



# ADOPTED FISCAL YEAR 2010 BUDGET



SAN DIEGO METROPOLITAN TRANSIT SYSTEM



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TABLE OF CONTENTS  
BUDGET FISCAL YEAR 2010**

|   |     |
|---|-----|
| Table of Contents.....                              | i   |
| Authorizing Resolution.....                         | iii |
| <b>Section 1, Introduction</b>                      |     |
| 1.01 Chief Executive Officer's Statement.....       | 1   |
| 1.02 Service Area.....                              | 7   |
| 1.03 Description of Operator Activities.....        | 8   |
| 1.04 Organization Chart.....                        | 15  |
| <b>Section 2, Functional Budgets</b>                |     |
| 2.01 Operating Budget Summary.....                  | 16  |
| 2.02 Operations Budget.....                         | 17  |
| 2.03 Administrative Budget.....                     | 18  |
| 2.04 Other Activities Budget.....                   | 19  |
| 2.10 Capital Budget.....                            | 20  |
| <b>Section 3, Revenues</b>                          |     |
| 3.01 Revenue Summary.....                           | 23  |
| 3.02 Summary of Significant Revenue Activities..... | 24  |
| 3.03 Passenger Revenue.....                         | 27  |
| 3.04 Other Operating Revenue.....                   | 28  |
| 3.05 Subsidy Operating Revenue.....                 | 29  |
| 3.06 Other Non Operating Revenue.....               | 30  |
| <b>Section 4, Operations Budgets</b>                |     |
| 4.01 Operations Budget.....                         | 31  |
| 4.02 Bus Operations.....                            | 32  |
| 4.03 Rail Operations.....                           | 33  |
| 4.04 Contract Bus Operations - Fixed Route.....     | 34  |
| 4.05 Contract Bus Operations - Para Transit.....    | 35  |
| 4.06 Chula Vista Transit.....                       | 36  |
| 4.07 Coronado Ferry.....                            | 37  |
| 4.08 Administrative Pass Through.....               | 38  |
| 4.09 Administrative Pass Through Detail.....        | 39  |
| <b>Section 5, Administrative Budgets</b>            |     |
| 5.01 Administrative Budget.....                     | 40  |
| 5.02 Board of Directors.....                        | 41  |
| 5.03 Board of Directors Administration.....         | 42  |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TABLE OF CONTENTS  
BUDGET FISCAL YEAR 2010**

Section 5, Administrative Budgets (continued)

|  |    |
|--|----|
| 5.04 Bus Bench / Bus Shelter.....        | 43 |
| 5.05 Executive.....                      | 44 |
| 5.06 Finance.....                        | 45 |
| 5.07 Fringe Benefits.....                | 46 |
| 5.08 General Expenses.....               | 47 |
| 5.09 Human Resources.....                | 48 |
| 5.10 Information Technology.....         | 49 |
| 5.11 Land Management.....                | 50 |
| 5.12 Legal.....                          | 51 |
| 5.13 Marketing.....                      | 52 |
| 5.14 Multimodal Administration.....      | 53 |
| 5.15 Planning.....                       | 54 |
| 5.16 Purchasing.....                     | 55 |
| 5.17 Revenue.....                        | 56 |
| 5.18 Risk.....                           | 57 |
| 5.19 Security.....                       | 58 |
| 5.20 Telephone Information Services..... | 59 |
| 5.21 Transit Store.....                  | 60 |

Section 6, Other Activities Budgets

|  |    |
|--|----|
| 6.01 Other Activities Budget.....              | 61 |
| 6.02 Taxicab Administration.....               | 62 |
| 6.03 San Diego & Arizona Eastern Railroad..... | 63 |

Section 7, Debt Service Budget

|  |    |
|--|----|
| 7.01 Debt Service Detail.....                            | 64 |
| 7.02 Summary of Significant Debt Service Activities..... | 65 |

Section 8, Capital Budget

|   |    |
|---|----|
| 8.01 Cummulative Capital Budget Through FY10.....   | 67 |
| 8.02 Summary of Significant Capital Activities..... | 69 |
| 8.03 Capital Project Descriptions for FY10.....     | 72 |

Section 9, Funding Sources by Activity

|  |    |
|--|----|
| 9.01 Funding Sources by Activity - Summary Matrix.....   | 73 |
| 9.02 Funding Sources by Activity - Detail Matrix.....    | 74 |
| 9.03 Funding Sources by Activity - Detail Schedules..... | 77 |

Section 10, Appendix

|  |     |
|--|-----|
| 10.01 Five Year Financial Projections..... | 102 |
| 10.02 Statistical Summary.....             | 103 |
| 10.03 Position Information Summary.....    | 109 |
| 10.04 Position Information Detail.....     | 110 |

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 28th day of May 2009, by the following vote:

AYES: Boyack, Bragg, Faulconer, Gloria, Jones, Lightner, Mathis, McClellan, Ovrorn, and Rindone

NAYES:

ABSENT: Ewin, Roberts, Selby, and Young

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

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TABLE OF CONTENTS  
BUDGET FISCAL YEAR 2010**

|   |     |
|---|-----|
| Table of Contents.....                              | i   |
| Authorizing Resolution.....                         | iii |
| <br>Section 1, Introduction                         |     |
| 1.01 Chief Executive Officer's Statement.....       | 1   |
| 1.02 Service Area.....                              | 7   |
| 1.03 Description of Operator Activities.....        | 8   |
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| 4.04 Contract Bus Operations - Fixed Route.....     | 34  |
| 4.05 Contract Bus Operations - Para Transit.....    | 35  |
| 4.06 Chula Vista Transit.....                       | 36  |
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| 5.01 Administrative Budget.....                     | 40  |
| 5.02 Board of Directors.....                        | 41  |
| 5.03 Board of Directors Administration.....         | 42  |

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BUDGET FISCAL YEAR 2010**

Section 5, Administrative Budgets (continued)

|  |    |
|--|----|
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| 5.06 Finance.....                        | 45 |
| 5.07 Fringe Benefits.....                | 46 |
| 5.08 General Expenses.....               | 47 |
| 5.09 Human Resources.....                | 48 |
| 5.10 Information Technology.....         | 49 |
| 5.11 Land Management.....                | 50 |
| 5.12 Legal.....                          | 51 |
| 5.13 Marketing.....                      | 52 |
| 5.14 Multimodal Administration.....      | 53 |
| 5.15 Planning.....                       | 54 |
| 5.16 Purchasing.....                     | 55 |
| 5.17 Revenue.....                        | 56 |
| 5.18 Risk.....                           | 57 |
| 5.19 Security.....                       | 58 |
| 5.20 Telephone Information Services..... | 59 |
| 5.21 Transit Store.....                  | 60 |

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|  |    |
|--|----|
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| 6.02 Taxicab Administration.....               | 62 |
| 6.03 San Diego & Arizona Eastern Railroad..... | 63 |

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|  |    |
|--|----|
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| 7.02 Summary of Significant Debt Service Activities..... | 65 |

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|   |    |
|---|----|
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| 8.02 Summary of Significant Capital Activities..... | 69 |
| 8.03 Capital Project Descriptions for FY10.....     | 72 |

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Chairman  
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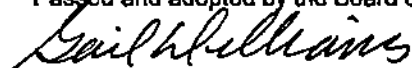
Clerk of the Board  
San Diego Metropolitan Transit System

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit System

I HEREBY CERTIFY that this  
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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 2010  
Section 1.01**

**Review of Fiscal Year 2009 / Preview of Fiscal Year 2010**

As a recap of the current financial position and objectives for MTS, the following is a review of historical operations and budgetary information over the past few years.

**Fiscal Year 2009 Operational Highlights**

- **Federal Transit Administration's (FTA) Triennial Review**

The FTA has just concluded its Triennial Review of MTS operations. The triennial review is one of the FTA's management tools for examining grantee performance and adherence to current FTA requirements and policies. It examines how recipients of Urbanized Area Formula Program funds meet statutory and administrative requirements. After thoroughly reviewing the 23 different areas of responsibility, the auditor found zero deficiencies.

- **Bus Procurements**

During fiscal year 2009, MTS took delivery of 55 CNG-powered forty-foot buses, 26 CNG-powered, sixty-foot articulated buses and 12 thirty-five-foot Super Loop gasoline hybrid-electric buses. These new buses replaced diesel buses that are up to 16 years old, as well as some 14 year old forty-foot CNG buses. As a result, MTS combined operations have reduced their consumption of diesel fuel by almost 50%.

- **Transit Oriented Development at Grossmont Trolley**

MTS partnered with Fairfield Residential and the City of La Mesa to create a residential development on the site of MTS-owned parking lots adjacent to the Grossmont Transit Center in La Mesa. This transit-oriented development project started leasing apartments this winter. The project will provide MTS with \$685 million in operating revenue over the life of the 99 year lease.

- **I-15 BRT Service**

Two interim BRT stations opened in fiscal year 2009, served by existing Premium Express routes: Sabre Springs in January and Rancho Bernardo in March. The Sabre Springs Station is served by routes 820 and 860. The Rancho Bernardo Station is served by routes 20, 810, 845, and 880. Route 880 is a new premium service developed for 4S Ranch that provides express service to Sorrento Valley and is funded through developer fees.

- **Super Loop Service**

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 procured the gasoline hybrid-electric buses and 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,

servicing nine stops between University of California San Diego's campuses, University Towne Centre, and La Jolla Village Square. 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.

- Amalgamated Transit Union (ATU) Agreement

MTS staff negotiated and finalized a 5-year agreement with the Amalgamated Transit Union (ATU) in May 2008. This deal included concessions by ATU in agreeing to change dozens of work rules that will help management run a more cost-effective operation, including the first shake up with packaged (rostered) schedules.

MTS was able to negotiate changes that improved its ability to recruit bus operators, ensure operator staffing, and enable management to reduce absenteeism, overtime, and lost work as well as improve bus service to its passengers.

- International Brotherhood of Electrical Workers (IBEW) Agreement

MTS staff negotiated and finalized a 3-year agreement with the International Brotherhood of Electrical Workers (IBEW). This agreement included a 15 month pay freeze and other concessions by the IBEW that will help management run a more cost effective operation. In exchange, the money generated from these savings will allow MTS to maintain current benefit levels for existing employees and ensure a cooperative relationship for several more years.

- Hosted APTA National Convention and Expo

MTS was proud to host the most important gathering of public transit professionals in the country, the 2008 American Public Transportation Association (APTA) EXPO at the San Diego Convention Center, October 5 to 8, 2008. EXPO 2008 was the largest public transportation EXPO in the world. More than 15,000 public transportation leaders from a myriad of international venues attended EXPO 2008 to view more than 800 exhibits from manufacturers and suppliers of transit innovation - everything from passenger services and operations to alternative-powered and alternative-fueled vehicles that will continue to drive our "green technology." The local economic impact of the event was estimated to be \$58 million.

- Rail Centralized Train Control (CTC)

CTC will provide real time train location and systems information to the SDTI Central Control Facility. The initial phase of this project is due for implementation by SANDAG in October of 2009 and will encompass downtown to Old Town and out to Santee on the Green Line. The remainder of the system extending from center city San Diego on the Blue and Orange Lines will be part of phase 2 and implemented in future years.

- Trolley Blue and Orange Line Rehabilitation Project

Progress was made on the Trolley Blue and Orange Line Rehabilitation and Low Floor Vehicle Project. Both the Blue and Orange Lines will be retrofitted to accept low floor light rail vehicles as part of the overall project, and MTS will procure vehicles to ensure at least one new vehicle per train. In addition, this project will rehabilitate track, track switches, overhead catenary wire, stations, grade crossings, crossing signal equipment, signal cases and substation enclosures and activation switches. A combination of state bond funding, TransNet, MTS Federal 5309 and economic stimulus funding will be used to complete the project and purchase new low floor

vehicles. MTS joined with the Utah Transit Authority to contract with Siemens for an ultra short low floor vehicle that better suits the shorter blocks in downtown San Diego. This option will speed delivery of the vehicles once the stations have been retrofitted to accommodate them system wide.

- Rail System Operations Modification

The MTS Board approved staff's recommendation to modify system operations by extending the Green Line Terminal from the Old Town Transit Center to the Imperial Station, via the Bayside Corridor. Stations from Washington Street to Imperial Station Terminal will be modified to accommodate low-floor access. The Blue Line will terminate at the America Plaza Station and the Orange Line will terminate at the Santa Fe Depot with a timed Green Line transfer. This change in operations will produce an estimated \$750K annual operating savings.

- Ridership

Fiscal year 2009 ridership is expected to top 90 million passengers for the second year in a row, with a slight increase over fiscal year 2008. This increase has occurred despite budgetary service reductions, multiple fare adjustments, stabilizing gas prices, and a county wide unemployment increase from 5.9% in June 2008 to 9.3% in March 2009.

### Historical Budgetary Recap

The long-term ongoing goal of the MTS operating budget is to fund operations solely utilizing recurring revenues.

Changes in the economic environment have created significant budget challenges in the past several years. Late in the 2007 fiscal year, MTS learned that sales tax receipts would be lower than anticipated and that trend has continued into fiscal year 2010. The decline in sales tax revenue impacts MTS's TransNet and Transportation Development Act (TDA) revenues that together make up approximately 47 percent of operating revenue.

In early November 2008, MTS staff was informed by the state that the agency's share of STA revenue would be cut from a projected \$14.1 million to approximately \$4.0 million. This represents the 25% of the total originally budgeted STA revenues. When the state closed their budget in February 2009, MTS was notified that they would receive 50% of the original budget, approximately \$7.0 million, for fiscal year 2009, but STA funding would be discontinued for the next five years. The elimination of all state assistance to public transportation has at least a \$14.5 million annual impact on MTS's budget.

The significant loss of subsidy revenues experienced by MTS in the past several years has forced a number of initiatives to reduce costs and generate revenue. These included service and fare adjustments, management personnel reductions, management benefit reductions, increased advertising and real property revenues, and belt-tightening initiatives. MTS also began to see beneficial results from efficiency-related changes such as a new contract for operation of approximately half of its bus service, the Comprehensive Operations Analysis implemented in 2007, risk management improvements, and consolidation of administrative functions.

### Review of MTS Financial Status

Staff began the fiscal year 2010 budgetary process in November 2008. Despite belt-tightening measures, lower than anticipated fuel costs, and increased fare revenues, staff presented a budget

shortfall of \$11.0 million to the MTS Budget Development Committee (BDC), MTS Executive Committee (EC), and MTS Board of Directors. This was primarily due to the complete elimination of STA funding, as well as the continued reductions in TDA and TransNet revenues. The MTS Board of Directors was presented a scenario and options to close this \$11.0 million shortfall with adjustments to recurring revenue and recurring expenses in five categories: fiscal year 2009 projected carry-forward, non-fare revenue, non-service cost adjustments, personnel, fares and service.

1. FY 09 Projected Carry-Forward - This category includes the projected \$1.8 million revenues exceeding expenses in FY 09. These funds would be carried into the FY 10 operating budget as a buffer as there are many initiatives (particularly subsidy projections) in the following four categories that could fluctuate and have positive or negative impacts to our FY 10 operating budget.
2. Non-fare Revenue Adjustments – Options included expanding advertising within MTS kiosks, timetables, regional transit maps as well as website and telephone advertising. It also includes exploring advertising opportunities to establish sustainable markets, including pass sales to convention centers, etc. Establishing additional property development options and the El Cajon Transit Center redevelopment are included within this category.
3. Non-Service Cost Adjustments - MTS has been committed to running a lean operation, and this category focuses on the continuing of our internal “belt-tightening”.
4. Personnel Adjustments – The scenario presented included options to eliminate open positions, continue to freeze other positions, make additional staff reductions, and other benefit adjustments. Over the last several years, administrative staffing has been reduced by 18.6%.
5. Fare / Service Adjustments - A total of \$6.9 million in fares and service adjustments were targeted in order to balance the budget. Numerous scenarios varying the mix between fare and service changes were presented.

The MTS Board of Directors approved the initiatives proposed. As part of the budget closure, the following categories were addressed: State Transit Assistance funding, fare changes, service changes, and energy.

### State Transit Assistance (STA)

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

By law, STA projections for fiscal year 2009 totaled approximately \$62 million. In order for the governor and legislative bodies to balance the state budget, MTS's allocation of STA funds dropped by \$48 million, which is approximately a 77% reduction to \$14 million. As a result, no STA funds were incorporated in MTS's fiscal year 2010 capital program. In February 2009 the state of California finally approved its fiscal year 2009 budget. It included an additional 50% reduction in STA funding, as well as the complete elimination of STA funding for five years.



## Fare Changes

A total of \$2.2 million in fare adjustments were approved by the MTS Board of Directors on March 12, 2009. The approved fares adjustments are as follows:

- \$4 increase in adult monthly pass (to \$72) which triggers adjustments in other monthly passes: Senior and Disabled (up \$1 to \$18), Youth (up \$2 to \$36). Premium Express pass was also raised \$10 per month to \$100.
- Increase the special circular route rate of \$1 one-way adult cash fare on four routes to match the \$2.25 one-way adult cash fare for the rest of the system.
- Eliminate the \$1.25 downtown trolley fare.
- Increase the senior age eligibility to 65 years over a five year period by increasing the age one year each year. The reason for the progression of the age is to allow anyone who currently is included within the program would not be affected by the change.

## Service Changes

A total of \$4.7 million in service adjustments were approved by the MTS Board of Directors on March 12, 2009. These adjustments were primarily focused on unproductive weekend routes as only 1 weekday route was proposed to be eliminated. Most of the weekend service changes pertained to frequency reductions with only four routes being eliminated. MTS staff projects approximately 3.7 million trips impacted (3.7% of the total) and only 644,000 annual trips lost (0.7% of the total).

## Energy

Energy prices over this past fiscal year have fallen substantially. The original 2009 fiscal year budget rates for CNG and diesel for the MTS system were \$1.47 per therm and \$3.29 per gallon, respectively. Staff now projects that the actual fiscal year 2009 rates will be \$1.30 per therm and \$2.69 per gallon, respectively. In staff's proposed fiscal year 2010 operating budget, the MTS system budgeted rates are \$1.35 per therm for CNG and \$2.30 per gallon for diesel. Total MTS energy expenses for fiscal year 2010 are budgeted at \$26,971,000, compared to midyear-adjusted fiscal year 2009 at \$28,520,000, a decrease of \$1,549,000 (-5.4%).

For reference, an increase of \$0.01 per gallon of diesel has an operating impact of approximately \$13,000. An increase of \$0.01 per therm of CNG has an operating impact of approximately \$84,000. Approximately 80% of all MTS fixed route operations are operated using CNG.

## FY 2010 Overview

As indicated within Attachment B, the fiscal year 2010 total budgeted revenues are 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 Attachment A for a summary of fiscal year 2010 budgeted revenues.

- FY 2010 Operating Revenues

Combined passenger revenue for fiscal year 2010 is projected to increase \$6,269,000 (7.2%) compared to midyear-adjusted fiscal year 2009 levels and is primarily due to fare changes. Phase two of fiscal year 2009's fare adjustments were implemented in January 2009, as well as

the additional monthly pass fare adjustments scheduled for July 2009, which are expected to generate additional passenger revenues.

- FY 2010 Other Revenues

Total other revenue is budgeted to decrease by \$787,000 (-10.1%). This is primarily due to reduced advertising revenues projected within the fiscal year, as well as a decrease in the projected interest income.

- FY 2010 Subsidy Revenues

Subsidy revenues are currently budgeted to decrease by \$7,607,000 (-6.2%). As indicated within Attachment A, this fiscal year utilizes carry-forward revenue of \$1,750,000, as well as additional reserve revenues for San Diego and Arizona Eastern Railway Company and Taxicab Administration, as they are self-funded operations.

- FY 2010 Expenses

Please refer to Attachment B for functional related fiscal year 2010 budgeted expenses and Attachment C for an operational look at fiscal year 2010 budgeted expenses.

- FY 2010 Combined Expenses

Fiscal year 2010 combined expenses total \$225,106,000, which is an increase from midyear-amended fiscal year 2009 of \$1,452,000 (0.6%). This increase includes \$2.2 million (2.2%) in additional personnel expenses.

### Five-Year Forecast

Attachment D provides a look at MTS operations through FY 14. Passenger revenues are projected to increase by approximately 2.7% over the next four years. Early sales tax projections for FY 11 show a slight increase of approximately 1.0%, which impacts MTS's TDA and TransNet subsidy revenue. Expenses are projected to increase by approximately 2.8% over the following four fiscal years, primarily due to expected continued operating expense increases including energy costs.

### Summary

Despite the significant challenge of a continuing funding shortfall in TDA and TransNet over the past two fiscal years, coupled with the complete elimination of STA due to the latest State of California's budget proposal, MTS has balanced the operating budget for fiscal year 2010.



# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## System Summary Fiscal Year 2010

### Section 1.03

The San Diego Metropolitan Transit System was created to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 2.19 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and San Diego and the unincorporated area of the County of San Diego. A number of fixed-route operating entities provide the service and have banded together to form a federation of transit service providers called the Metropolitan Transit System (MTS). The purpose of the MTS is to provide coordinated routes, fares, and transfers among the different operating entities.

#### Bus Operations

MTS Bus Operations are a consolidation of services operated by San Diego Transit Corporation (SDTC), MTS Contracted Services and Chula Vista Transit. These entities operate and maintain a fleet of 679 buses, 75% of which are powered by environmentally friendly compressed natural gas. In FY 10, MTS bus services will operate a total of 102 traditional fixed route, shuttle-type routes, and para transit services, logging over 1.9 million revenue hours while traveling 22.3 million revenue miles across San Diego County. FY 10 ridership for all MTS routes is projected at approximately 55 million passengers.

#### Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 134 light rail vehicles to provide transit service over three separate operating line segments. The Blue Line operates from the US/Mexico border through downtown San Diego and terminates at the Old Town Transit Center. The Orange Line serves the East County communities from El Cajon through downtown San Diego. The Green Line operates from Santee along Mission Valley and serves the campus of SDSU through a short tunnel section before continuing to Old Town Transit Center where service connects with the Blue Line. The entire system encompasses 54.3 total miles (107.6 total track miles) of LRT to 52 transit centers. Regular LRT service is provided virtually around the clock with a 22-hour service window with 516 daily scheduled train trips (and many more during special events). FY 10 ridership for the MTS rail system is projected at approximately 37 million passengers.

#### Other Operations

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego, Naval Air Station North Island, and Coronado. This ferry service transports approximately 78,000 passengers per year. 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.

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

### Section 1.03

#### 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 1.03

#### 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 1.03

#### 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, and minibus 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 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 minibus 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 1.03

#### 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

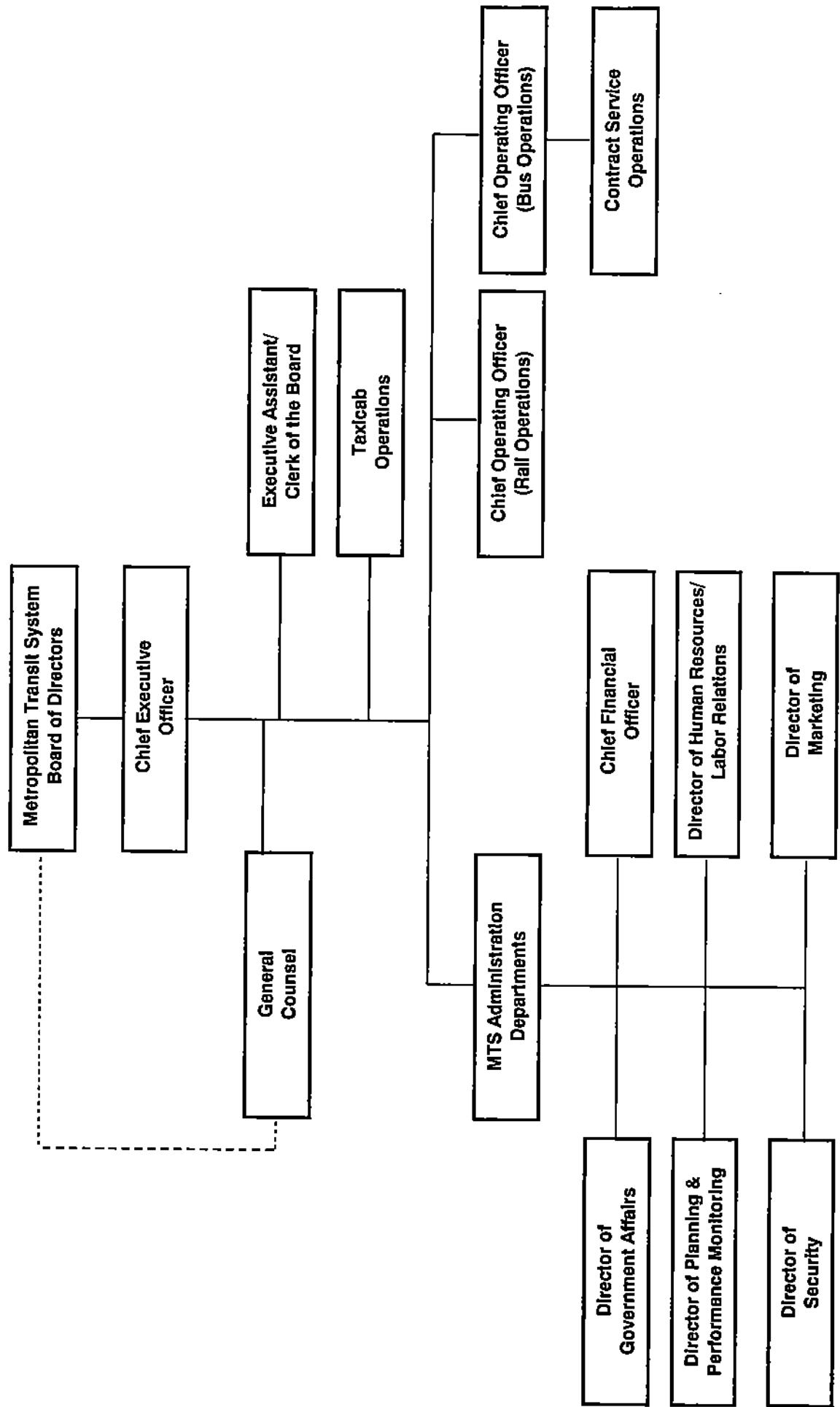
## Coronado Ferry Description of Activities Fiscal Year 2010

### Section 1.03

#### 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  
 Executive Level Organization Chart  
 Fiscal Year 2010  
 Section 1.04





## Section 2

# Functional Budgets



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

|   | ORIGINAL<br>BUDGET<br>FY09 | AMENDED<br>BUDGET<br>FY09 | PROPOSED<br>BUDGET<br>FY10 | \$ VARIANCE<br>FY10 BUDGET<br>TO FY09<br>AMENDED | % CHANGE<br>BUDGET/<br>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%                          |
| <b>OTHER NON OPERATING REVENUE</b>        |                            |                           |                            |  |                                |
| 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>                    |
| <b>SECURITY EXPENSES</b>                  |                            |                           |                            |  |                                |
| 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>                    |
| <b>LUBRICANTS</b>                         |                            |                           |                            |  |                                |
| 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>                   |
| <b>DIESEL FUEL</b>                        |                            |                           |                            |  |                                |
| 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**

|   | ORIGINAL<br>BUDGET<br>FY09 | AMENDED<br>BUDGET<br>FY09 | PROPOSED<br>BUDGET<br>FY10 | \$ VARIANCE<br>FY10 BUDGET<br>TO FY09<br>AMENDED | % CHANGE<br>BUDGET/<br>PROJECTED |
|---|----------------------------|---------------------------|----------------------------|--|----------------------------------|
| <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%                           |
| <b>TOTAL OTHER NON OPERATING REVENUE</b>  | <b>-</b>                   | <b>47,809</b>             | <b>1,879,196</b>           | <b>1,831,387</b>                                 | <b>3830.6%</b>                   |
| <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<br>BUDGET<br>FY09 | AMENDED<br>BUDGET<br>FY09 | PROPOSED<br>BUDGET<br>FY10 | \$ VARIANCE<br>FY10 BUDGET<br>TO FY09<br>AMENDED | % CHANGE<br>BUDGET/<br>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%                           |
| <b>OTHER NON OPERATING REVENUE</b>        |                            |                           |                            |  |                                  |
| 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>                     |
| RISK MANAGEMENT                           | 388,303                    | 387,675                   | 399,600                    | 11,925   | 3.1%                             |
| GENERAL AND ADMINISTRATIVE                | 514,364                    | 455,260                   | 704,964                    | 249,724  | 54.9%                            |
| 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>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<br>BUDGET<br>FY09 | AMENDED<br>BUDGET<br>FY09 | PROPOSED<br>BUDGET<br>FY10 | \$ VARIANCE<br>FY10 BUDGET<br>TO FY09<br>AMENDED | % CHANGE<br>BUDGET/<br>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       |
|--|---------------------|------------|------------|------------|------------|------------|
| 5307 80% Funding Estimate                      |                     | 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   |
| 5307 80%- carryover                            |                     | 1,661.0    |            |            |            |            |
| TDA Local Match (5307- carryover) 20%          |                     | 415.3      |            |            |            |            |
| 5309 Rail Mod 80% Funding Estimate             |                     | 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    |
| 5309 Rail Mod 80%- carryover                   |                     | 1,653.0    |            |            |            |            |
| TDA Local Match (5309- carryover) 20%          |                     | 413.3      |            |            |            |            |
| 5311 f - El Cajon Transit Center               |                     | 38.9       |            |            |            |            |
| TDA Local Match (5311 f)                       |                     | 31.4       |            |            |            |            |
| 5309 Bus Discretionary program- ECBMF          |                     | 261.3      |            |            |            |            |
| TDA Local Match                                |                     | 65.3       |            |            |            |            |
| JARC for HASTOPS                               | Federal             | 62.8       |            |            |            |            |
| JARC match                                     | TDA                 | 15.7       |            |            |            |            |
| CMAQ for Buses                                 | X051                | 62.5       |            |            |            |            |
| CMAQ match (11.47%)                            | TDA                 | 8.1        |            |            |            |            |
| TSGP- FFY08 Rail & Bus                         | TSGP                | 1,500.0    |            |            |            |            |
| Security- Prop 1B Rail (FFY08)                 | State               | 1,500.0    |            |            |            |            |
| Security- Prop 1B Bus (FFY08)                  | State               | 1,200.0    |            |            |            |            |
| Security- Prop 1B Bus & Rail (FFY09)           | State               | 2,779.4    |            |            |            |            |
| Proposition 1B (FFY08)                         | State               | 27,787.9   |            |            |            |            |
| Proposition 1B (FFY09)                         | State               | 15,653.7   |            |            |            |            |
| FY08 TDA Unallocated                           | 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   |
| CNG Fuel Credits FFY09                         | CNG                 | 2,800.0    |            |            |            |            |
| Project Transfer #11199-Misc capital           | Y474, 0208, Y350    | 477.0      |            |            |            |            |
| Project Transfer #11199- Misc capital match    | MATCH               | 119.2      |            |            |            |            |
| Project Transfer #11215- non federal           | STA                 | 151.3      |            |            |            |            |
| SANDAG Project Transfer #1108400               | 5309 CA-03-0860     | 286.3      |            |            |            |            |
| SANDAG Project Transfer #1108400- match        | MATCH               | 71.6       |            |            |            |            |
| Project Transfer #11217- station improv.       | 5309-0220           | 28.5       |            |            |            |            |
| Project Transfer #11217- station improv. match | MATCH               | 34.3       |            |            |            |            |
| Project Transfer #11221- low volt wiring       | 5309-0233           | 140.0      |            |            |            |            |
| Project Transfer #11221- low volt wiring match | MATCH               | 35.0       |            |            |            |            |
| Project Transfer #11261-Special Event          | 5307-Y677           | 27.2       |            |            |            |            |
| Project Transfer #11261- special event match   | MATCH               | 6.8        |            |            |            |            |
| Project Transfer #11202-Non revenue Vehicles   | 5309-0220/5307-Y677 | 200.4      |            |            |            |            |
| Project Transfer #11202- Non revenue Vehicles  | MATCH               | 50.1       |            |            |            |            |
| SANDAG Planning Study                          |                     | (922.5)    | (959.4)    | (97.8)     | (1,037.7)  | (1,079.2)  |
| Preventive Maintenance                         |                     | (41,500.0) | (41,500.0) | (41,500.0) | (41,500.0) | (41,500.0) |
| Available Funding for FY 10 Capital Program    |                     | 93,962.5   | 35,950.4   | 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                    | -                | 49,441.6             | -             | 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                       | -                | 12,537.0             | -             | 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      | CVT 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      | CVT 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      | Haslog module for Planning Haslog Program   | -                | 78.5                 | -             | -        | -        | -         | -         | 78.5               |
| MTS Bus  | El Cajon Transit Center                     | -                | 70.2                 | -             | -        | -        | -         | -         | 70.2               |
| SDTI     | SD100 Tractor 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       | -        | -        | -         | -         | 12,700.0           |
| SANDAG   | Grossmont Pedestrian Enhancement            | 4,700.0          | -                    | 3,095.0       | 105.0    | 3,000.0  | 4,200.0   | -         | 3,200.0            |
| SANDAG   | San Ysidro Slope                            | 135.0            | -                    | 2,080.0       | -        | -        | -         | -         | 2,080.0            |
| SANDAG   | Mainline Drainage Improvements              | 280.0            | -                    | 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     | 585.0              |
| 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              |
| N-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              |

**PROJECT SUBMITTALS:**

| Division                   | Project Description                            | Funded thru FY09 | FY10 Funded Projects | FY10 Unfunded     | FY11               | FY12               | FY13               | FY14               | BUDGET FY10 - FY14 |
|----------------------------|--|------------------|----------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| SDTI                       | Old Town Station Building Repairs              | -                | -                    | 75.0              | -                  | -                  | -                  | -                  | 75.0               |
| 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                      | -                | -                    | -                 | 1,200.0            | 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            |
| <b>TOTAL</b>               |  | <b>112,236.3</b> | <b>93,962.5</b>      | <b>16,781.0</b>   | <b>128,284.6</b>   | <b>130,640.9</b>   | <b>142,631.3</b>   | <b>146,715.2</b>   | <b>659,015.6</b>   |
| <b>ANNUAL DEFICIT</b>      |  |                  | <b>0.0</b>           | <b>(16,781.0)</b> | <b>(91,424.3)</b>  | <b>(91,146.1)</b>  | <b>(100,396.7)</b> | <b>(101,631.3)</b> | <b>(401,379.4)</b> |
| <b>ACCUMULATED DEFICIT</b> |  |                  | <b>0.0</b>           | <b>(16,781.0)</b> | <b>(108,205.3)</b> | <b>(199,351.5)</b> | <b>(299,748.2)</b> | <b>(401,379.4)</b> |                    |



Section 3

Revenues





