues through March 2009 were \$70,946,000 compared to the year-to-date budget of \$70,783,000, which represents a \$163,000 (0.2%) positive variance.

### Expenses

Year-to-date combined expenses through March 2009 were \$158,414,000 compared to the year-to-date budget of \$159,162,000, which resulted in a \$749,000 (0.5%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$74,433,000 compared to a year-to-date budgetary figure of \$74,610,000, which produced a favorable variance of \$177,000 (0.2%). This is primarily due to favorable variances within operator wages within Rail Operations and shop wages within transit services.

Outside Services and Purchased Transportation. Total outside services for the first eight months of the fiscal year totaled \$53,183,000 compared to a budget of \$53,232,000, which resulted in a year-to-date favorable variance of \$49,000 (0.1%).

Materials and Supplies. Total year-to-date materials and supplies expenses totaled \$5,596,000 compared to a budgetary figure of \$5,729,000, which resulted in a favorable expense variance of \$133,000 (2.3%). This is primarily due to materials and supplies favorable variances within rail operations.

Energy. Total year-to-date energy costs were \$20,686,000 compared to the budget of \$21,469,000 resulting in a year-to-date favorable variance of \$783,000 (3.6%). Year-to-date diesel prices averaged \$2.861 per gallon compared to the midyear-adjusted budgetary rate of \$2.570 per gallon. Year-to-date CNG prices averaged \$1.375 per therm compared to the midyear-adjusted budgetary rate of \$1.470 per therm.

Risk Management. Total year-to-date expenses for risk management were \$3,232,000, compared to the year-to-date budget \$3,023,000 resulting in an unfavorable variance totaling \$208,000 (-6.9%). This is primarily due to higher-than-expected legal claims costs within rail operations.

General and Administrative. Year-to-date general and administrative costs, including vehicle and facilities leases, were \$185,000 (-16.8%) unfavorable to budget, totaling \$1,284,000 through March 2009, compared to a year-to-date budget of \$1,100,000. This is primarily due to a year to date reclassification of bank fees as well as some higher-than-expected office equipment expenses that were not qualified as capital procurements.

## YEAR-TO-DATE SUMMARY

The March 2009 year-to-date net-operating subsidy totaled a favorable variance of \$912,000 (1.0%). These factors include favorable variances in other revenue, personnel, energy, and materials and supplies partially offset by risk management and general and administrative expenses.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Larry Marinesi, 619.557.4542, [Larry.Marinesi@sdmts.com](mailto:Larry.Marinesi@sdmts.com)

MAY28-09.48.OPS BUDGET MARCH.MTHOMSEN.doc

Attachment: A. Comparison to Budget

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**MTS  
CONSOLIDATED**

Att. A, AI 48, 5/28/09

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**MARCH 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 65,020	\$ 65,033	\$ (13)	0.0%
Other Revenue	5,926	5,750	176	3.1%
<b>Total Operating Revenue</b>	<b>\$ 70,946</b>	<b>\$ 70,783</b>	<b>\$ 163</b>	<b>0.2%</b>
Personnel costs	\$ 74,433	\$ 74,610	\$ 177	0.2%
Outside services	53,183	53,232	49	0.1%
Transit operations funding	-	-	-	-
Materials and supplies	5,596	5,729	133	2.3%
Energy	20,686	21,469	783	3.6%
Risk management	3,232	3,023	(208)	-6.9%
General & administrative	950	734	(216)	-29.4%
Vehicle/facility leases	334	365	31	8.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(0)	(0)	0	-122.9%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 158,414</b>	<b>\$ 159,162</b>	<b>\$ 749</b>	<b>0.5%</b>
<b>Operating income (loss)</b>	<b>\$ (87,468)</b>	<b>\$ (88,380)</b>	<b>\$ 912</b>	<b>1.0%</b>
<b>Total public support and nonoperating revenues</b>	<b>(8,504)</b>	<b>(7,906)</b>	<b>(598)</b>	<b>7.6%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (95,972)</b>	<b>\$ (96,286)</b>	<b>\$ 314</b>	<b>-0.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 48, 5/28/09

**CONSOLIDATED OPERATIONS**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**MARCH 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 65,020	\$ 65,033	\$ (13)	0.0%
Other Revenue	638	503	136	27.0%
<b>Total Operating Revenue</b>	<b>\$ 65,658</b>	<b>\$ 65,536</b>	<b>\$ 123</b>	<b>0.2%</b>
Personnel costs	\$ 66,426	\$ 66,733	\$ 307	0.5%
Outside services	50,644	50,616	(28)	-0.1%
Transit operations funding	-	-	-	-
Materials and supplies	5,588	5,719	131	2.3%
Energy	20,426	21,194	768	3.6%
Risk management	2,895	2,700	(195)	-7.2%
General & administrative	342	285	(57)	-20.2%
Vehicle/facility leases	331	362	31	8.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	6,885	6,885	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 153,537</b>	<b>\$ 154,493</b>	<b>\$ 956</b>	<b>0.6%</b>
<b>Operating income (loss)</b>	<b>\$ (87,879)</b>	<b>\$ (88,957)</b>	<b>\$ 1,078</b>	<b>1.2%</b>
<b>Total public support and nonoperating revenues</b>	<b>37</b>	<b>635</b>	<b>(598)</b>	<b>-94.2%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (87,842)</b>	<b>\$ (88,323)</b>	<b>\$ 480</b>	<b>-0.5%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2009**  
**MARCH 30, 2009**  
**(in \$000's)**

Att. A, AI 48, 5/28/09

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 20,172	\$ 19,796	\$ 376	1.9%
Other Revenue	178	7	171	2274.9%
<b>Total Operating Revenue</b>	<b>\$ 20,350</b>	<b>\$ 19,804</b>	<b>\$ 546</b>	<b>2.8%</b>
Personnel costs	\$ 41,966	\$ 42,063	\$ 98	0.2%
Outside services	1,403	1,429	26	1.8%
Transit operations funding	-	-	-	-
Materials and supplies	3,371	3,346	(24)	-0.7%
Energy	6,647	6,874	227	3.3%
Risk management	1,370	1,326	(45)	-3.4%
General & administrative	123	119	(3)	-2.9%
Vehicle/facility leases	94	113	18	16.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	3,566	3,566	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 58,540</b>	<b>\$ 58,837</b>	<b>\$ 296</b>	<b>0.5%</b>
<b>Operating income (loss)</b>	<b>\$ (38,190)</b>	<b>\$ (39,033)</b>	<b>\$ 843</b>	<b>2.2%</b>
<b>Total public support and nonoperating revenues</b>	<b>(3,551)</b>	<b>(2,953)</b>	<b>(598)</b>	<b>20.2%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (41,741)</b>	<b>\$ (41,986)</b>	<b>\$ 245</b>	<b>-0.6%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2009**  
**MARCH 30, 2009**  
**(in \$000's)**

Att. A, AI 48, 5/28/09

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 24,617	\$ 24,670	\$ (54)	-0.2%
Other Revenue	412	495	(83)	-16.8%
<b>Total Operating Revenue</b>	<b>\$ 25,029</b>	<b>\$ 25,165</b>	<b>\$ (137)</b>	<b>-0.5%</b>
Personnel costs	\$ 23,615	\$ 23,724	\$ 109	0.5%
Outside services	6,906	6,419	(487)	-7.6%
Transit operations funding	-	-	-	-
Materials and supplies	2,187	2,353	166	7.0%
Energy	6,782	6,650	(132)	-2.0%
Risk management	1,524	1,374	(150)	-10.9%
General & administrative	210	154	(56)	-36.0%
Vehicle/facility leases	123	135	12	9.1%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	2,629	2,629	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 43,975</b>	<b>\$ 43,437</b>	<b>\$ (538)</b>	<b>-1.2%</b>
<b>Operating income (loss)</b>	<b>\$ (18,947)</b>	<b>\$ (18,272)</b>	<b>\$ (675)</b>	<b>-3.7%</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>\$ (18,947)</b>	<b>\$ (18,272)</b>	<b>\$ (675)</b>	<b>3.7%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 48, 5/28/09

**MULTIMODAL OPERATIONS (FIXED ROUTE)**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**MARCH 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 16,048	\$ 16,184	\$ (136)	-0.8%
Other Revenue	48	-	48	-
<b>Total Operating Revenue</b>	<b>\$ 16,097</b>	<b>\$ 16,184</b>	<b>\$ (88)</b>	<b>-0.5%</b>
Personnel costs	\$ 295	\$ 334	\$ 39	11.7%
Outside services	29,806	30,099	293	1.0%
Transit operations funding	-	-	-	-
Materials and supplies	24	13	(11)	-81.2%
Energy	5,248	5,701	454	8.0%
Risk management	-	-	-	-
General & administrative	5	7	2	21.7%
Vehicle/facility leases	114	113	(1)	-0.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	547	547	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 36,039</b>	<b>\$ 36,815</b>	<b>\$ 776</b>	<b>2.1%</b>
<b>Operating income (loss)</b>	<b>\$ (19,942)</b>	<b>\$ (20,630)</b>	<b>\$ 688</b>	<b>3.3%</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>\$ (19,942)</b>	<b>\$ (20,630)</b>	<b>\$ 688</b>	<b>-3.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS**

Att. A, AI 48, 5/28/09

**MULTIMODAL OPERATIONS (PARATRANSIT)**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**MARCH 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ 1,360	\$ 1,392	\$ (32)	-2.3%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 1,360</b>	<b>\$ 1,392</b>	<b>\$ (32)</b>	<b>-2.3%</b>
Personnel costs	\$ 83	\$ 95	\$ 12	12.9%
Outside services	7,808	7,898	90	1.1%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,326	1,471	145	9.9%
Risk management	-	-	-	-
General & administrative	4	2	(2)	-112.7%
Vehicle/facility leases	-	1	1	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	22	22	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 9,242</b>	<b>\$ 9,489</b>	<b>\$ 246</b>	<b>2.6%</b>
<b>Operating income (loss)</b>	<b>\$ (7,882)</b>	<b>\$ (8,096)</b>	<b>\$ 214</b>	<b>2.6%</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>\$ (7,882)</b>	<b>\$ (8,096)</b>	<b>\$ 214</b>	<b>-2.6%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**CONSOLIDATED CHULA VISTA TRANSIT OPERATIONS**  
**COMPARISON TO BUDGET - FISCAL YEAR 2009**  
**MARCH 30, 2009**  
**(in \$000's)**

Att. A, AI 48, 5/28/09

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ 2,822	\$ 2,990	\$ (168)	-5.6%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 2,822</b>	<b>\$ 2,990</b>	<b>\$ (168)</b>	<b>-5.6%</b>
Personnel costs	\$ 279	\$ 327	\$ 49	14.9%
Outside services	4,455	4,504	50	1.1%
Transit operations funding	-	-	-	-
Materials and supplies	7	7	0	5.6%
Energy	423	498	75	15.0%
Risk management	-	-	-	-
General & administrative	0	2	2	90.4%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	122	122	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 5,285</b>	<b>\$ 5,461</b>	<b>\$ 176</b>	<b>3.2%</b>
<b>Operating income (loss)</b>	<b>\$ (2,463)</b>	<b>\$ (2,471)</b>	<b>\$ 8</b>	<b>0.3%</b>
<b>Total public support and nonoperating revenues</b>	<b>3,454</b>	<b>3,454</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 991</b>	<b>\$ 983</b>	<b>\$ 8</b>	<b>0.8%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OPERATIONS  
CORONADO FERRY**

Att. A, AI 48, 5/28/09

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**MARCH 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	111	111	-	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>\$ 111</b>	<b>\$ 111</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Operating income (loss)</b>	<b>\$ (111)</b>	<b>\$ (111)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total public support and nonoperating revenues</b>	<b>134</b>	<b>134</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 23</b>	<b>\$ 23</b>	<b>\$ -</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**ADMINISTRATION  
CONSOLIDATED**

Att. A, AI 48, 5/28/09

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**MARCH 30, 2009**

**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	4,438	4,444	(6)	-0.1%
<b>Total Operating Revenue</b>	<b>\$ 4,438</b>	<b>\$ 4,444</b>	<b>\$ (6)</b>	<b>-0.1%</b>
Personnel costs	\$ 7,565	\$ 7,440	\$ (124)	-1.7%
Outside services	2,465	2,523	58	2.3%
Transit operations funding	-	-	-	-
Materials and supplies	6	5	(1)	-25.9%
Energy	253	265	12	4.5%
Risk management	310	298	(12)	-4.1%
General & administrative	531	369	(161)	-43.7%
Vehicle/facility leases	3	3	0	0.3%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(6,919)	(6,919)	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 4,214</b>	<b>\$ 3,985</b>	<b>\$ (229)</b>	<b>-5.7%</b>
<b>Operating income (loss)</b>	<b>\$ 224</b>	<b>\$ 459</b>	<b>\$ (235)</b>	<b>51.2%</b>
<b>Total public support and nonoperating revenues</b>	<b>(8,541)</b>	<b>(8,541)</b>	<b>-</b>	<b>0.0%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (8,317)</b>	<b>\$ (8,082)</b>	<b>\$ (235)</b>	<b>2.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OTHER ACTIVITIES**

Att. A, AI 48, 5/28/09

**CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2009**

**MARCH 30, 2009**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>% VARIANCE</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	850	803	46	5.8%
<b>Total Operating Revenue</b>	<b>\$ 850</b>	<b>\$ 803</b>	<b>\$ 46</b>	<b>5.8%</b>
Personnel costs	\$ 442	\$ 437	\$ (5)	-1.2%
Outside services	74	92	19	20.1%
Transit operations funding	-	-	-	-
Materials and supplies	2	5	4	70.4%
Energy	7	10	3	33.4%
Risk management	27	26	(1)	-4.9%
General & administrative	77	81	3	3.9%
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	34	34	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 663</b>	<b>\$ 685</b>	<b>\$ 22</b>	<b>3.2%</b>
<b>Operating income (loss)</b>	<b>\$ 187</b>	<b>\$ 119</b>	<b>\$ 68</b>	<b>-57.7%</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>\$ 187</b>	<b>\$ 119</b>	<b>\$ 68</b>	<b>57.7%</b>



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## Agenda

Item No. 62

Chief Executive Officer's Report

ADM 121.7

May 28, 2009

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period May 5, 2009, through May 18, 2009.

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



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,

**CONTRACTS (Expense)**

Doc #	Organization	Subject	Amount	Day
G1108.6-07	LAW OFFICES OF DAVID C SKYER	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$80,000.00	5/6/2009
G1253.0-09	LEGOLAND CALIFORNIA LLC	SEALIFE AQUARIUM SUMMER PROMOTION	\$0.00	5/6/2009
B0518.0-09	DEPARTMENT OF NAVY	USE OF THE TRANSIT CTR AT MAIN GATE NORT	\$0.00	5/11/2009
PWL114.1-09	ELECTRO SPECIALTY	CIVIC CENTER TROLLEY STATION CCTV SYSTEM	\$2,053.19	5/11/2009
G1067.6-07	MCDUGAL LOVE ECKIS SMITH BOEH	LEGAL SERVICES - GENERAL & TORT LIABILIT	\$75,000.00	5/14/2009
L0873.0-08	CITY OF SAN DIEGO	OB BIKEWAY CONSTRUCTION & MAINT AGREE	\$0.00	5/14/2009
S200-09-409	CITY OF SAN DIEGO	BAYSHORE BIKEWAY CONSTRUCTION	\$0.00	5/14/2009
G1078.3-07	RYAN MERCALDO & WORTHINGTON	LEGAL SERVICES GENERAL & TORT LIABILITY	\$30,000.00	5/18/2009
L0891.0-09	ELITE RACING	ROCK & ROLL MARATHON	\$0.00	5/18/2009

**PURCHASE ORDERS**

Date	Organization	Subject	Amount
5/6/2009	KUTAK ROCK LLP	BOND COUNSEL SERVICES	\$10,000.00
5/6/2009	INC TRANSTRAK SYSTEM	CUSTOM EXPORT FROM MCS TRANSTRACK	\$12,500.00
5/6/2009	INC ASE	3X5 BRAILLE PLATES PER QUOTE Q30541	\$1,085.32
5/6/2009	CARMON INTERNATIONAL	CEILING/WALL REPAIR LEAK PROSPECT	\$2,451.00
5/6/2009	STREAMLINE	MTS PAYROLL/AP CHECK STOCK	\$645.95
5/6/2009	3 STRIKES ACTIVATION/USA	COCA-COLA INSTA-WIN BOTTLES	\$2,199.83
5/6/2009	CROSSMAN LANDSCAPE INC	3 MTS OWNED LOTS TO BE CLEANED	\$750.00
5/6/2009	B&B DIVERSIFIED MATERIALS	RR TIES SOUTHERN YELLOW PINES	\$96,731.39
5/6/2009	THE PINNACLE GROUP	HP PROLIANT DL320G5P SERVER	\$1,658.83
5/6/2009	TRANSIT INFO PRODUCTS	RCH6-14 SCHEDULE HOLDERS	\$2,450.23
5/14/2009	HELIX MECHANICAL	HVAC REPAIRS TO SDSU STATION	\$1,525.00
5/14/2009	KAUFMAN'S PAINTING	INTERIOR OF MTS PROPERTY 304 FRONT	\$2,000.00
5/14/2009	QUARK DISTRIBUTION	QUARK XPRESS 8	\$608.00
5/14/2009	ASSOCIATED POSTERS INC	BUS KINGS SEA LIFE AQUARIUM	\$860.00
5/14/2009	VISIBLE INK	COKE MACHINE SNIPER SEA LIFE AQUARI	\$1,305.00
5/18/2009	OFFICE DEPOT	MODULAR WORKSTATION AND MISC ITEMS	\$1,863.00
5/18/2009	SAN DIEGO READER	OPEN PO FOR AD PLACEMENT NEXT 12 MO	\$20,000.00
5/18/2009	AZTEC JANITORIAL SERVICES	CLEAR SLOPE AREA OF ALL DEAD VEGETA	\$995.00

**WORK ORDERS - None****CONTRACTS (Revenue)**

Doc #	Organization	Subject	Amount	Day
S200-09-404	HILLCREST CONTRACTING	ROE PERMIT PALOMAR GATEWAY TRANSIT	(\$2,400.00)	5/11/2009
L0892.0-09	TY LIN INTERNATIONAL	ROE PERMIT BLUE TROLLEY BRIDGE INSPECT	\$0.00	5/11/2009
G1255.0-09	SD UNIFIED PORT DISTRICT	SPONSOR ENHANCED TROLLEY SVC RED BULL	(\$7,500.00)	5/14/2009
L4590.0-09	TEN STORIES	ROE PERMIT TO FILM ON BOARD TROLLEY CAR	\$0.00	5/14/2009
L5236.09	GILLESPIE F AIRPORT/COUNTY SD	ROE PERMIT TO USE PORTION OF GILLESPIE	\$0.00	5/14/2009
L0891.0-09	ELITE RACING	ROCK & ROLL MARATHON	\$0.00	5/18/2009
G1256.0-09	PHELPS DEVELOPMENT	ADV PURCHASE OF TRANSIT PASSES CCDC REQ	(\$15,048.00)	5/18/2009
S200-09-401	NAVY REGION SOUTHWEST MORALE	NAVY'S 23RD ORIGINAL BAY BRIDGE	(\$500.00)	5/18/2009