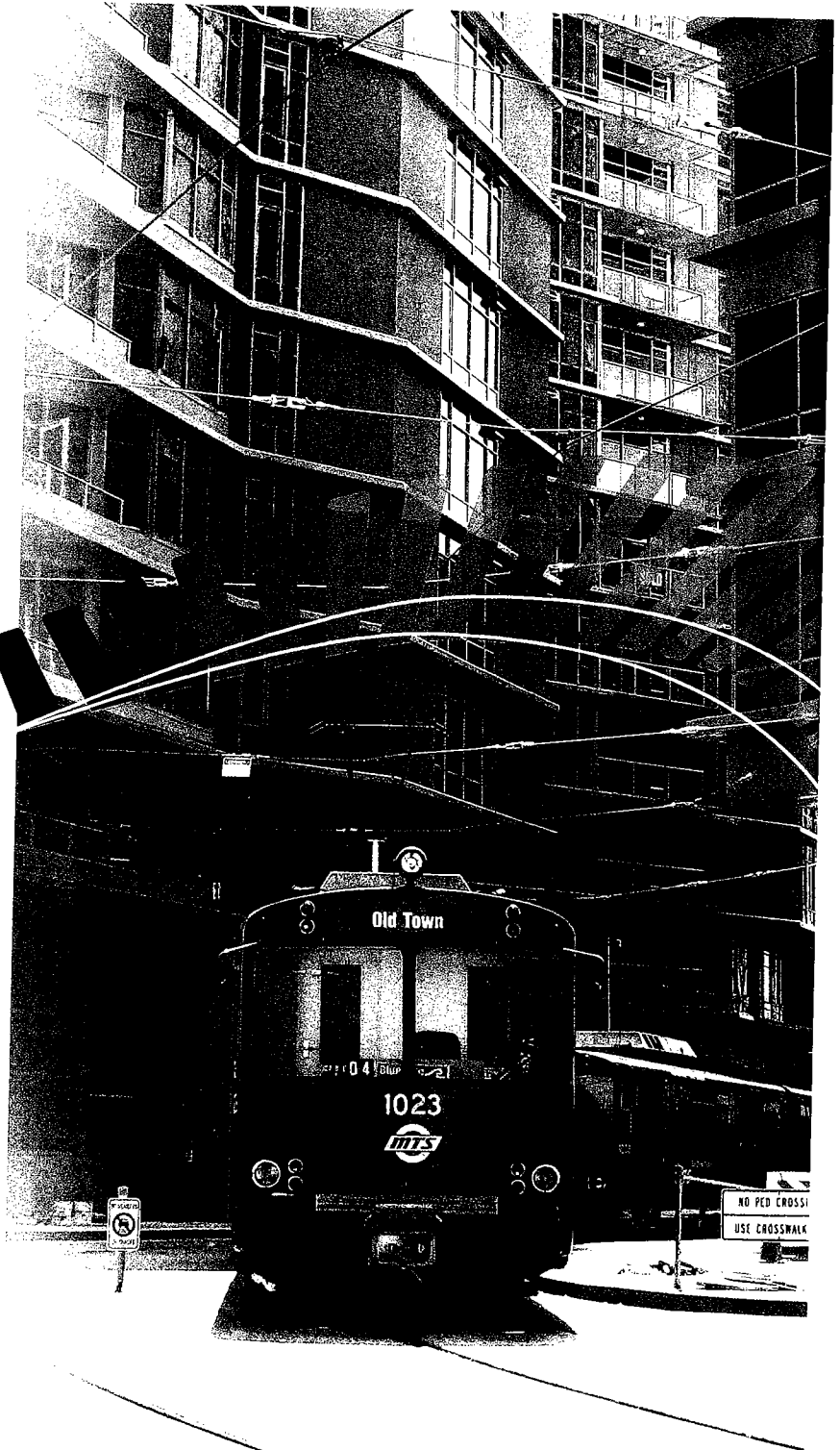
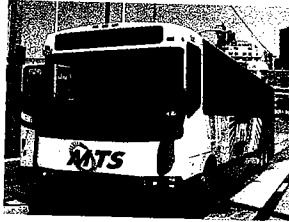
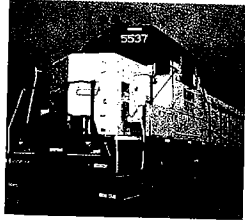


MTS Adopted Fiscal Year 2008 Budget



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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BUDGET FISCAL YEAR 2008**

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San Diego Metropolitan Transit System

Resolution No. 07-6

Resolution Approving the Fiscal Year 2008 Budget

WHEREAS, the Metropolitan Transit System (MTS) staff has coordinated with the staffs of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), 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 MTS Board of Directors (hereinafter referred to as Board) as follows:

1. That the budget for fiscal year (FY) 2008, on file with the Clerk of the Board, is hereby adopted (including MTS Operators); 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 08 budget is not exceeded by more than \$100,000, the total amount authorized to be spent by the FY 08 budget is not exceeded, and all such transfers are reported to the Board 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 08 budget as set forth in Section 7.02; and
6. That the MTS Budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the Board; and
7. That any budget variances will be reported to the Board; and
8. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and
9. That the position schedules of MTS, SDTC, and SDTI as contained in the FY 08 budget are approved; and

PASSED AND ADOPTED, by the Board this 14th day of June, 2007, by the following vote:

AYES: Atkins, Clabby, Emery, Ewin, Falconer, Lewis, Mathis, McLean, Rindone, Roberts, and Young

NAYES:

ABSENT: Jones, Maienschein, and Monroe

ABSTAINING:



Chairman
San Diego Metropolitan Transit System

Filed by:



Clerk of the Board
San Diego Metropolitan Transit System

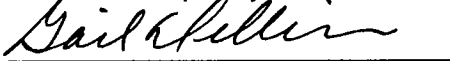
Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit System

JUNE14-07.25.AttB.RES NO 07-6.LMARINESI.doc

I HEREBY CERTIFY that this is a full, true, and correct copy of a DOCUMENT of the San Diego Metropolitan Transit System (MTS). Passed and adopted by the Board of Directors.



Gail Williams, Clerk of the Board

Section 1

Introduction

**San Diego Metropolitan Transit System
Chief Executive Officer's Statement
Proposed Budget Fiscal Year 2008
Section 1.01**

Review of Fiscal Year 2007 / Preview of Fiscal Year 2008

Comprehensive Operational Analysis (COA):

A significant evaluation of the MTS combined system began within fiscal year 2006 and continued through fiscal year 2007. The goal of the Comprehensive Operational Analysis (COA) was to evaluate and restructure MTS services and operations to more efficiently and effectively serve the region's transit needs and meet regional transportation goals within the constraints of the current financial and operating environment.

The implementation of COA Phase II has been staged over the course of the fiscal year with only a few minor modifications remaining to take place in June 2007. While MTS viewed this significant restructuring as a long-term solution in achieving our transportation goals, realization of the benefits has already taken place.

Within restructured routes in fiscal year 2007, MTS has realized a 5.5% increase in ridership. On time performance and resources utilization have also significantly improved. We expect that as MTS passengers continue their familiarity of the modified system, MTS will achieve additional positive trends in ridership, on time performance and resource utilization.

Consolidating of Purchased Transportation Activities:

A significant consolidated bidding of MTS Contract Services was completed during fiscal year 2007. The strategic purpose of this procurement was primarily to consolidate many of MTS' current purchased transportation contracts, including Chula Vista Transit's contract, to produce economies of scale and cost efficiencies, and to provide a consolidated efficient contracted service. The approved 5½ year contract with 3 option years totaled over \$344 million and was awarded to Veolia Transportation, Inc. The negotiated procurement process used to procure this contract will save the organization over \$19.4 million over the 8½ years.

National City Transit:

In March 2007, MTS assumed operations previously managed by McDonald Transit Associates on behalf of National City. From a business perspective, the continued operation of a separate 14-bus system in National City was an inefficient use of taxpayer funds. Projected annualized operating cost savings of approximately \$565,000 have been realized due to the elimination of management fees, facility rental payments and overhead payments as well as benefits due to efficiencies in the consolidation of operations.

Due to the consolidation, MTS was able to reinvest the savings into a 41% increase in service in the National City area as recommended by the COA. The consolidation coupled with the COA implementation in National City enabled the ability to integrate routes serving the City of National City with the broader transit network.

National City Transit vehicles that were operated consumed diesel fuel as its energy source. As an additional benefit, the consolidation eliminated the need to build a separate, costly compressed natural gas (CNG) infrastructure at the facility in National City. With all revenue vehicles now operating out of our South Bay Maintenance Facility, the ability to more quickly introduce CNG technology into National City has increased.

Continued MTS Consolidation:

This is the third year of working as an operating agency after splitting functions with the San Diego Association of Governments (SANDAG) under Senate Bill (SB) 1703. This legislation tasked the regional planning and programming functions to SANDAG and the operating functions to MTS. Within the fiscal year, internal consolidations have continued.

During fiscal year 2007, MTS consolidated all bus operating activities into one Transit Services organization. This consolidated entity now includes our internal bus operations, formerly San Diego Transit, Inc. and our contracted services operations. This consolidation has given MTS the ability to enhance the focus of MTS's core mission of operations, produced uniformity within processes, and developed organizational efficiencies. This consolidation has provided opportunities to enhance MTS's ability of providing quality, efficient, reliable service to its customers.

Operating and Capital Budgets:

The long-term ongoing goal of the MTS operating budget is to fund operations utilizing recurring revenues. The 2005 fiscal year operating budget was funded utilizing \$15 million of nonrecurring revenues, with \$8.2 million coming from contingency reserves.

Within the 2006 fiscal year, MTS came very close to the goal of funding operations with recurring revenues. No contingency reserves were utilized to balance the FY 2006 operating budget. Nonrecurring Congestion Mitigation and Air Quality (CMAQ) funding (\$4.6 million) was available and utilized for the start-up operations of Mission Valley East (MVE). CMAQ funding is available for a three-year period for operating purposes when a new operating segment becomes available. Also within FY 2006, nonrecurring TransNet funding (\$2.4 million) was utilized to balance the operating budget.

Through significant operational and fiscal management, fiscal year 2007 proved to be the first year in recent history where MTS balanced the operating budget using recurring revenues (excluding CMAQ funding for MVE start-up). Additionally, recurring revenues exceeded recurring expenses and the MTS Board of Directors shifted over \$2.0 million in recurring revenues into our significantly under-funded Capital Improvement Program (CIP).

From a capital budget perspective, MTS has a significant disparity between funding levels and project needs. While fiscal year 2008 includes a significant funding infusion with non-recurring STA spillover and Proposition 42 repayment, as well as other non-federal one-time funding sources, MTS needs were substantially greater than funding availability. As detailed within Section 8.01, the FY08 MTS Board-approved CIP totals \$50.1 million in funding. This available budget funds 66 total projects including over \$21.7 million dedicated to the procurement of 40-foot and high capacity vehicles. Over the following four years, revenues are expected to range from just over \$31 million in fiscal year 2009, to over \$40 million in fiscal year 2012. As our agency capital needs continue over the five years, MTS is projecting just under \$600 million in total needs and forecasting only a 32.6 percent funding to needs ratio.

Subsidy Revenue:

In fiscal year 2008, MTS has been challenged with reduced subsidy levels, primarily within Transportation Development Act (TDA), TransNet, and State Transit Assistance (STA) funding, than originally projected. Within our operating budget, TDA and STA levels have been reduced from our amended fiscal year 2007 levels. TransNet levels are projected to increase, but not at the levels originally projected.

TDA and TransNet revenues make up a considerable portion of MTS' operating revenue and comprise approximately 36 percent and 11 percent respectively of MTS' overall operating revenue. This decline is primarily due to lower available home equity and declines in the construction, housing and automobile sectors of the economy. These primary factors have contributed to lower sales tax receipts.

Energy:

Another challenge MTS faced over the fiscal year is energy rates. Diesel and compressed natural gas (CNG) rates have continued their significant rise. In just three years, the original budgeted rates for diesel and CNG grew from \$1.10 per gallon and \$0.90 per therm, to \$2.45 per gallon and \$1.36 per therm, respectively. Annual fuel costs have increased \$6.9 million in just three years. Fiscal year 2005 totaled \$11.4 million in annual fuel costs and fiscal year 2008 totals \$18.3 million in annual fuel costs.

Agency Comparison:

One of the goals of MTS is to run an extremely efficient and well-managed operation. MTS sets the standard compared to other similarly structured western operators in many operating statistics. There are many categories that MTS monitors, but I will mention three very important statistical comparisons (farebox recovery, cost per revenue hour, and subsidy per passenger) that confirm the leadership and direction of the MTS organization.

In terms of farebox recovery, MTS's 36% recovery rate far exceeds all other operators with King County, WA next at 22%. The cost per revenue hour is a very important statistic in which different-sized operators can comparatively assess cost efficiencies. MTS again leads the way at a rate of \$81.45 per revenue hour. Utah (UTA) and Denver (RTD) are the closest at \$84.40 and \$86.61 respectively. All other western operators are well over \$100 per revenue hour. Subsidy per passenger provides insight in the utilization of taxpayer dollars for operating purposes. MTS again has the advantage by only utilizing \$1.55 per passenger. Portland (Tri-Met) is next at \$2.22, and all other operators exceed \$2.70 per passenger.

Overview of the Budget Process

This budget includes all MTS transit resources that are budgeted collectively and includes bus operations, rail operations, contracted bus operations, Chula Vista Transit, and the Coronado Ferry.

All operators and departments submitted budgets utilizing a zero-based approach. This allowed MTS to review all expenses from the ground up rather than simply increasing an unjustified base. Utilizing this process, base operations and administrative costs were held to a 2.7% increase (which includes the energy rate impacts and CNG fuel rebates).

Fiscal Year 2008 Budget / Operational Highlights

MTS' fiscal year 2008 proposed operating budget totals \$239.0 million, and several strategic measures were taken for fiscal year 2008 operating budget closure.

Staff began the operating budget review in December 2006. Staff reviewed personnel and non-personnel expenses for every division and department and were dedicated in keeping controllable expenses within manageable levels. Staff presented their results to the Budget Development Committee and MTS Board of Directors and received guidance for budget closure. A draft balanced budget was presented in April.

In May, SANDAG amended their subsidy projections for both TDA and TransNet. This late downward adjustment totaled over \$9.2 million for both fiscal years 2007 and 2008 and represented a 5.6% reduction in total subsidy levels from the previous projection. Staff met with the MTS Board and determined a short term solution for operating budget balancing and a process to address this shortfall in the long term.

The short term solution included increasing the projected STA subsidy funding levels by \$1.0 million per the latest State of California budget, carrying over the fiscal year 2007 operating budget savings projections of \$3.5 million, and utilizing CNG fuel rebates that are available for MTS totaling approximately \$5.3 million for FY07 and FY08.

Staff will meet with the Budget Development Committee and MTS Board of Directors over the next few months to discuss long term strategies to once again balance recurring expenses with recurring revenues.

Five Year Outlook

The first schedule in the appendix, Section 10.01, summarizes MTS's five-year outlook.

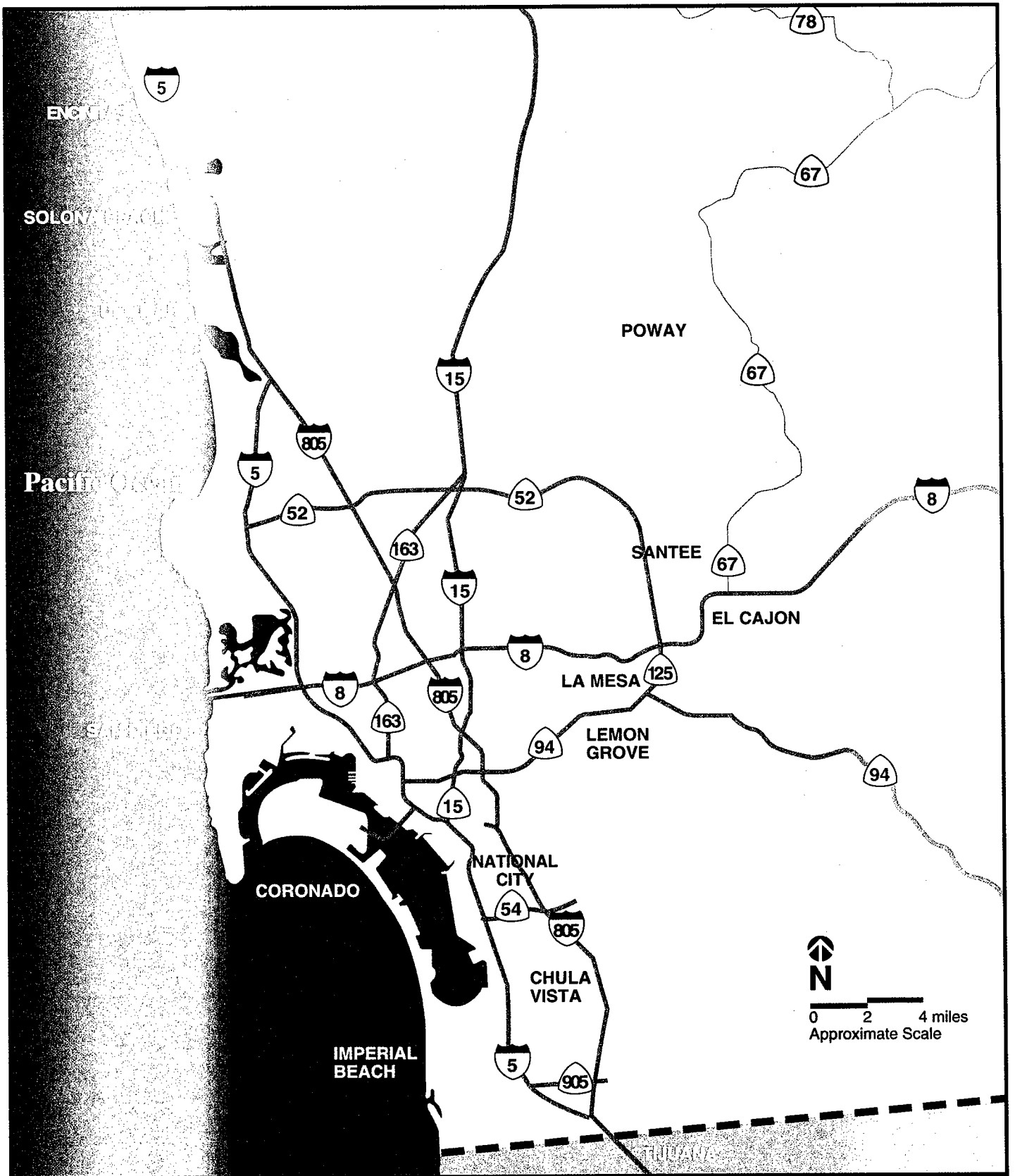
The goals of MTS on a five-year basis are to:

1. continue the matching of recurring revenues to recurring expenses;
2. control operating expenses as close as possible to inflation; and
3. continue the shift of recurring revenues that exceed recurring expenses to the Capital Improvement Program.

Currently operating revenue growth is projected at approximately 2.3% to 3.0% beyond fiscal year 2008. This is primarily due to the full impact of the goal of the COA to structure the MTS system to better meet the public's ridership needs.

MTS has recurring subsidy projections averaging between 3.1% to 3.2%. In fiscal year 2009, there is an approximate \$9.2 million increase from fiscal year 2008. This is primarily due to the MTS Board and SANDAG Board-approved TransNet II operating funding beginning within fiscal year 2009. The timing of this additional funding is crucial as our nonrecurring CMAQ funding (assisting in the Mission Valley East start-up operations) discontinues after fiscal year 2008.

With the growth in energy, health care, and pension costs going well above inflation, expenses are projected to grow between 3.5% and 4.8%. This leaves the organization with an approximate \$5.3 million deficit within fiscal year 2009 and a \$13.1 million deficit by fiscal year 2012. MTS remains committed to bridge these deficits, and discussions on long term solutions with our elected officials is important to keep our goal of using recurring revenues to balance recurring expenses.



Area of Jurisdiction



**San Diego Metropolitan Transit System
Internal Bus Operations Description of Activities
Fiscal Year 2008
Section 1.03**

General System Summary

Founded in 1886, San Diego Transit Corporation (MTS Internal Bus Operations) has been providing the citizens of San Diego with safe, efficient and reliable public transportation for 120 years. San Diego Transit's fleet of 256 buses carry approximately 25,500,000 customers annually.

MTS Internal Bus Operations operates 24 bus routes throughout the City of San Diego and into the outlying cities of El Cajon, La Mesa, Lemon Grove, National City and Spring Valley. It's service area stretches from National City in the South Bay as far north as Rancho Bernardo and from the Pacific Ocean to El Cajon in East County.

MTS Internal Bus Operations operates a mix of bus route types: Twenty Urban routes and four Express routes. Three of the Urban routes operate with a limited-stop component and five have a reduced "local" fare. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments and recreational activities.

The entire fleet of MTS Internal Bus Operations is fully accessible to persons with mobility impairments using a mix of buses equipped with wheelchair lifts or ramps (averaging over 20,000 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. Approximately half of the fleet is composed of low-floor buses which have no steps inside the vehicle, making entry and exit easier and faster.

Approximately 75 percent of MTS Internal Bus Operations' 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. All buses are also equipped with bicycle racks so cyclists can mix their modes of travel--both two and four wheel.

MTS Internal Bus Operations maintains an aggressive Preventive Maintenance Program to ensure the safety and reliability of its equipment -- this means fewer customers inconvenienced due to bus malfunctions. MTS Internal Bus Operations now averages approximately 13,000 miles between road calls. MTS Internal Bus Operations is also committed to providing its customers with a quality riding experience employing programs to monitor driver performance, follow through on customer input, and freshen drivers' operating and customer skills.

MTS Internal Bus Operations takes safety seriously with a commitment to safe, defensive driving and it has paid off with no major accidents in the last three years and an Accident Frequency Rate (the number of accidents for every 100,000 miles driven) of 1.39. An outstanding AFR for a system our size is 1.5.

MTS Internal Bus Operations maintains 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 website.

San Diego Metropolitan Transit System Rail Operations Description of Activities Fiscal Year 2008 Section 1.03

General System Summary

Effective July 2005, with the opening of the new Mission Valley East extension, Rail Operations will operate a 54.3-mile (108.6 total track miles) light rail transit (LRT) network that is part of the San Diego Regional Metropolitan Transit System (MTS), encompassing 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 Say Ysidro (US/Mexico border) Inter-modal 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 (Gilliespie 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 San Diego State University 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 Operations LRT System is expected to carry over 34 million passengers annually. 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 operates 508 daily scheduled train trips and many more during special events. While daily ridership is approximately 100,000, this number increases substantially when major event service is provided (ridership typically increases to 125,000+). Major special events include those at PETCO Park (Padres), Qualcomm Stadium (Chargers & 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 their new Operations Control Center (OCC). Since the opening of this new OCC center provides operations oversight as well as security monitoring of 14 stations on the system. The centralized control provides monitoring of certain line sections with associated control of field switches and signals. The coordinated function will enhance the ability to affect operational oversight while providing coordination of other field functions, including security, maintenance and train operations. A major contract for full implementation of a total network of Centralized Train Control (CTC) will be awarded in FY-08. This system will allow systemwide control, and monitoring of field facilities, including switches, signals, traction power substations, passenger service capability and expanded CCTV capability at facilities and stations.

**San Diego Metropolitan Transit System
Contracted Bus Operations Description of Activities
Fiscal Year 2008
Section 1.03**

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, minibuss, and ADA services. MTS began contracting bus operations in the region in the early 1980s with the original Route 901 Strand Route between Coronado and Imperial Beach. Additional fixed route, ADA and paratransit services were added over the past two decades including new fixed routes in growing areas, Jobs Access routes, DART shuttle services, and urban fixed routes services. In 2002, MTS assumed formal operating responsibility for the former County Transit System routes and services.

Operationally, FY 08 ridership for all MTS Contracted routes and services is projected at approximately 20.8 million passengers. Contracted Bus operates a total of 70 traditional fixed, and shuttle type routes while traveling over 9.6 million fixed route revenue miles. In addition to fixed route and shuttle type routes, Contracted Bus is also responsible for the operation and administration of ADA service to complement all MTS fixed routes including street operations, call center, scheduling and certification. Currently, MTS Contracted Bus Operations has long term service contracts with three private transportation providers. A brief description of the companies and the services they currently provide for MTS follows.

Private Transportation Providers' Summary

Veolia Transportation

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

Veolia has been a private transportation provider for MTS since July 1992. In late 2006, Veolia was awarded a new fixed route contract by the MTS Board. Veolia will operate the MTS' South Bay Division located in Chula Vista, MTS' 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 8 ½ year contract term (5 ½ base years with 3 option years available to MTS). MTS is projected to realize significant cost savings over the duration of this new contract by taking advantage of the competitive marketplace and the significant economies of scale a large contract commands.

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

From South Bay, Veolia operates most of the MTS 900-series of MTS routes in South Bay and many communities within the City of San Diego including Mira Mesa, Scripps Ranch, Ocean Beach, Point Loma, Kearny Mesa, Mission Valley, Serra, Mesa, Emerald Hills, College, 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. They also operate an airport service between downtown San Diego and the airport.

MTS' East County Division operates 19 fixed routes and 5 express routes for MTS in the Eastern and rural areas of San Diego County. These routes utilize 88 MTS-owned transit buses including 26 new over the road coaches. All of these buses are serviced and fueled at the MTS East County Division located in El Cajon.

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

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

Laidlaw Transit Services, Inc.

Laidlaw Transit Services (LTS), Inc. has been operating and managing public transportation services since 1946. LTS is a wholly owned subsidiary of Laidlaw International. Currently, First Transit Inc. is in the process of acquiring Laidlaw International, Inc. First Transit Inc. is a leading provider of private transportation services with 51 years experience in all areas of public and private transportation. First Transit has served nearly 150 systems in 42 states. First Transit's clients include transit authorities, state departments of transportation, federal agencies, municipal organizations and private companies.

Laidlaw Transit Services, Inc. has been a private transportation provider for MTS since the early 1990s. Currently, LTS operates MTS' ADA services. The ADA vehicle fleet is owned by MTS and consists of 115 smaller DAR type vehicles, ADA Services is operated primarily from a Contractor leased site in El Cajon with a satellite parking area on Pioneer Avenue in El Cajon. ADA Service complements MTS fixed routes with projected revenue hours of 173,000 for FY 08. ADA ridership is projected at around 380,000 for FY 08.

Laidlaw operates 2 fixed routes in Poway. The vehicle fleet consists of 7 Contractor owned vehicles. These vehicles are operated from a Contractor leased site in Poway..

Southland Transit, Inc.

Southland Transit Inc. (STI) 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. STI now provides transit and other passenger transportation contract services for 20 agencies serving more than 30 communities over five southern California counties. Currently, they operate and maintain around 230 vehicles out of eight operation facilities. Southland employs around 400 employees in its operations.

On May 1, 2004 Southland Transit, Inc. (STI) began providing services to MTS. STI operates DART, a general public paratransit service in the Ranch Bernardo and Scripps Ranch area. STI also operates minibus service in Mira Mesa, Linda Vista, Kearny Mesa, Tierrasanta and Mid-City. STI uses 27 MTS-owned transit buses and 12 STI-owned transit buses to operate the MTS service.

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

