



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

## Agenda

Joint Meeting of the Board of Directors for  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

July 22, 2004

9:00 a.m.

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

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least five working days prior to the meeting to ensure availability. Assistive Listening Devices (ADLs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - July 8, 2004 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion Items. If you have a report to present, please furnish a copy to the Clerk of the Board.
4. Presentation of Employee Awards Receive



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

- |    |   |                 |
|----|---|-----------------|
| 5. | <u>Closed Session Items</u>   | Possible Action |
| a. | <u>MTDB: CLOSED SESSION - CONFERENCE WITH<br/>LEGAL COUNSEL - Existing Litigation - (Subdivision (a)<br/>of Section 54956.9): Appeal from the San Diego Historical<br/>Resources Board Regarding the Coronado Branch Line</u> |                 |

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS - RECOMMENDED BY THE CHIEF EXECUTIVE OFFICER (indicated by \*)

- |    |   |         |
|----|---|---------|
| 6. | <u>MTDB: Transit Center Maintenance Contract</u><br>Action would authorize the Chief Executive Officer to execute a contract amendment for one option term with Calderon Building Maintenance, Inc.   | Approve |
| 7. | <u>SDTI: Financial Report for May 2004</u><br>Action would receive the following reports: Summary of Cash in Treasury, Status of Revenue, Summary of FY 04 Appropriations and Expenditures, and San Diego Association of Governments (SANDAG) Ridership Summaries.  | Receive |
| 8. | <u>MTDB: Amendment to Disadvantaged Business Enterprise Policy No. 26 Pursuant to Federal Transit Administration Requirements</u><br>Action would receive this report and authorize the proposed changes to Board Policy No. 26, "Disadvantaged Business Enterprise (DBE)" as required by the Federal Transit Administration (FTA). | Approve |
| 9. | <u>MTS Operators Budget Status Report for May 2004</u><br>Action would receive this report for information.   | Receive |

NOTICED PUBLIC HEARINGS

25. None.

**NOTE: A FIVE-MINUTE RECESS WILL BE TAKEN AT APPROXIMATELY 10:30 A.M.**

DISCUSSION ITEMS

- |     |  |         |
|-----|--|---------|
| 30. | <u>MTS: Operations Status Reports</u><br>Action would receive the following Operations Status Reports for San Diego Transit Corporation, San Diego Trolley, Inc., and MTS Contract Services. | Receive |
| 31. | <u>MTDB: Update on State Budget and Pending Legislation</u><br>Action would receive a report regarding pending legislation and the state budget.   | Receive |

- |     |  |                 |
|-----|--|-----------------|
| 32. | <u>MTS: Reorganization - Status Report</u><br>Action would receive this report for information.  | Receive         |
| 44. | <u>Chairman's Report</u>   | Possible Action |
| 45. | <u>Chief Executive Officer's Report</u>  | Information     |
| 46. | <u>Board Member Communications</u>   |                 |
| 47. | <u>Additional Public Comments Not on the Agenda</u><br>If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous Hearings or agenda items may not again be addressed under Public Comments. |                 |
| 50. | <u>Next Meeting Date:</u> August 12, 2004  |                 |
| 60. | <u>Adjournment</u>   |                 |

JGarde

AGENDAS EC 7-15-04 BD 7-22-04

7/15/04

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 7/22/04

CALL TO ORDER (TIME): 9:15 a.m.

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

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

CLOSED SESSION: 9:19 a.m.

RECONVENE: 9:58 a.m.

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

ADJOURN: 11:05 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
CLABBY	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		10:40 a.m.
LEWIS, Charles	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:19 a.m. at start of Closed Session	
LEWIS, Mark	<input type="checkbox"/> (Santos) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:20 a.m.
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Ungab) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input checked="" type="checkbox"/>		
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		11:01 a.m.
RYAN	<input type="checkbox"/> (Dale) <input type="checkbox"/>		<input checked="" type="checkbox"/>
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:48 a.m. during Closed Session	11:01 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Gail Williams*  
*Jeffrey Horvitz*

JOINT MEETING OF THE BOARD OF DIRECTORS FOR THE METROPOLITAN TRANSIT  
DEVELOPMENT BOARD, SAN DIEGO TRANSIT CORPORATION, AND SAN DIEGO  
TROLLEY, INC.

July 8, 2004

BOARD OF DIRECTORS MEETING ROOM, 10<sup>TH</sup> FLOOR  
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:07 a.m. A roll call sheet is attached listing Board member attendance.

2. Approval of Minutes

Mr. Clabby moved to approve the minutes of the June 24, 2004, Board of Directors meeting. Mr. Rindone seconded the motion and the vote was 10 to 0 in favor.

3. Public Comment

*Virginia Conway* – Ms. Conway suggested that MTDB provide the school system with videotapes educating children about safety issues related to using the Trolley and buses. She also suggested that public transit riders over 90, who don't have to pay a fare, be issued a special ID card that can be readily identified by bus operators. She also expressed objections to the purchase of diesel-powered trolley cars. Mr. Williams reported that the Sprinter is ordering diesel-powered trolley cars, but the MTS system has none.

*Penelope Madrid* – Ms. Madrid expressed concern about the nature of materials being dispensed from news racks located in proximity to bus and trolley stops and transit centers. She objected to the negative impact these types of materials could have on children.

Ms. Sterling requested that staff research the feasibility of placing "blinds" (paper or fogged glass) on the front of these dispensers. She also requested that staff locate films that could be used to educate children about safety issues related to bus and trolley and provide them to the schools if it could be accommodated within MTDB's budget. Mr. Jablonski, MTDB Chief Executive Officer (CEO), responded that school programs of this nature are very common, and MTDB staff will do some research in this area.

Mr. Jablonski also stated that the dispensing of objectionable materials in proximity to transit stops and centers presents a very complicated issue relative to the First Amendment. He added that MTDB's legal counsel is currently reviewing this issue as well as issues regarding solicitation and the distribution of handbills within station areas. Mr. Limber reiterated Mr. Jablonski's comments regarding the complexity of this issue. He stated that some cities have implemented restrictions on the location of and types of news boxes, which has ameliorated some of the problem.

*Clive Richard:* Mr. Richard provided the Board with statistics that reflect declining on-time performance of bus service. He pointed out that the system was 90 percent on time in 1999 and is only 80 percent on time now. He also advised the Board that only about three percent of the buses were over 10 minutes late in 1999, while about three percent of the buses are over 20 minutes late now. He stated that this performance level discourages people from using the system. Mr. Jablonski stated that this area is a high priority for San Diego Transit (SDT). He stated that SDT has implemented two primary programs to address service reliability – equipment reliability as well as on-time performance. He added that SDT's goal is to return to its 1999 level of 90 percent on time. He stated it is not a single fix – it involves on-street operations, communication with operators, and realistic scheduling. He added that some progress has already been made – on-time performance has improved to approximately 84 percent in the last couple of months. Mr. Jablonski stated that having buses that don't go where its customers want to go, along with unreliable service is a detriment to ridership. Ms. Claire Spielberg, Chief Operating Officer (Bus), stated that SDT management staff in conjunction with staff from SANDAG have been doing on-time performance surveys and have identified 15 routes needing adjustments. She reported that adjustments are being scheduled for September and additional routes will be adjusted in January to help SDT reach its goal of 90 percent on time. Ms. Spielberg stated that SDT expects to see significant improvements in on-time performance after the September schedule adjustments.

4. Presentation of Employee Awards

The following SDTC employees were presented with service awards: 30 Years of Service: Danny Mason, Greg Attaway, and Dave Miller, all operators. In addition, Mr. Miller's father, who has since retired, was recognized for serving 40 years as an operator at SDT.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:27 a.m. for (a) MTDB: - Public Employee Appointment – General Counsel (Government Code Section 54957); and (b) Conference With Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation Pursuant to Subdivision (b) of Government Code Section 54956.9: One Potential Case

Mr. Roberts left the Closed Session at just prior to discussion of Closed Session Item 5.b.

The Board reconvened to Open Session at 10:04 a.m.

Oral Report of Final Actions Taken in Closed Session

Mr. Jack Limber, SANDAG General Counsel, reported the following: Closed Session Item 5a: The Board concurred with the appointment of Tiffany Lorenzen as General Counsel. Closed Session Item 5b: The Board of Directors authorized Mr. Paul Jablonski, CEO, to execute a Consent Order with the County of San Diego relative to underground storage tanks.

CONSENT ITEMS

6. MTDB: Budget Transfers and Contract Change Orders for Mission Valley East (CIP 10426.7)

That the Board of Directors authorize the Chief Executive Officer (CEO) to: (1) transfer \$1,300,000 into the Mission Valley East (MVE) Tunnel and Underground Station Construction line item (WBS 10426-1010) from available balances in other project line items, in the amounts shown in Attachment A of the agenda item; (2) transfer \$1,300,000 from the San Diego State University (SDSU) Tunnel and Underground Station Construction line item (WBS 10426-1010) into the Construction Contingency for the SDSU Tunnel and Underground Station, as shown on Attachment B of the agenda item, to fund pending and proposed change orders for the SDSU construction contract; (3) transfer \$300,000 for the La Mesa Segment Construction line item (WBS 10426-109918LM) into the Grantville Segment Construction line item (WBS 10426-109918GR) to correct a negative balance in the Grantville line item, as shown in Attachment A of the agenda item; (4) ratify the action of the Chairman of the Board authorizing the CEO to execute Contract Change Order (CCO) No. 305 (Attachment C of the agenda item) with Clark Construction Group (CCG), contractor for the SDSU Tunnel and Underground Station, in an amount not to exceed \$500,000, to start work on additional fire alarm system equipment and detection wiring, as required by the State Fire Marshall. CCO No. 305 directs the contractor to order equipment with a long lead time; this will save MTDB from potential costs associated with contractor delays; and (5) execute Contract Change Order (CCO) No. 101, Supplement No. 1, with Stacey and Witbeck, Inc. (SWI), in an amount not to exceed \$40,525, in substantially the same form as shown in Attachment D of the agenda item, for SWI to construct a cast-in-place concrete retaining wall at the Keeney Street Substation site for the Trackwork and Systems Contract (LRT-426.1).

7. MTDB: Controller's Report for March 2004 (FIN 305, PC 30100)

That the Board of Directors receive the following reports: FY 2004 Budget Summary – Appropriations/Expenditures/Encumbrances; FY 2004 Budget Summary – Status of Cash Receipts; Detail of Portfolio Balances, Investment Transaction Detail; and Estimated Balance of Contingency Reserve.

8. MTDB: Amendment – Inland Breeze MOU and Fund Transfer Agreement (OPS 920.5, PC 30124)

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

amendment to the Memorandum of Understanding (MOU) and Fund Transfer Agreement between MTDB and the San Diego Association of Governments (SANDAG) for the Inland Breeze (Routes 980/990) Interstate 15 (I-15) FasTrak Value Pricing Project, for the period of July 1, 2004, through June 30, 2007, in substantially the same form as attached (Attachment A of the agenda item). That the Board of Directors receive the MTS Operators Budget Status Report for the month of April 2004.

9. MTDB: Legislative Update (ADM 122.2, PC 30100)

That the Board of Directors receive this report for information

Motion on Recommended Consent Items

Mr. Emery moved to approve Consent Agenda Item Nos. 6, 7, 8, and 9. Mr. Clabby seconded the motion and the vote was 10 to 0 in favor.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings

DISCUSSION ITEMS

30. SDTI: 2004 Suzuki Rock 'N' Roll Marathon Summary Review (CIP 10453)

Mr. Peter Tereschuck, President & General Manager of San Diego Trolley, Inc. (SDTI), advised the Board that staff has implemented recommendations made by the Board at its May 13, 2004, meeting. He also introduced Mr. Tom Doogan who provided the Board with an overview of trolley operations on the day of the Suzuki Rock 'N' Roll Marathon. Mr. Doogan provided the Board with information on the number of times the race crosses trolley tracks at various locations around the city and, in particular, pointed out that the race crosses Napa and Friars twice. He advised the Board that service at that location is disrupted from 7:00 to 11:00 a.m. Mr. Doogan showed pictures displaying trolley passengers trying to cross through runners to get to their connecting trolley.

In response to a question from Ms. Sterling, Mr. Tereschuck responded that SDTI has been working with Elite Racing to develop an alternate route for the race. He also pointed out that SDTI has warned Elite Racing in past years about the difficulties at Napa and Friars and did so again this year.

Mr. Emery stated that he spent nearly two hours observing trolley operations and the race at this location and stated that this is a dangerous situation. Mr. Monroe stated that he also doesn't feel that trolley customers should be put in a conflicting situation with the marathon runners; however, he stated he wasn't sure he was ready to vote in favor of staff's recommendation. He stated this is a very important race with economic benefits to San Diego. He cited other changes that are made by the city to accommodate the race, e.g. the closure of Pacific Highway, portions of the freeway, etc. He stated that he would be willing to stop trolley service altogether if the City made that request. He



stated that he would like to hear from City representatives on the Board before going forward with this recommendation.

Mr. Mathis stated that he would be opposed to stopping trolley service for any length of time. He stated that the public has come to expect the trolley to operate and expressed concern that this could have a negative effect on the Trolley's reputation for providing reliable service. He stated that the Trolley has made adjustments to accommodate the downtown portion of the race, but accommodations cannot be made for the length of time that is required at the Friars and Napa location. He added that he was against setting a precedent of altering service for public events. Mr. Emery pointed out that it is more difficult for the Trolley to make adjustments because the trolley runs on a fixed track.

Mr. Zucchet stated that he didn't think either the race or trolley service should be stopped. He stated that Elite Racing appears to feel it can simply avoid dealing with the issue with no consequence to the race. He added that everyone recognizes the benefit of the race but that does not "trump" trolley service. He stated he was in favor of staff's recommendation regarding this matter keeping Mr. Monroe's comments in mind. He added that he feels this action is necessary in order to convey the seriousness of MTDB's concern regarding this issue to Elite Racing.

Mr. Roberts stated that he also was in favor of staff's recommendation. He added that Elite Racing is aware of MTDB's concern about the Napa and Friars location. He added that he has had discussions with Elite Racing and they need to adopt a different attitude about resolving this problem. He also stated he felt Elite Racing and SDTI could work together to arrive at a solution that would be acceptable to both. He added that Elite Racing also has major financial partners that are requesting a change in the race course.

Mr. Jablonski stated that he would be meeting with Tracey Sundlun of Elite Racing to discuss these issues. He stated that approximately 1,800 to 2,000 passengers, 40 to 50 at a time, are affected by the race over a four-hour period.

The Board briefly discussed related insurance issues.

#### Action Taken

Mr. Emery moved to receive this report for information and reaffirm its position with respect to the 2005 Suzuki Rock 'N' Roll Marathon course as follows: (1) For the safety of its patrons and those participating in the Rock 'N' Roll Marathon, the crossing at Friars Road/Napa Street cannot be closed to LRT through movement for any duration of time for the 2005 Rock 'N' Roll Marathon; (2) Declare that MTDB has the exclusive jurisdiction under Public Utilities Code section 120105(e) to determine the rules and regulations for the use and operation of its property and facilities, including its transit systems and related transportation facilities, and to determine whether a race course may be established over its property and facilities; and (3) Direct staff to transmit this formal position to Elite Racing. Mr. Rindone seconded the motion and the vote was 10 to 0 in favor.

44. Chairman's Report (ADM 121.7, PC 30100)

There was no Chairman's Report.

45. Chief Executive Officer's Report (ADM 121.7, PC 30100)

*Bus Purchases:* Mr. Jablonski advised the Board that he has issued notices to proceed to both North American Bus Industries (NABI) and Creative Bus for the manufacture of buses that will be purchased by MTDB using \$10 million in local funds and \$10 million in TCRP funds. He stated that 40' coaches will be purchased from NABI – the exact number to be determined during an upcoming meeting, and five smaller buses for Chula Vista Transit from Creative Bus. He stated that deliveries should occur toward the end of this year and early 2005.

*Federal Transportation Administration (FTA) Triennial Review:* Mr. Jablonski reported that MTDB just completed its Triennial Review conducted by the FTA. He informed the Board that this audit is extremely thorough and covers an array of diverse subjects. He reviewed the amount of time staff spent preparing for this audit. He said MTDB came through the audit extremely well, especially given that most staff members experienced with this audit were transferred to SANDAG. He added that there were a couple of administrative issues identified by the FTA during the audit, one of which involved making a minor revision to MTDB's Disadvantaged Business Enterprise (DBE) policy. He stated that staff deserves a lot of credit for MTDB's good report and for preparing for and participating in this audit in addition to performing their regular duties. In response to a comment from Mr. Monroe about the Transportation Development Act (TDA) Triennial Audit, Mr. Jablonski stated that the FTA audits only those items for which they have made a financial commitment. Mr. Emery advised the Board that this particular audit is conducted by the FTA at no expense to MTDB.

*APTA Announcement of Board Chair of the Year:* Mr. Jablonski reported that Mr. Leon Williams has been named by APTA as Board Chair of the Year. He added that Mr. Williams will receive his award during the APTA Annual Meeting in Atlanta this fall.

46. Board Member Communications

*APTA Board Chair Award:* Mr. Rindone, Ms. Sterling, and Mr. Monroe all offered congratulations to Mr. Williams on his selection as Board Chair of the Year. They all said it was well deserved. Ms. Sterling stated that he was a boost to the Board. Mr. Williams thanked Mr. Jablonski for his support and Nancy Irwin, MTDB Advertising and Communications Manager, for her efforts on his behalf.

*Painting of Yellow Curb and 12<sup>th</sup> & Imperial Station:* Mr. Rindone asked why the yellow curbs at 12<sup>th</sup> & Imperial Station have not been painted yet. He stated that he felt this should have been done earlier in the baseball season given the number of trolley patrons that are using this station to arrive for Padres games. Mr. Tereschuck reported that 12<sup>th</sup> & Imperial yellow curbs should be repainted before the next Board meeting. Mr. Monroe stated that there is a current system-wide effort to make painting-related upgrades.

*Water Bottles:* Mr. Mark Lewis stated that MTDB should provide 12 oz. instead of 8 oz. bottles of water to reduce the amount of plastic waste. Mr. Clabby pointed out that the plastic is recycled.

*Future Transportation System:* Ms. Sterling informed the Board about a Channel 8 newscast detailing a futuristic pod-based transportation system. She explained the basic concepts of the system. Mr. Jablonski stated he would have staff obtain a copy of the news clip and present it at an upcoming Board meeting.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

50. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, July 22, 2004, at 9:00 a.m. in the same location.

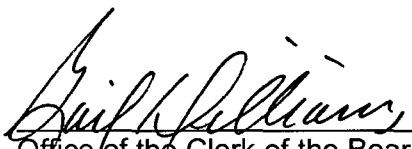
60. Adjournment

Chairman Williams adjourned the meeting at 10:45 a.m.



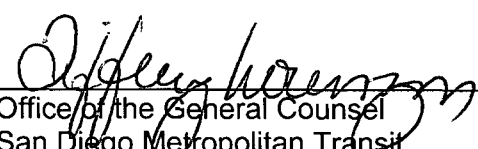
Chairman  
San Diego Metropolitan Transit  
Development Board

Filed by:



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

Approved as to form:



Office of the General Counsel  
San Diego Metropolitan Transit  
Development Board

GWilliams/minutes

Attachments: A. Roll Call Sheet

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 7/8/04

CALL TO ORDER (TIME): 9:07 a.m.

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

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

CLOSED SESSION: 9:27 a.m.

RECONVENE: 10:04 a.m.

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

ADJOURN: 10:45 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
CLABBY	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
INZUNZA	<input type="checkbox"/> (Ungab) <input type="checkbox"/>		<input checked="" type="checkbox"/>
KALTENBORN	<input type="checkbox"/> (N/A) <input type="checkbox"/>		<input checked="" type="checkbox"/>
LEWIS, Charles	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
LEWIS, Mark	<input checked="" type="checkbox"/> (Santos) <input type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>	9:13 a.m.	
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		
RYAN	<input type="checkbox"/> (Dale) <input type="checkbox"/>		<input checked="" type="checkbox"/>
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

1

**\*\*PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM\*\*** @ 9:00

## 1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach your written statement to this form). Communications on hearings and agenda items are generally limited to three (3) minutes per person unless the Board authorizes additional time. However, the Chairperson may limit comment to one or two minutes each if there are multiple requests to speak on a particular item. General public comments on items not on the agenda are limited to three (3) minutes. Please be brief and to the point. No yielding of time is allowed. Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.

Date 2004-07-22  
Name (PLEASE PRINT) Clive Richard  
Address 5153 La Donna St  
San Diego, CA  
Telephone 619.582.4036  
Organization Represented (if any) N/A  
Subject of your remarks: support staff

Agenda Item Number on which you request to speak \_\_\_\_\_

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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

Public comment on matters not on the agenda will be limited to five (5) speakers with three (3) minutes each, under the Public Comment Agenda Item. Additional speakers will be heard at the end of the Board's Agenda.

**\*\*REMEMBER: Subjects of previous Hearings or agenda items may not again be addressed under General Public Comments.\*\***



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

## Agenda

Item No. 6

Joint Meeting of the Board of Directors for  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 920.5 (PC 30120)

July 22, 2004

Subject:

MTDB: TRANSIT CENTER MAINTENANCE CONTRACT

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute a contract amendment (MTDB Doc. No. B0299.4-02, Attachment A) for one option term with Calderon Building Maintenance, Inc.

### Budget Impact

The FY 05 budget impact is \$173,658, which is budgeted in the Transit Center Maintenance line item. The FY 06 budget impact is \$44,653, which will be budgeted in the FY 06 Transit Center Maintenance line item.

### DISCUSSION:

In 1997 MTDB initiated the contracting of transit center power steam-cleaning services at various transit centers where oil and debris collect in the bus bays. The service schedule is determined by the size of the center and the condition of the bus bay. They are cleaned either quarterly, bimonthly, monthly, twice per month, or weekly. The contractor steam cleans and power washes bus bays and selected passenger platform areas at various transit center locations.

On September 13, 2001, the Board of Directors approved a transit center maintenance contract with Calderon Building Maintenance, Inc., for one year, with 4 one-year options. Amendment No. 2 extended the term of contract for one month. Amendment No. 3

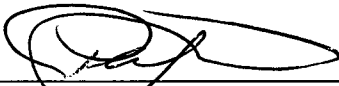


Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB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

exercised 2 one-year options, but inadvertently terminated the second year after only nine months on June 30, 2004.

Amendment No. 4 will include the San Ysidro Intermodal Transportation Center in the scope of work and make adjustments to the periodicity of cleaning at three transit centers. The unit price increase from the original contract amounts to less than 2.5 percent per year. The fiscal year 2006 unit price increase is 2.8 percent.

The company has performed its contract obligations very well. Therefore, we recommend approval of one option year to include the additional three months omitted from the previous amendment.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Mark Wasdahl, 619.235.2653, [mark.wasdahl@sdmts.com](mailto:mark.wasdahl@sdmts.com)

PSmith/JGarde

JULY22-04.6.MWASDAHL  
7/6/04

Attachment: A. MTDB Doc. No. B0299.4-02 (**Board Only**)

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

# DRAFT

Att. A, AI 6, 7/22/04, OPS 920.5

July 22, 2004

MTDB Doc. No. B0299.4-02  
OPS 920.5 (PC 30120)

Mr. Andy J. Calderon  
Vice President  
Calderon Building Maintenance, Inc.  
3822 Sherman Street  
San Diego, CA 92110

Dear Mr. Calderon:

Subject: AMENDMENT NO. 4 TO MTDB DOCUMENT NO. B0299.0-02; TRANSIT CENTER  
MAINTENANCE AGREEMENT

This letter shall serve as Amendment No. 4 to our original agreement (reference MTDB Document No. B0299.0-02).

## TERM

The term of this amendment shall be July 1, 2004, through September 30, 2005, with one additional option to extend the contract for one year exercisable by MTDB.

## SCOPE OF WORK

### Page 12 – Section 2.2: Locations and Applicable Cleaning Frequency

Replace paragraphs A and B effective July 1, 2004, with the following:



#### A. BUS PARKING AREA

Quarterly:

1. National City/8th Street Trolley Station bus bay areas – see attached
2. National City/24th Street Trolley Station bus bay areas – see attached
3. San Diego/47th Street Trolley Station bus bay areas – see attached
4. Lemon Grove/Massachusetts Trolley Station bus bay areas – see attached
5. Lemon Grove/Lemon Grove Depot Trolley Station bus bay areas – see attached
6. La Mesa/Spring Street Trolley Station bus bay areas – see attached
7. San Diego/College Grove Center – see attached

#### Member Agencies:

City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration  
Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at [sdcommute.com](http://sdcommute.com)!



Bimonthly:

1. Chula Vista/Palomar Street Transit Center bus bay areas – see attached
2. Chula Vista/Palm Avenue Transit Center bus bay areas – see attached
3. La Mesa/Grossmont Trolley Station bus bay areas – see attached
4. Santee/Santee Town Center Trolley Station bus bay areas – see attached

Monthly:

1. Chula Vista/E Street Trolley Station bus bay areas – see attached
2. Chula Vista/H Street Trolley Station bus bay areas – see attached
3. El Cajon/El Cajon Transit Center bus bay areas – see attached
4. San Diego/12th and Imperial Transfer Station – see attached
5. Kearny Mesa Transit Center bus bay areas – see attached

Twice Monthly:

1. Fashion Valley Transit Center bus bay areas (plus platforms) – see attached
2. Old Town Transit Center bus bay areas (plus platforms) – see attached
3. Iris Avenue Trolley Station bus bay areas (plus platforms) – see attached
4. Euclid Avenue Trolley Station bus bay areas (plus platforms) – see attached

Weekly:

1. San Ysidro Transit Center (plus platforms) – see attached

B. PASSENGER PLATFORM AREA

Twice Monthly:

1. Fashion Valley Transit Center – see attached
2. Old Town Transit Center – see attached
3. Iris Avenue Trolley Station – see attached
4. Euclid Avenue Trolley Station – see attached

Weekly:

1. San Ysidro Transit Center – see attached

Page 15 – Section 2.7: Payment

Amendment No. 4 payments shall not exceed \$218,291.

Mr. Andy J. Calderon  
July 22, 2004  
Page 3

All other conditions of MTDB Document No. B0299.0-02 shall remain unchanged. If you agree with the above, please sign and return the copy marked "original" to Contracts Administrator at MTDB. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Andy J. Calderon  
Calderon Building Maintenance, Inc.

PSmith/JGarde/CL-  
cl-b0299.4.calderon.mwasdahl

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

Attachments: San Ysidro Site Drawing  
Fiscal Year 2005 Calderon Unit Pricing  
Fiscal Year 2006 Calderon Unit Pricing } Not attached



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

## Agenda

## Item No. 7

Joint Meeting of the Board of Directors for  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 970.5 (PC 30102)

July 22, 2004

### Subject:

SDTI: FINANCIAL REPORT FOR MAY 2004

### RECOMMENDATION:

That the Board of Directors receive the following attachments: Summary of Cash in Treasury, Status of Revenue, Summary of FY 04 Appropriations and Expenditures, and San Diego Association of Governments (SANDAG) Ridership Summaries (Attachment A).

#### Budget Impact

None (with the indicated recommendation).

### DISCUSSION:

The financial report reflects cumulative operating revenues and expenditures made by San Diego Trolley, Inc. (SDTI), through May 31, 2004. Both fare revenue and operating expenditures are within revised budget projections at this time. Staff will be prepared to address questions regarding the attached financial reports.

#### Fare Recovery

Based on the attached reports, fare revenue for May is \$2,031,975.00 divided by operating expenses of \$3,131,195.00, equating to a farebox recovery rate of 64.9 percent.



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

Farebox Recovery Comparisons

	<u>May 04</u>	<u>May 03</u>	<u>May 02</u>
Month	64.9%	45.0%	54.1%
Fiscal Year Average	59.5%	56.7%	59.2%



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sandra Mann, 619.595.4903, [sandra.mann@sdti.sdmts.com](mailto:sandra.mann@sdti.sdmts.com)

KET – Als  
JULY22-04.7.SMANN  
7/8/04

Attachment: A. Financial and Ridership Summaries **(Board Only)**

SAN DIEGO TROLLEY, INC.

SUMMARY OF CASH IN TREASURY BY DEPOSITORY AND ACCOUNT

May 31, 2004

DEPOSITORY

CHECKING ACCOUNT

Bank of America (General Account)

\$154,038.68

TOTAL:

\$154,038.68

SAN DIEGO TROLLEY, INC.

FY 04 STATUS OF REVENUE

as of May 31, 2004

<u>REVENUE SOURCE</u>	<u>Eleven Month BUDGETED REVENUE</u>	<u>Year-to-Date STATUS OF REVENUE</u>
Passenger Revenue	\$ 21,398,700.00 (91.8%)	\$ 21,977,985.00 (94.4%)
Operating Subsidy	\$ 16,530,456.00	\$ 17,273,904.00
Miscellaneous Income	<u>\$ 329,771.00</u>	<u>\$ 311,570.00</u>
GRAND TOTAL	<u>\$ 38,258,927.00</u>	<u>\$ 39,563,459.00</u>

Both the projected and current status of passenger revenue figures are shown as a percentage of total FY 04 budgeted revenue of \$23,300,000.00. For comparative purposes, the month of May represents 91.8% of the FY 04 budgeted fare revenue vs. total actual fare revenue collected to date of 94.4%, as shown above.

SAN DIEGO TROLLEY, INC.  
APPROPRIATIONS AND EXPENDITURES

as of May 31, 2004

<u>Budget Category</u>	<u>FY 04 Budget Appropriation</u>	<u>Cumulative Expenditures* Actual Dollars/Percent</u>	<u>Remaining Balance</u>
Personnel <sup>(1)</sup>	\$ 22,300,775.00	\$ 20,403,324.00    91.5%	\$ 1,897,451.00
Outside Services	7,298,275.00	6,847,795.00    93.8%	450,480.00
Maintenance Parts & Supplies <sup>(2)</sup>	3,113,675.00	2,159,702.00    69.4%	953,973.00
Energy	6,365,500.00	5,504,066.00    86.5%	861,434.00
Risk Management	2,320,225.00	1,858,194.00    80.1%	462,031.00
General & Office Expense	<u>294,525.00</u>	<u>186,603.00</u> <u>63.4%</u>	<u>107,922.00</u>
TOTAL	<u>\$ 41,692,975.00</u>	<u>\$ 36,959,684.00</u> 88.6%	<u>\$ 4,733,291.00</u>

\*CUMULATIVE EXPENDITURES are shown as a percentage of total budget for each category. For comparative purposes, the month of May represents 91.7% of the fiscal year vs. actual expenditures of 88.6%, as shown above.

<sup>(1)</sup> Cumulative expenditures have been offset by \$374,650.95 to reflect claim/expense recovery to date.

<sup>(2)</sup> Cumulative expenditures have been offset by \$362,540.79 to reflect claim/expense recovery to date.

# SAN DIEGO TROLLEY, INC.

## SANDAG MONTHLY RIDERSHIP STATISTICS

	May 97 <u>FY 97</u>	May 98 <u>FY 98</u>	May 99 <u>FY 99</u>	May 00 <u>FY 00</u>	May 01 <u>FY 01</u>	May 02 <u>FY 02</u>	May 03 <u>FY 03</u>	May 04 <u>FY 04</u>
<b><u>BOARDINGS</u></b>								
Vended Tickets <sup>(1) (2)</sup>	639,284	765,677	786,523	781,788	677,899	645,006	645,470	644,196
Non-Vended Tickets	108,516	155,181	157,024	224,033	85,254	62,757	31,328	51,164
Regular Pass	293,959	413,471	397,245	470,762	555,659	445,030	486,210	517,122
Senior/Disabled Pass	209,850	317,343	278,506	379,858	389,593	372,577	443,577	458,898
Youth Pass	73,736	103,997	105,477	147,101	136,481	124,483	125,064	125,262
Day Tripper Tickets	10,277	46,556	49,507	59,932	89,571	129,615	156,089	228,991
Bus Transfer	169,859	255,610	206,636	298,189	217,382	185,006	196,662	191,855
Valid Free	50,761	105,528	76,600	118,081	82,634	69,970	78,531	75,285
No Fare	<u>17,934</u>	<u>70,736</u>	<u>19,731</u>	<u>126,077</u>	<u>131,579</u>	<u>83,101</u>	<u>97,214</u>	<u>105,650</u>
<b>TOTAL</b>	1,574,176	2,234,099	2,077,249	2,605,821	2,366,052	2,117,545	2,260,145	2,398,423
<b><u>LINE BOARDINGS</u></b>								
Blue Line	1,140,687	1,545,387	1,441,493	1,769,079	1,619,113	1,389,535	1,600,380	1,593,685
Orange Line	<u>433,489</u>	<u>688,712</u>	<u>635,756</u>	<u>809,742</u>	<u>746,939</u>	<u>728,010</u>	<u>659,765</u>	<u>804,738</u>
<b>TOTAL</b>	1,574,176	2,234,099	2,077,249	2,605,821	2,366,052	2,117,545	2,260,145	2,398,423
Average Daily	50,780	72,068	67,008	84,059	76,324	68,308	72,908	77,368

<sup>(1)</sup> Includes trolley-to-trolley transfers, in each month:

May 97	51,317	May 01	29,852
May 98	31,165	May 02	29,261
May 99	30,500	May 03	27,840
May 00	20,128	May 04	30,695

<sup>(2)</sup> Includes insufficient fare vended tickets:

May 01	37,237
May 02	24,821
May 03	28,787
May 04	31,774



# SAN DIEGO TROLLEY, INC.

## RIDERSHIP PERCENT/AVERAGE FARE COMPARISONS\*

	<u>FY 97</u>		<u>FY 98</u>		<u>FY 99</u>		<u>FY 00</u>		<u>FY 01</u>		<u>FY 02</u>		<u>FY 03</u>		<u>FY 04**</u>	
Vended Tickets <sup>(1) (2)</sup>	41.60%	\$1.2834	36.14%	\$1.3081	36.50%	\$1.1895	31.25%	\$1.2634	32.96%	\$1.3505	31.18%	\$1.6114	30.97%	\$1.6479	27.79%	\$1.8026
Non-Vended Tickets	<u>4.69%</u>	<u>\$1.1350</u>	<u>8.18%</u>	<u>\$0.9131</u>	<u>8.64%</u>	<u>\$0.9810</u>	<u>9.67%</u>	<u>\$0.8559</u>	<u>5.04%</u>	<u>\$0.9455</u>	<u>2.14%</u>	<u>\$0.7163</u>	<u>1.84%</u>	<u>\$0.8392</u>	<u>2.03%</u>	<u>\$0.7982</u>
Subtotal	46.29%	\$1.2684	44.32%	\$1.2352	45.14%	\$1.1496	40.92%	\$1.1671	38.00%	\$1.2969	33.94%	\$1.5550	32.81%	\$1.6025	29.82%	1.7343
Regular Pass	18.62%	\$0.7522	18.63%	\$0.7341	18.07%	\$0.7526	18.34%	\$0.7146	19.88%	\$0.7380	21.40%	\$0.8472	21.02%	\$0.8655	21.75%	\$0.9322
Senior & Disabled Pass	14.56%	\$0.4416	14.19%	\$0.4223	14.14%	\$0.4150	14.68%	\$0.3979	15.46%	\$0.4098	16.72%	\$0.4235	17.49%	\$0.4189	18.25%	\$0.4349
Youth Pass	4.38%	\$1.0238	4.57%	\$0.9402	4.52%	\$0.9459	4.85%	\$0.9069	4.84%	\$0.9535	5.15%	\$1.0091	4.93%	\$0.9364	4.94%	\$1.1714
Day Tripper Tickets	<u>0.58%</u>	<u>\$1.0092</u>	<u>1.54%</u>	<u>\$0.5379</u>	<u>2.29%</u>	<u>\$0.3940</u>	<u>2.03%</u>	<u>\$0.4516</u>	<u>2.56%</u>	<u>\$0.5432</u>	<u>5.53%</u>	<u>\$0.5196</u>	<u>6.90%</u>	<u>\$0.5122</u>	<u>9.02%</u>	<u>\$0.5574</u>
Subtotal	38.14%	\$0.6706	38.93%	\$0.6375	39.04%	\$0.6320	39.90%	\$0.6088	42.74%	\$0.6320	48.80%	\$0.6820	50.34%	\$0.6817	53.96%	\$0.7231
Transfer	11.49%	\$0.0837	10.81%	\$0.0857	11.06%	\$0.0772	11.28%	\$0.0712	10.62%	\$0.0672	9.59%	\$0.1110	9.24%	\$0.0850	8.64%	\$0.0704
Valid Free	3.01%	\$0.0000	3.63%	\$0.0000	3.48%	\$0.0000	4.33%	\$0.0000	3.93%	\$0.0000	3.52%	\$0.0000	3.44%	\$0.0000	3.16%	\$0.0000
Invalid Free	<u>1.08%</u>	<u>\$0.0000</u>	<u>2.32%</u>	<u>\$0.0000</u>	<u>1.31%</u>	<u>\$0.0000</u>	<u>3.57%</u>	<u>\$0.0000</u>	<u>4.71%</u>	<u>\$0.0000</u>	<u>4.15%</u>	<u>\$0.0000</u>	<u>4.17%</u>	<u>\$0.0000</u>	<u>4.42%</u>	<u>\$0.0000</u>
	4.09%	\$0.0000	5.95%	\$0.0000	4.79%	\$0.0000	7.90%	\$0.0000	8.64%	\$0.0000	7.67%	\$0.0000	7.61%	\$0.0000	7.58%	\$0.0000
<b>Average Fare</b>		<b>\$0.8553</b>		<b>\$0.8093</b>		<b>\$0.8195</b>		<b>\$0.7264</b>		<b>\$0.7700</b>		<b>\$0.8712</b>		<b>\$0.8767</b>	<b>100.00%</b>	<b>\$0.9134</b>

\* Excerpt from SANDAG monthly ridership reports

\*\* Reflects eleven months in FY 04

<sup>(1)</sup> Includes trolley-to-trolley transfers; percentage of total ridership in each year

<sup>(2)</sup> Includes insufficient fare tickets vended beginning November 2000

FY 97	2.29%
FY 98	1.42%
FY 99	1.50%
FY 00	0.86%
FY 01	1.04%
FY 02	1.35%
FY 03	1.79%
FY 04	1.38%

FY 01	1.12%
FY 02	1.22%
FY 03	1.26%
FY 04	1.50%

SAN DIEGO TROLLEY, INC.

AVERAGE DAILY RIDERSHIP BY QUARTER  
FY 97, FY 98, FY 99, FY 00, FY 01, FY 02, FY 03, AND FY 04  
 (from SANDAG Reports)

	<u>FY 97*</u>	<u>FY 98*</u>	<u>FY 99</u>	<u>FY 00</u>	<u>FY 01</u>	<u>FY 02</u>	<u>FY 03</u>	<u>FY 04**</u>
1 <sup>st</sup> Quarter	51,708 <sup>(1)</sup>	55,823	70,579	74,758	89,082	74,588	70,104	72,352
2 <sup>nd</sup> Quarter	45,874	56,964 <sup>(2)</sup>	68,773	77,777	77,531	68,987	66,955	66,929
3 <sup>rd</sup> Quarter	49,574	66,520	60,121	79,225	73,062	64,583	70,130	67,472
4 <sup>th</sup> Quarter	53,269	72,593	69,679	82,397	76,772	70,458	68,722	83,720

ANNUAL AVERAGE DAILY	50,100	69,929	67,308	78,534	79,138	69,679	68,972	71,823
ANNUAL TOTAL	18,286,616	22,969,209	24,567,479	28,743,326	28,885,554	25,432,952	25,174,788	-----

\* Segment Openings:

<sup>(1)</sup> Old Town

<sup>(2)</sup> Mission Valley West

\*\* Reflects eleven months in FY 04

SAN DIEGO TROLLEY, INC.

TRANSPORTATION DEPARTMENT SUMMARY

RIDERSHIP

During the month of May, according to statistical information provided by the San Diego Association of Governments (SANDAG), average daily ridership was fixed at 77,368. This represents a decrease of 16.7 percent in comparison to April (77,368 vs. 90,284). Ridership decreased on weekdays (-9,738), Saturdays (-20,494), and Sundays (-9,841). Additionally, the average weekday ridership was fixed at 83,703.

When the current total monthly ridership level is compared with the same reporting period last fiscal year (2,398,423 vs. 2,260,146), an increase of 5.8 percent is realized.

Note: In May there were nine Padres home games played, as opposed to 16 during the month of April. During May service to PETCO Park for Padres baseball games, the top 50 all-time highest daily ridership was achieved once, recording the "fourteenth all-time highest" on Friday, May 14, 2004, with 144,473 passengers.

SPECIAL EVENT SERVICE

Padres Baseball

SDTI provided service to nine Padres home games at PETCO Park during May. At this point in the season, game attendance is up 73 percent (814,959 vs. 471,519) and ridership is up 335 percent (206,431 vs. 47,452), representing 25.3 percent of the gate when compared to the same point last year. Revenue from manual ticket sales also increased 415 percent (\$440,536 vs. \$85,538) when compared to the same point last year. Based upon crowd estimates and recent experience, manual ticket sales were conducted at as many as 15 locations with station ambassadors available to assist patrons with ticket vending machines. Additionally, manual ticket sales generated \$132,310 in receipts, averaging \$14,701 per game.

Miscellaneous Events

SDTI staff coordinated with a variety of special events that required limited extra service and only minimal oversight. The events included:

- The Cinco de Mayo celebration held in Old Town on May 1 and 2, 2004. Padres games held at PETCO Park on those dates resulted in smaller-than-usual crowds. Manual ticket sales were implemented in conjunction with the Padres games for the period, but additional service was not required.
- The 18th Annual Over the Bay Bridge Run/Walk held downtown on Sunday, May 23, 2004. This event crossed the trolley tracks at Fifth Avenue and again at the Chavez Parkway grade crossing. Security officers were assigned to those locations; however, there was no impact on service.
- The KIFM Jazz Festival held in the Gaslamp Quarter on Saturday, May 29, 2004. Thirty-minute evening service was augmented with clockwise shuttle trips through the Center City/Bayside corridor loop to accommodate passenger demand.

## PERFORMANCE

During the month of May, there were 10,124 regular train trips scheduled and 10,121 were operated, representing a schedule adherence of 99.97 percent. Of the trips operated, 649 trains were delayed in excess of five minutes. Excluding contractor-related delays and those associated with multiple wheelchair use, the adjusted number of late trains was 189 with an on-time performance level of 98.13 percent. See *Monthly Performance Statistics* report for the month of May (A-3).

## ACCIDENTS

### LRV/Truck/Automobile: Total = 1

On May 8, 2004, at 6:48 p.m., a motorist traveling eastbound on Commercial Street made an abrupt left turn and struck eastbound Train No. 54 at the intersection of Commercial and Evans Streets. Two passengers onboard the LRV claimed injury and were transported to a local hospital for observation. The automobile sustained moderate damage and was towed from the scene. The LRV received minor damaged during the collision. The accident was considered to be unavoidable.

### LRV/Pedestrian: Total = 2

On May 23, 2004, at 2:00 a.m., a pedestrian moved suddenly from the sidewalk into the path of westbound Train No. 58 at the intersection of Third Avenue and C Street. The train operator applied the emergency brakes; however, contact was still made at a speed below 10 miles per hour (mph). Nonlife-threatening injuries were sustained and the individual was transported to a local hospital for treatment. This incident resulted in little disruption to service. The accident was considered to be unavoidable.

### LRV/Other: Total = 0

### Personal Injuries/Medical Problems: Total = 24

Of the 24 injuries reported, 13 were slips, trips, falls, or other injuries occurring on trains or transit property. There were five incidents involving personal medical problems that were not trolley-related, and six incidents involving SDTI employee or security officer injuries.

### Summary

During FY 2004 (commencing July 1, 2003), there have been 2,437,593 train miles operated. The total number of accidents in this fiscal year to date is 18 representing 0.74 accidents per 100,000 miles operated.

## LIFT SERVICE

In May, there were 6,218 wheelchairs carried compared to 6,050 in April. During the May reporting period, there were ten failures (0.1608 percent of total uses) and 245 delays due to excessive boarding/deboarding time involving multiple wheelchairs. In May, 126 wheelchair passengers were bypassed due to insufficient room onboard. There was one consecutive bypass.

# Monthly Performance Statistics – May 2004

Date	Trips Scheduled	Trips Operated	Trips Annulled			Trips Late						L	A
			Total	C/R	Other	Total	C/R	SDGE	S/E	S/D	Other		
05/01/04	276	276	0	0	0	22	0	0	0	15	9	L1	
05/02/04	254	254	0	0	0	25	0	0	0	4	3		
05/03/04	361	361	0	0	0	46	0	0	0	19	20	L2	
05/04/04	361	361	0	0	0	26	0	0	0	5	6	L3	
05/05/04	361	361	0	0	0	35	5	1	0	20	13	L4	
05/06/04	361	361	0	0	0	22	0	0	0	8	5	L5	
05/07/04	361	361	0	0	0	25	0	0	1	11	3	L6	
05/08/04	276	276	0	0	0	8	0	0	0	7	17	L7	
05/09/04	254	254	0	0	0	1	0	0	0	25	30	L8	A1
05/10/04	361	361	0	0	0	14	0	0	0	40	8	L9	A2
05/11/04	361	361	0	0	0	17	0	0	33	20	7	L10	
05/12/04	361	361	0	0	0	27	0	0	0	16	3	L11	
05/13/04	361	259	2	0	2	27	0	0	7	2	0		
05/14/04	361	361	0	0	0	63	0	0	0	3	1		
05/15/04	276	276	0	0	0	14	0	0	0	13	10	L12	
05/16/04	254	254	0	0	0	11	0	0	0	10	8	L13	
05/17/04	361	361	1	0	1	22	0	0	7	16	13	L14	
05/18/04	361	361	0	0	0	22	8	0	0	3	8	L15	
05/19/04	361	361	0	0	0	21	17	0	0	8	14	L16	
05/20/04	361	361	0	0	0	26	0	0	0	1	4		A3
05/21/04	361	361	0	0	0	36	0	0	0	1	5		A4
05/22/04	276	276	0	0	0	4	0	0	0	9	2	L17	
05/23/04	254	254	0	0	0	2	0	0	0	12	3	L18	
05/24/04	361	361	0	0	0	15	0	0	0	24	11	L19	A5
05/25/04	361	361	0	0	0	31	0	0	0	13	6	L20	A6
05/26/04	361	361	0	0	0	27	0	0	0	7	2		
05/27/04	361	361	0	0	0	11	13	0	0	0	2	L21	
05/28/04	361	361	0	0	0	14	0	0	0	1	5		
05/29/04	276	276	0	0	0	15	0	0	0	5	7	L22	
05/30/04	254	254	0	0	0	3	0	0	0	16	7	L23	
05/31/04	254	254	0	0	0	17	0	0	0	10	2	L24	
<b>TOTAL</b>	<b>10,124</b>	<b>10,121</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>649</b>	<b>43</b>	<b>1</b>	<b>48</b>	<b>344</b>	<b>234</b>		

TRIPS OPERATED AS A PERCENTAGE OF TRIPS SCHEDULED = 99.97%

TRIPS ON TIME AS A PERCENTAGE OF TRIPS OPERATED = 93.59%

Excluding delays for special events, senior/disabled riders, and contractor-related activity:

ADJUSTED TRIPS ON TIME AS A PERCENTAGE OF TRIPS OPERATED = 98.13%

L = Explanation of late trains

A = Explanation of annulled trips

C/R = Contractor-related

SDGE = San Diego Gas & Electric

S/E = Special events

S/D = Senior/Disabled

Other = Not the result of an outside force

Unusual Occurrences Resulting in Significant Numbers of Late Trains – May 2004

- L1 05/01/04 15 trains operated late to accommodate ridership for Padres game. 4 trains operated late due to S/D lift use, hand lining track switch, and passengers holding doors. 3 trains operated late due to S/D lift use.
- L2 05/02/04 20 trains operated late to accommodate ridership for Padres game. 3 trains operated late due to electronic failure indications and mechanical door problems. 1 train operated late due to S/D lift and mechanical door problems. 1 train operated late due to S/D lift use.
- L3 05/03/04 14 trains operated late due to San Diego Gas and Electric (SDG&E) power outages. 7 trains operated late due to red signals. 3 trains operated late due to S/D lift use and mechanical door problems. 2 trains operated late due to electronic failure indications and unscheduled cut. No following problem or combination of problems resulted in more than one late train. 5 trains operated late due to S/D lift use, mechanical door problems, red signal, crossing gate malfunction, and passenger emergency. 15 trains operated late due to S/D lift use.
- L4 05/04/04 4 trains operated late due to mechanical door problems. 4 trains operated late due to contractor activities. 3 trains operated late due to S/D lift use and debris on right-of-way. 15 trains operated late due to S/D lift use.
- L5 05/05/04 12 trains operated late due to contractor activities. 3 trains operated late due to S/D lift use and train congestion downtown. 20 trains operated late due to S/D lift use.
- L6 05/06/04 5 trains operated late due to mechanical door problems. 2 trains operated late due to S/D lift use and mechanical door problems. 2 trains operated late due to a passenger emergency. 1 train operated late due to congestion at Broadway Wye. 1 train operated late due to San Diego and Imperial Valley (SD&IV) Railroad operations. 1 train operated late due to contractor activities. 10 trains operated late due to S/D lift use.
- L7 05/07/04 6 trains operated late due to contractor activities. 4 trains operated late due to mechanical door problems. 3 trains operated late due to mechanical door problems and vandals tampering with mag latches. 2 trains operated late due to S/D lift use and mechanical door problems. 1 train operated late due to a passenger emergency. 1 train operated late due to congestion at Broadway Wye. 1 train operated late due to a gate arm out of adjustment and contractor activities. 7 trains operated late due to S/D lift use.
- L8 05/10/04 7 trains operated late due to contractor activities. 1 train operated late due to S/D lift use and unscheduled cut. 1 train operated late due to police investigation of a suicide. 5 trains operated late due to S/D lift use.
- L9 05/11/04 11 trains operated late to accommodate ridership for Padres game. 2 trains operated late due to S/D lift use and vandals tampering with mag latches. 1 train operated late due to S/D lift use and passenger emergency alarm. 1 train operated late due to the San Diego Police Department (SDPD) blocking the tracks while taking a suspect into custody. 2 trains operated late due to S/D lift use.
- L10 05/12/04 8 trains operated late due to SDPD search for a suspect. 5 trains operated late to accommodate ridership for Padres game. 3 trains operated late due to electronic failure indications and unscheduled cut. 11 trains operated late due to S/D lift use.

- L11 05/13/04 8 trains operated late to accommodate ridership for Padres game. 2 trains operated late due to a broken gate arm and poor traffic preemption. No following problem or combination of problems resulted in more than one late train. 5 trains operated late due to S/D lift use, mechanical door problems, a trespasser attempting suicide, electronic failure indications, and unscheduled cut. 12 trains operated late due to S/D lift use.
- L12 05/14/04 38 trains operated late to accommodate ridership for Padres game. 2 trains operated late due to an automobile blocking tracks. 2 trains operated late due to S/D lift use and train congestion downtown. No following problem or combination of problems resulted in more than one late train. 11 trains operated late due to S/D lift use, mechanical door problems, vandals tampering with mag latches, train congestion, passenger congestion, mechanical door problems, improper switch indication, operator's restroom break, and a security altercation. 10 trains operated late due to S/D lift use.
- L13 05/15/04 8 trains operated late to accommodate ridership for Padres game. 2 trains operated late due to passenger congestion. 1 train operated late due to mechanical door problems. 1 train operated late due to emergency response vehicles preempting traffic signals. 2 trains operated late due to S/D lift use.
- L14 05/16/04 8 trains operated late to accommodate ridership for Padres game. 1 train operated late due to operator passing an improper signal indication. 1 train operated late due to operator with wrong train itinerary. 1 train operated late due to a trespasser blocking train tracks.
- L15 05/17/04 2 trains operated late due to S/D lift use and electronic failure indications. No following problem or combination of problems resulted in more than one late train. 6 trains operated late due to S/D lift use, mechanical door problems, passenger congestion, train congestion at the Broadway Wye, false passenger emergency alarm, and an alleged gang dispute. 14 trains operated late due to S/D lift use.
- L16 05/18/04 9 trains operated late due to improper switch alignment. 5 trains operated late due to S/D lift failure. 2 trains operated late due to vandals tampering with mag latches and false passenger emergency alarms. 1 train operated late due to following an out-of-service train. 1 train operated late due to S/D lift use and unscheduled cut. 1 train operated late due to a damaged pantograph. 3 trains operated late due to S/D lift use.
- L17 05/19/04 1 train operated late due to waiting for passenger transfers. 20 trains operated late due to S/D lift use.
- L18 05/20/04 2 trains operated late due to electronic failure and main breaker trip indications. 2 trains operated late due to S/D lift use and mechanical door problems. No following problem or combination of problems resulted in more than one late train. 6 trains operated late due to S/D lift use, a crossing gate caught in overhead wires, vandals tampering with mag latches, mechanical door problems, boarding large groups of school children, and train congestion downtown. 16 trains operated late due to S/D lift use.
- L19 05/21/04 6 trains operated late due to S/D lift use and mechanical door problems. 4 trains operated late due to an SDG&E gas line break. No following problem or combination of problems resulted in more than one late train. 5 trains operated late due to S/D lift use, electronic failure indications, vandals tampering with mag latches, mechanical door problems, passenger congestion, and SDPD activities. 21 trains operated late due to S/D lift use.

- L20 05/24/04 2 trains operated late due to electronic failure and main breaker trip indications. 1 train operated late due to auxiliary headlight failure. 1 train operated late due to S/D lift use and mechanical door problems. 11 trains operated late due to S/D lift use.
- L21 05/25/04 22 trains operated late due to an SDG&E regional power outage. 2 trains operated late due to a contractor-related switch and signal problem. 1 train operated late due to electronic failure indications. 6 trains operated late due to S/D lift use.
- L22 05/26/04 No following problem or combination of problems resulted in more than one late train. 9 trains operated late due to S/D lift use, S/D lift failure, electronic failure indications, mechanical door problems, train congestion, passenger congestion, SDG&E power outage, contractor activities, and catenary inspection. 18 trains operated late due to S/D lift use.
- L23 05/27/04 3 trains operated late due to mechanical door problems and false passenger emergency alarms. 2 trains operated late due to mechanical door problems and train-to-wayside control request problems. 1 train operated late due to an S/D patron becoming stuck while maneuvering to board the train. 5 trains operated late due to S/D lift use.
- L24 05/28/04 1 train operated late due to train sequencing through downtown and passengers holding doors open. 13 trains operated late due to S/D lift use.
- L25 05/29/04 14 trains operated late due to contractor single-track activities. 1 train operated late due to S/D lift use.
- L26 05/31/04 14 trains operated late to accommodate ridership for Padres game. 2 trains operated late due to loss of traction power. 1 train operated late due to passenger congestion and mechanical door problems.

#### Unusual Occurrences Resulting in Annulled Trips – May 2004

- A1 05/13/04 1 trip was annulled due to electronic failure and 220 volt discharge; 1 trip was annulled due to severe flat spots on wheels (see L11 above).
- A2 05/17/04 1 trip was annulled due to SDPD track closure for investigation of a shooting (see L15 above).



## SAN DIEGO TROLLEY, INC.

### LRV MAINTENANCE DEPARTMENT SUMMARY

#### LIGHT RAIL VEHICLES (LRVs)

The LRV-related performance indicator for the month of May was maintained at the level indicated below and met the goal established by the LRV Maintenance Department:

	<u>Actual</u>	<u>Goal</u>
Car Miles Between Service Failures	46,899	44,600

During this reporting period, the following LRV service failures occurred requiring field response:

- Ten electronic failures.
- One door activation failure.
- Two door cancellation failures.

#### Miscellaneous Other Activities

The following miscellaneous activities occurred during the month of May:

- Monthly safety classes were held involving all LRV personnel.
- City College courses and in-house LRV I classes continued.
- The Siemens U-2 step retrofit to inhibit step activation at raised platforms continued in May with 56 LRVs being completed since the program began.

## SAN DIEGO TROLLEY, INC.

### WAYSIDE MAINTENANCE DEPARTMENT SUMMARY

#### WAYSIDE/SIGNALS

All track switches, signals, crossing gates, and substations were inspected in accordance with Public Utilities Commission (PUC)- and Federal Railroad Administration (FRA)-required inspection intervals.

Additional activities included the following:

- Monthly public address system inspection was completed and repairs made.
- Monthly apprentice appraisals were completed.
- All Wayside and Track Department employees were recertified on Roadway Worker Protection.
- Yard Substation No. 4 breaker modification was completed.
- Weekly safety meetings were held for all shifts.
- Davey Tree Service removed excessive growth between H and F Street on the Blue Line.

#### R. J. DONOVAN WAYSIDE CREW

- Installed fencing at switch E11 on the Orange Line and at the Beardsley crossing.

#### TRACK

The track crew completed 100 percent of FRA-required monthly inspections. Their work also included the following:

- Machine-tamped at various locations totaling five miles of track, with 22.5 completed this fiscal year.



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

## Agenda

Item No. 8

Joint Meeting of the Board of Directors for the  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

LEG 430 (PC 30100)

July 22, 2004

### Subject:

MTDB: AMENDMENT TO DISADVANTAGED BUSINESS ENTERPRISE POLICY  
NO. 26 PURSUANT TO FEDERAL TRANSIT ADMINISTRATION REQUIREMENTS

### RECOMMENDATION:

That the Board of Directors receive this report and authorize the proposed changes to Board Policy No. 26, "Disadvantaged Business Enterprise (DBE)" as required by the Federal Transit Administration (FTA).

### Budget Impact

None.

### DISCUSSION:

As a follow up to our FTA triennial review, it was noted that MTDB's DBE Policy No. 26 was not amended to conform to our revised DBE Program. The new FTA DBE guidelines call for a "level playing field" as opposed to "maximum opportunity" for DBEs. In particular, the FTA regulations now require the maximum portion of DBE overall annual goals be met by using race-neutral methods, including making efforts to ensure that bidding and contracting requirements facilitate participation by DBEs and small



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

businesses. In July 2002, MTDB's DBE Program was revised consistent with the new FTA regulations. Policy No. 26, which makes reference to the Program, was not concurrently amended. Attached to this agenda item is a revised Policy No. 26, which will bring the Policy in line with the DBE Program, as required by FTA regulations. These changes are required as a condition of receiving federal funds.

Based on the foregoing, it is staff's recommendation that the Board of Directors receive this report and approve the proposed changes to Policy No. 26.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, [tiffany.lorenzen@sdmts.com](mailto:tiffany.lorenzen@sdmts.com)

JGarde - G:\Global\Agenda\_Items  
JULY22-04.8.TLOREN.doc  
7/10/04

Attachment: A. Proposed Changes to MTD Board Policy No. 26 **(Board Only)**

## Policies and Procedures

No. 26

Subject:

Board Approval: 03/11/04 07/22/04

### DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

#### PURPOSE:

To provide a program to ensure that disadvantaged business enterprises (DBEs) have the maximum opportunity to participate in the performance of federally funded MTDB contracts. ensure nondiscrimination in the award and administration of federally-assisted contracts and create a level playing field on which disadvantaged business enterprises (DBEs) can compete fairly for those contracts.

#### BACKGROUND:

Federal regulations require the adoption of an approved DBE Program as a condition of receipt of federal funds. MTDB's Program has been prepared based upon eligibility for federal funds; it is applicable to all federally funded contracts.





The DBE Program includes a Policy Statement and commitment to the program along with implementation procedures consistent with federal law. The Program provides for the establishment of overall DBE goals for MTDB contracting along with the establishment of particular goals for major contracts by the Board (i.e., the construction of a specific project or a facility such as the Mission Valley East Light Rail Transit (LRT) Line). The Program details the specific procedures for certification, goal review and achievement, and enforcement provisions.

The full Program is filed with the Clerk of the Board.

#### POLICY:

- 26.1 It is the policy of MTDB to utilize DBEs to the fullest extent possible or legally permissible in all procurement activities. This policy shall ensure that DBEs have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds. ensure nondiscrimination in the award and administration of federally-assisted contracts and create a level playing field on which disadvantaged business enterprises (DBEs) can compete fairly for those contracts.
- 26.2 To this end, MTDB had adopted a DBE Program, which will constitutes departmental policy and commitment to promote, foster, and utilize DBEs. Therefore, MTDB shall actively seek bids from qualified DBEs for the contracting

Member Agencies:  
City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration  
Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at [sdcommute.com](http://sdcommute.com)

and subcontracting of material, supplies, equipment, construction projects, and professional and other services.

- 26.3 MTDB shall implement the DBE program in accordance with the established procedures outlined in 49 CFR, Part 26.
- 26.4 Further, MTDB will not discriminate on the basis of race, color, national origin, or sex in the award and performance of contracts.

## PROCEDURES:

The full Program document must be referred to for specific assistance in administering various aspects.

An outline of key procedural components of the Program follow:

- DBE Coordinator: MTDB Contract Specialist Administrator or DBE Consultant.
- Goals: MTDB will establish three types of DBE goals: (1) annual goals for all federally assisted contracts; (2) contract goals on each specific federally funded contract – methods and criteria for setting goals are described in the Program; and (3) annual goals for federally funded construction/special trades, services, and wholesale durable goods.
- Certification Determination: The Program designates the State of California Unified Certification Program to provide DBE certification for MTDB.
- Semi-Annual and Annual Report: Annually, the DBE Coordinator shall review the goals achieved and provide the Chief Executive Officer with a report to be presented to the Board of Directors. The Program describes certain data to be included in the report. A semi-annual progress report will also be prepared.
- Contract Award: Criteria to determine whether bidders have made "a good faith effort" to meet project DBE goals are detailed in the Program. Progress monitoring of a contractor's performance is required.
- Records: The DBE Coordinator shall maintain records on the following:
  - a. procedures used to implement the Program.
  - b. data on contracts awarded.
  - c. specific efforts to identify and award contracts to DBEs.

DDarro/SChamp  
POLICY.26 - 3/11/047/22/04

Original Policy approved on 12/6/84.  
Policy revised on 4/28/88.  
Policy revised on 4/25/91.  
Policy revised on 1/26/95.  
Policy revised on 10/16/97.  
Policy revised on 8/12/99.

Policy revised on 8/10/00.  
Policy revised on 9/27/01.  
Policy revised on 7/25/02.  
Policy revised on 3/11/04.  
Policy revised on 7/22/04.



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

## Agenda

Item No. 9

Joint Meeting of the Board of Directors for  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

FIN 310 (PC 30100)

July 22, 2004

### Subject:

MTDB: MTS OPERATORS BUDGET STATUS REPORT FOR MAY 2004

### RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operators Budget Status Report for the month of May 2004.

#### Budget Impact

None at this time.

### DISCUSSION:

The MTS Board-adopted budget includes all of the metropolitan area transit operators. The budget is being monitored by the use of key performance indicators on a monthly basis, and a full budget-to-actual comparison on a quarterly basis will be included in the next Quarterly MTS Operations Report. This report contains information that may become part of the effort to consolidate performance reporting into one uniform reporting format, as indicated in Agenda Item No. C1 at the April 22 Board Meeting.

This is the monthly report for May 2004, which includes ridership results and budget-to-actual comparisons for energy costs and fare revenue. Mid-year budget amendments were approved at the February 12, 2004, Board Meeting, which allowed the transit operators to adjust the adopted budget to meet their current estimates, provided they remained at or above the "Net Operating Cost" amounts in their Adopted Budget. This report also includes budget-to-actual comparisons for cost per revenue



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

mile or cost per revenue hour for April 2004. These key performance indicators take longer to compile; therefore, they are reported for the previous month.

## MAY RESULTS

### Energy

Compressed natural gas (CNG) and diesel fuel costs are based on the results of San Diego Transit Corporation (SDTC) and MTS Contract Services, as these operators are the largest users of CNG and diesel fuel. For the month of May 2004, CNG costs per therm increased \$.02 over the previous month to \$.945, while the year-to-date average increased \$.005 to \$.915 per therm, slightly exceeding the adjusted budget amount of \$.90 (Attachment A). The adopted budget projected the CNG rate to be \$.80 per therm. Cost per gallon for diesel fuel rose dramatically again to \$1.765, compared to the previous month of \$1.625 and the unadjusted budget of \$1.05. The year-to-date average increased another \$.05 from last month to \$1.24. Since the decision to leave diesel fuel rates at the original budget level, prices have increased significantly, creating a substantial risk to meeting current budget projections. Fortunately, savings in other areas appear sufficient to protect the budgeted Net Operating Cost. Year-to-date electricity costs per kilowatt-hour (kWh) are still favorable at \$0.13 per kWh compared to the budgeted amount of \$0.15. Electricity costs are based on the results of traction power at San Diego Trolley, Inc. (SDTI), and were revised downward at midyear from \$.165. Electricity costs are 13.3 percent under budget for the year, while diesel fuel costs are now 18.1 percent over the budgeted rate.

### Fare Revenue

Fare revenue for the month of May 2004 was \$5,169,930 compared to the amended budget estimate of \$5,183,010, or .3 percent below the May estimate. Year-to-date fare revenue is \$61.9 million, or 2.0 percent and \$1.2 million above the year-to-date adjusted budget estimate (Attachment B). While average fare per passenger has increased slightly this year due to the fare increase, the loss in ridership resulted in the midyear downward adjustment to the original fare revenue budgets by \$2.3 million, with a corresponding reduction in budgeted expenses to compensate for the shortfall. Performance since midyear has recovered slightly more than half of that downward revenue adjustment. On a year-to-date basis, SDTC is slightly under (less than 1 percent) its amended revenue budget, with all other operators above.



## Ridership

Ridership on the MTS system for the month of May 2004 was 6.6 million, which is 1.6 percent below May 2003. This stops the trend of the last three months where ridership was at or above the same month of the previous year. Year-to-date ridership is 69.1 million, which represents a 2.5 percent decline compared to the same period last year. Ridership estimates were adjusted downward for the year, with the overall decline related to several factors, including the wildfires, disruption of service due to the scaffolding accident at the 12th and Imperial Transfer Station, fare increases, and service reductions. These negative impacts are partially offset by the increase in trolley ridership, which was up 6.1 percent in May. Other operators are at or below their May 2003 levels, with an overall net decrease of 104,426 riders in May.

## Fixed-Route Services: Cost Per Revenue Mile

Because cost per revenue mile information takes longer to compile, this key performance indicator is reported for the previous month, April 2004 (Attachment B). All transit operators are at or below their adjusted FY 2004 budget estimates, except for the Americans with Disabilities Act (ADA)/Paratransit operations.

SDTC's year-to-date cost per revenue mile was \$6.83, compared to the revised budget estimate of \$6.93, which is 2.0 percent under budget. For the month of April, SDTC came in at \$7.01, primarily due to the continuing rise in both diesel and CNG costs and the aggressive preventative maintenance program.

SDTI's year-to-date cost per revenue mile budget was \$5.87, or 2.3 percent below its budget of \$6.01. For the month of April, trolley costs were even lower at \$5.80.

MTS Contracted Services (900 Series) is performing 1.6 percent under budget for the year, and its monthly costs came back in line with the budget. There are no significant variances overall, with an expected operating subsidy of \$550,000 less than budgeted.

MTS Contracted Services (800 Series) is also performing comfortably under budget, with no significant variances reported.

Chula Vista Transit's (CVT's) year-to-date cost per revenue mile of \$4.41 was 4.8 percent under the budget estimate of \$4.63, with the month of April dipping to \$4.37.

National City Transit's (NCT's) year-to-date cost per revenue mile was \$5.05, compared to the budget estimate of \$6.07, or 16.8 percent less than the amount budgeted for the fiscal year. This corresponds with a decrease in ridership of 6.5 percent for the year, although National City continues to have the highest level of bus passengers per revenue mile among the MTS operators.

Demand-Responsive Services: Cost Per Revenue Hour

Because cost per revenue hour information also takes longer to compile, this key performance indicator is reported for the previous month of April 2004 (Attachment A). The marked decrease in demand for ADA services, translating into reduced revenue hours, is beginning to show up in this key indicator. MTS Contract Services ADA cost per revenue hour is now 4.6 percent over budget, while the Suburban service is 9.8 percent over. The majority of their operating costs are on a contractual basis. While costs per revenue hour are higher than expected, overall expenses and the net subsidy requirement are projected to be well below budget by year-end.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tim Watson, 619.699.1966, [twatson@sandag.org](mailto:twatson@sandag.org)

JGarde  
JULY22-04.9.TWATSON  
7/8/04

Attachments: A. Key Performance Indicators – Energy, Unit Costs, and Ridership  
B. Key Performance Indicators – Fare Revenue

} **Board Only**

**MTS OPERATORS  
FISCAL YEAR 2004  
KEY PERFORMANCE INDICATORS  
MAY 2004**

Att. A, AI 9, 7/22/04, FIN 310

**Energy**

	<u>MAY 2004 Estimate</u>	<u>FY 04 YTD Estimate</u>	<u>FY 04 Adjusted Budget</u>	<u>Over (Under) Budget YTD</u>	<u>Percent Over (Under) Budget YTD</u>
Per Therm *	\$0.970	\$0.915	\$0.900	\$0.02	1.7%
Per Gallon *	\$1.765	\$1.240	\$1.050	\$0.19	18.1%
Per Kilowatt **	\$0.140	\$0.130	\$0.150	(\$0.02)	-13.3%

\* Diesel fuel cost per gallon and CNG cost per therm is based on results of San Diego Transit Corporation (SDTC) and MTDB Contract Services as these operators are the largest users of diesel and CNG fuel.

\*\* Electricity results are compared to the FY 04 amended budget estimate for traction power of 15 cents, which is down from the adopted budget of 16.5 cents

**Ridership**

	<u>MAY 2004</u>	<u>May-03</u>	<u>FY 04 YTD</u>	<u>FY 03 YTD</u>	<u>YTD CHANGE</u>	<u>Percent Change YTD</u>
<b>Fixed Route</b>						
San Diego Transit	2,190,405	2,357,978	23,517,043	26,753,605	(3,236,562)	-12.1%
San Diego Trolley	2,398,423	2,260,145	24,060,720	23,167,889	892,831	3.9%
MTS Contract Services - 800 Series	387,271	404,009	4,120,081	4,281,557	(161,476)	-3.8%
MTS Contract Services - 900 Series	1,164,816	1,172,384	12,482,360	11,444,268	1,038,092	9.1%
Chula Vista Transit	260,157	288,110	2,898,565	3,067,577	(169,012)	-5.5%
National City Transit	134,221	155,951	1,582,579	1,691,830	(109,251)	-6.5%
Coronado Ferry	7,544	6,328	81,718	79,650	2,068	2.6%
<b>Total Fixed Route</b>	<b>6,542,837</b>	<b>6,644,905</b>	<b>68,743,066</b>	<b>70,486,376</b>	<b>(1,743,310)</b>	<b>-2.5%</b>
<b>Paratransit</b>						
MTS Contract Services ADA	17,099	18,839	185,772	201,986	(16,214)	-8.0%
MTS Contract Services ADA Suburban	11,837	12,455	129,455	116,800	12,655	10.8%
<b>Total Paratransit</b>	<b>28,936</b>	<b>31,294</b>	<b>315,227</b>	<b>318,786</b>	<b>(3,559)</b>	<b>-1.1%</b>
<b>Total MTS Ridership</b>	<b>6,571,773</b>	<b>6,676,199</b>	<b>69,058,293</b>	<b>70,805,162</b>	<b>(1,746,869)</b>	<b>-2.5%</b>

**Costs**

	<u>April 2004 Estimate</u>	<u>FY 04 YTD Estimate</u>	<u>FY 04 Adjusted Budget</u>	<u>Over (Under) Budget YTD</u>	<u>Percent Over (Under) Budget YTD</u>	<u>FY 04 Adopted Budget</u>
<b>Cost Per Revenue Mile - Fixed Route ***</b>						
San Diego Transit	\$7.01	\$6.83	\$6.93	(\$0.10)	-1.4%	\$6.98
San Diego Trolley	\$5.80	\$5.87	\$6.01	(\$0.14)	-2.3%	\$6.14
MTS Contract Services - 800 Series	\$4.16	\$4.23	\$4.35	(\$0.12)	-2.8%	\$4.40
MTS Contract Services - 900 Series	\$4.43	\$4.37	\$4.44	(\$0.07)	-1.6%	\$4.32
Chula Vista Transit	\$4.37	\$4.41	\$4.63	(\$0.22)	-4.8%	\$4.64
National City Transit	\$5.19	\$5.05	\$6.07	(\$1.02)	-16.8%	\$6.07
<b>Cost Per Revenue Hour - Paratransit ***</b>						
MTS Contract Services ADA	\$46.79	\$47.30	\$45.20	\$2.10	4.6%	\$44.94
MTS Contract Services ADA Suburban	\$43.02	\$43.52	\$39.63	\$3.89	9.8%	\$41.71

\*\*\* Cost per revenue mile and cost per revenue hour results are presented for the previous month because of the amount of time necessary to compile this data

# MTS OPERATORS FISCAL YEAR 2004 KEY PERFORMANCE INDICATORS MAY 2004

## Fare Revenue

<u>Current Month</u>	<u>MAY 2004 Actual</u>	<u>MAY 2004 Budget</u>	<u>Over (Under) MAY 2004 Budget</u>	<u>Percent Over (Under) MAY 2004 Budget</u>
San Diego Transit	\$1,639,709	\$1,690,000	(\$50,291)	-3.0%
San Diego Trolley	\$2,004,247	\$2,048,450	(44,203)	-2.2%
MTS Contract Services - 800 Series	\$301,511	\$273,000	28,511	10.4%
MTS Contract Services - ADA Suburban	\$61,704	\$29,000	32,704	112.8%
MTS Contract Services - 900 Series	\$826,376	\$785,000	41,376	5.3%
MTS Contract Services - ADA	\$73,786	\$70,569	3,217	4.6%
Chula Vista Transit - Fixed Route	\$175,145	\$178,658	(3,513)	-2.0%
National City Transit	\$87,453	\$108,333	(20,881)	-19.3%
<b>Total</b>	<b>\$5,169,930</b>	<b>\$5,183,010</b>	<b>(\$13,080)</b>	<b>-0.3%</b>

<u>Year To Date</u>	<u>Actual YTD</u>	<u>FY 04 Budget YTD</u>	<u>Over (Under) Budget YTD</u>	<u>Percent Over (Under) Budget YTD</u>
San Diego Transit	\$20,843,610	\$21,000,000	(\$156,390)	-0.7%
San Diego Trolley	\$21,948,362	\$21,459,009	489,353	2.3%
MTS Contract Services - 800 Series	\$3,907,016	\$3,751,000	156,016	4.2%
MTS Contract Services - ADA Suburban	\$499,819	\$333,000	166,819	50.1%
MTS Contract Services - 900 Series	\$10,314,608	\$9,905,268	409,340	4.1%
MTS Contract Services - ADA	\$880,979	\$820,000	60,979	7.4%
Chula Vista Transit - Fixed Route	\$2,297,241	\$2,273,642	23,599	1.0%
National City Transit	1,222,159	1,182,069	40,090	3.4%
<b>Total</b>	<b>\$61,913,794</b>	<b>\$60,723,988</b>	<b>\$1,189,806</b>	<b>2.0%</b>

Att. B, AI 9, 7/22/04, FIN 310



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

## Agenda

Item No. 30

Joint Meeting of the Board of Directors for  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 920.1, 960.5  
OPS 970.5 (PC 30103)  
(PC 30101, 30102)

July 22, 2004

Subject:

MTS: OPERATIONS STATUS REPORTS

### RECOMMENDATION:

That the Board of Directors receive the operation status reports for San Diego Transit Corporation (SDTC, Attachment A), San Diego Trolley, Inc. (SDTI, Attachment B), and Metropolitan Transit System (MTS) Contract Services (Attachment C).

### Budget Impact

None at this time.

### DISCUSSION:

These reports are designed to provide a snapshot of SDTC's, SDTI's, and MTS Contract Services' performance for FY 04 through May 2004. A uniform format for all modes is in the process of being developed for future reports.

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595.3084, [susan.hafner@sdmts.com](mailto:susan.hafner@sdmts.com)

PSmith/AIS/JULY22.04.30.SHAFFNER - 7/13/04

Attachments: A. SDTC's Operations Status Report  
B. SDTI's Operations Status Report  
C. MTS Contract Services' Operations Status Report



**Board Only**



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

## SAN DIEGO TRANSIT CORPORATION OPERATIONS STATUS REPORT

This report provides information about the status of San Diego Transit Corporation (SDTC) operations through May 2004. An overview of service quality based on performance indicators is presented, followed by a brief discussion of ridership and productivity.

### SERVICE QUALITY

#### Service Reliability

The trip completion rate for May 2004 was 99.49 percent. This slight increase over previous months is due to improved operator staffing levels and bus availability. For the third quarter the rate was 99.40 percent. Trip completion information by quarter is provided in Attachment A (page A-4); operator staffing levels and attrition data are presented in Attachment B (page A-5).

#### Schedule Adherence

At 76 percent for May and 78 percent for the third quarter, system on-time performance improved over the levels achieved in both the first and second quarters, which were 69 percent and 72 percent, respectively. For the quarter, late departures composed 15 percent of the total and early departures accounted for 7 percent. Attachment C provides performance trend data by quarter (page A-6). Refer to the Projects Discussion section for a description of the program that SDTC is undertaking to improve on-time performance.

#### Customer Service

Customer complaints related to schedule adherence issues also are monitored. As might be expected, the incidence of such complaints, at the rate of 1.23 per 100,000 passengers in May 2004, closely correlates with on-time performance. Schedule-related customer complaint levels are presented in Attachment D (page A-7).

#### System Safety

In May, SDTC experienced a total collision accident rate of 2.68 per 100,000 miles, of which 0.83 were ruled preventable. This was among the best rates achieved during the last two-year period. On a fiscal year-to-date basis, the rate decreased slightly to 3.25 total collision accidents per 100,000 miles in FY 2004 from 3.36 in FY 2003. Preventability has increased marginally from 1.34 preventable accidents per 100,000 miles in FY 2003 to 1.36 in FY 2004. Attachment E provides monthly data on accident rates (page A-8).

## RIDERSHIP AND PRODUCTIVITY

### February 2004 Service Changes

Service adjustments included deletion of the Downtown San Diego to Old Town Transit Center segment of the Route 34 on all days and deletion of the Downtown San Diego to 12<sup>th</sup> and Imperial Transfer Station segment of the Route 4 on weekends only. These adjustments funded minor schedule enhancements on Routes 7 and 20, while providing a net annualized savings of 11,870 paid hours, 332,785 miles, and eight full-time-equivalent operator positions totaling \$571,000. This projected savings is exclusive of the revenue/ridership loss to SDTC, which is projected at 330,000 passengers and \$308,000. While this is a significant impact to SDTC, the regional loss may be less significant as the service alternatives available to the customer base include the trolley and contract Route 908. The net ridership loss to MTS of truncating the Route 34 at Old Town is estimated to be 140,000 annually.

### Ridership

For the first 11 months of FY 2004, ridership declined by 9.3 percent when compared with FY 2003 (excluding Route 55, which generated 1.35 million riders per year and was transferred to MTS Contract Services in spring 2003). May ridership performance improved slightly, as the ridership loss decreased to 7.1 percent; without the reduction in Route 34 service, the percent ridership decline for May was 6.6 percent. During May, six of the 29 routes in the SDTC system showed ridership increases when compared with March 2003.

The relationship between service levels and passenger trends is illustrated by the chart in Attachment F, which documents declines in both ridership and revenue hours (page A-9). When ridership is viewed in relation to service levels, SDTC's ridership trends are comparable to other trends throughout the region. Based on data provided by the San Diego Association of Governments (SANDAG) comparing the second quarter periods of FY 2003 and FY 2004, fixed-route operators in the South County experienced a decline in passengers per revenue hour that ranged from 6 percent to 10 percent. SDTC's decline during this comparison period was 6.8 percent.

A point of interest relative to fare elasticity is that the Senior and Disabled Cash fare category did not experience a price increase in July 2003, and it is the only fare component category demonstrating a year-to-date ridership increase (of 6 percent). Attachment G provides a table with ridership by route and by fare component category with fiscal year-to-date comparisons (page A-10).

### Productivity

SDTC focuses on four main productivity indicators. Two of these indicators measure the effectiveness of service relative to passengers carried per revenue mile and per revenue hour. Cost-effectiveness is measured by the percentage of costs recovered from the farebox and the subsidy amount per passenger served.

As the structural ridership decline slowed during the third quarter of FY 2004, passengers per revenue mile improved from 2.40 in January 2004 to 2.59 in May. Similarly, passengers per revenue hour increased from 28.62 in January to 31.40 in May. These trends are presented in Attachment H (page A-11).

Financial indicators for farebox recovery and passenger subsidy levels did not demonstrate positive trends as the third and fourth quarter ridership improvements were insufficient to offset the revenue loss associated with the end of Proposition A subsidy monies in February. The net subsidy per passenger for the fiscal year through May was \$1.84 and the farebox recovery was 32.1 percent. Year-to-date performance trends are presented in Attachment I (page A-12).

## PROJECTS

### On-time Performance

In an ongoing effort to improve on-time performance, SDTC has launched a comprehensive ride-check program that was followed by analysis and recommendations for running-time adjustments that will be implemented with the September 2004 service changes. SANDAG Transportation Planning Department staff members volunteered to participate in both the ride-check and analysis portions. In total, 60 SDTC and 15 SANDAG management staff rode buses over a four-week period to document running times and on-time performance. The data collected targeted specific routes and periods when schedule adherence was below the system average. A follow-up component of the analysis will include resource reallocation recommendations in order to fund necessary schedule improvements.

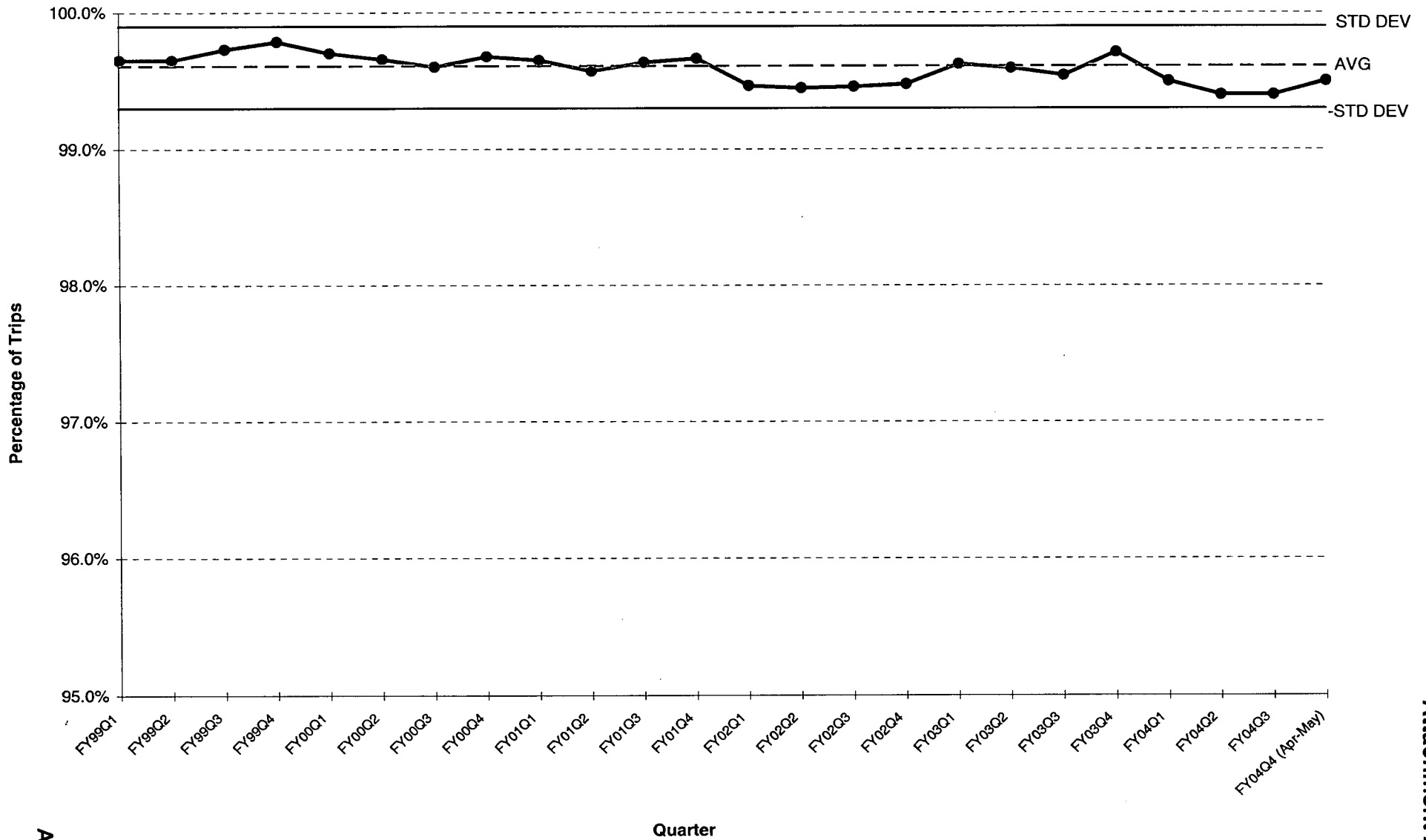
### Scheduling Software

Staff is receiving more than 80 hours of training in preparation for implementation of the new scheduling software. Final acceptance testing is scheduled in September so that staff can use the software for the January 2005 service changes. This will enable SDTC to resume scheduling and runcutting in house rather than relying on an outside consulting firm, which has been necessary since September 2003 when SDTC's scheduling system experienced a hardware failure and could not be repaired.

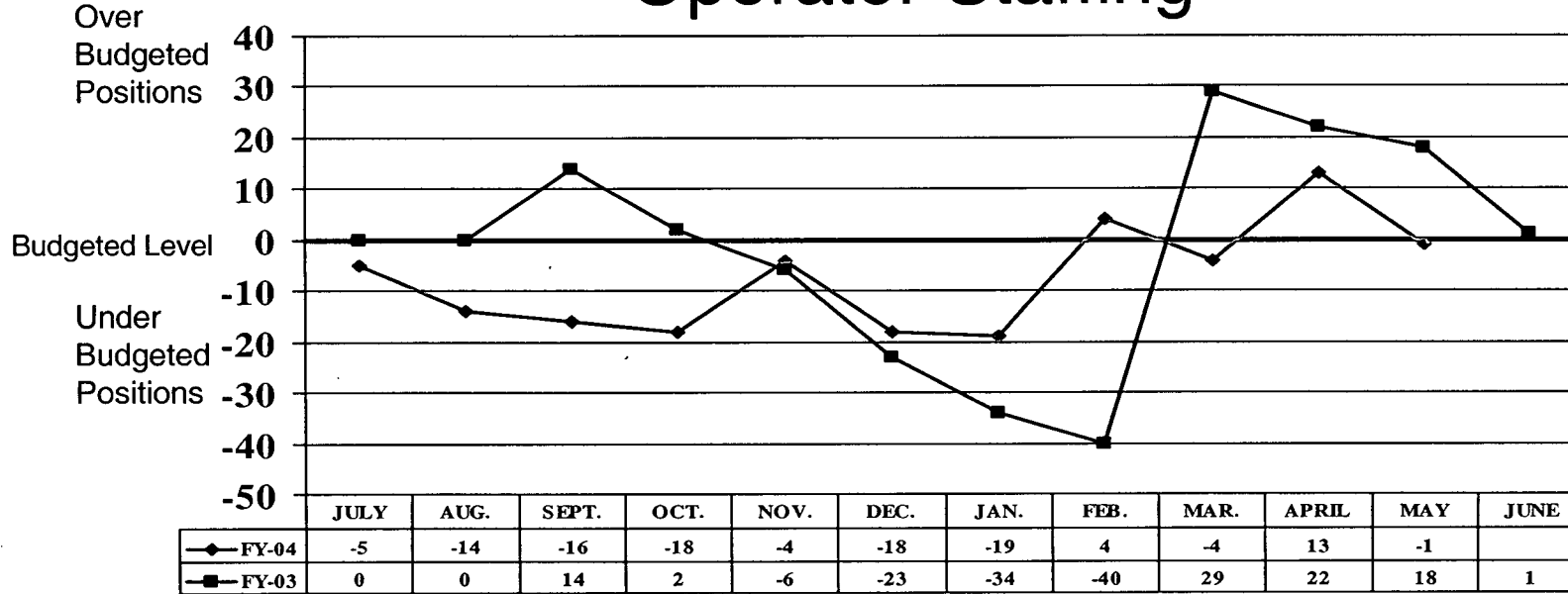
G:\Global\Agenda\_Items\AI Attachments\  
SDTCOpsRpt-JULY22-04MTG.doc  
7/16/04



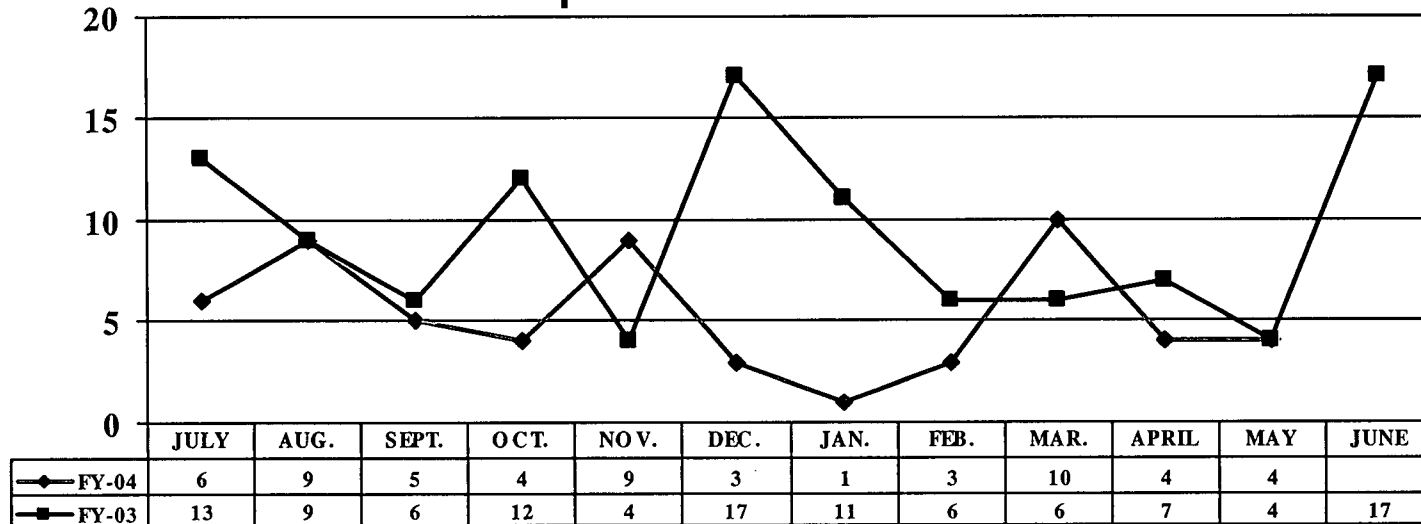
SDTC Trip Completion by Quarter (1999-Present)



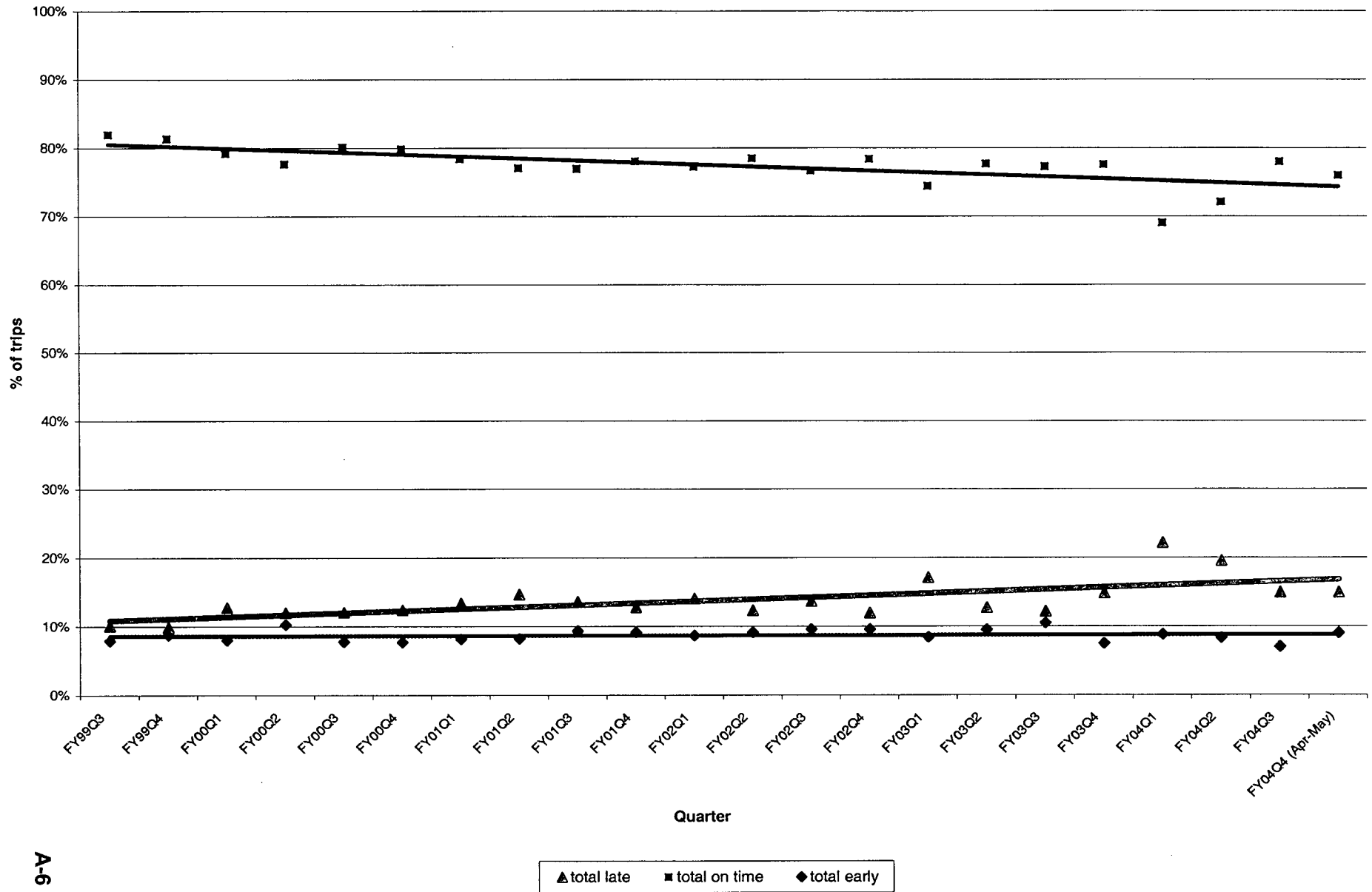
# Operator Staffing



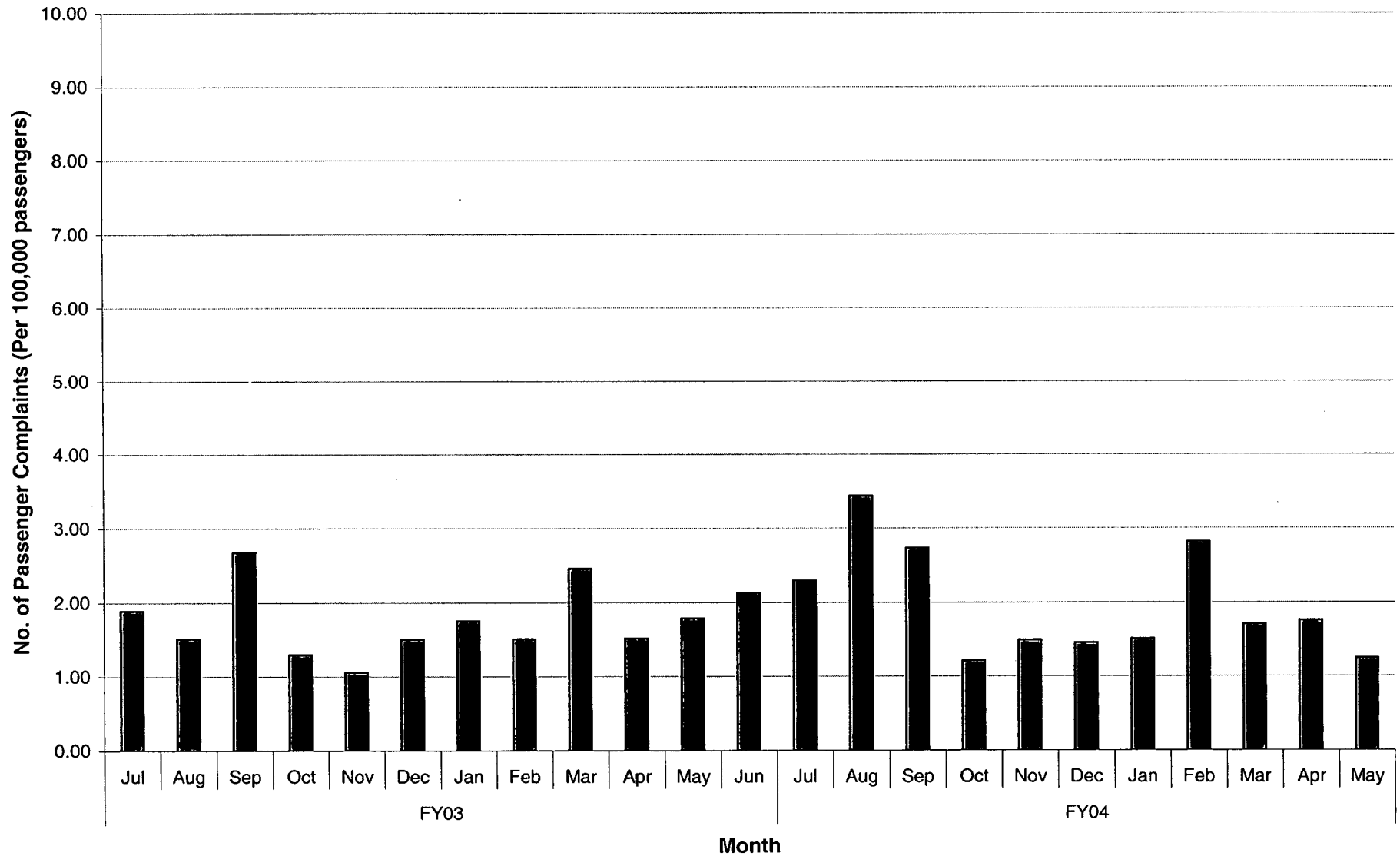
# Operator Attrition



# SDTC System On-Time Performance by Quarter (1999-Present)

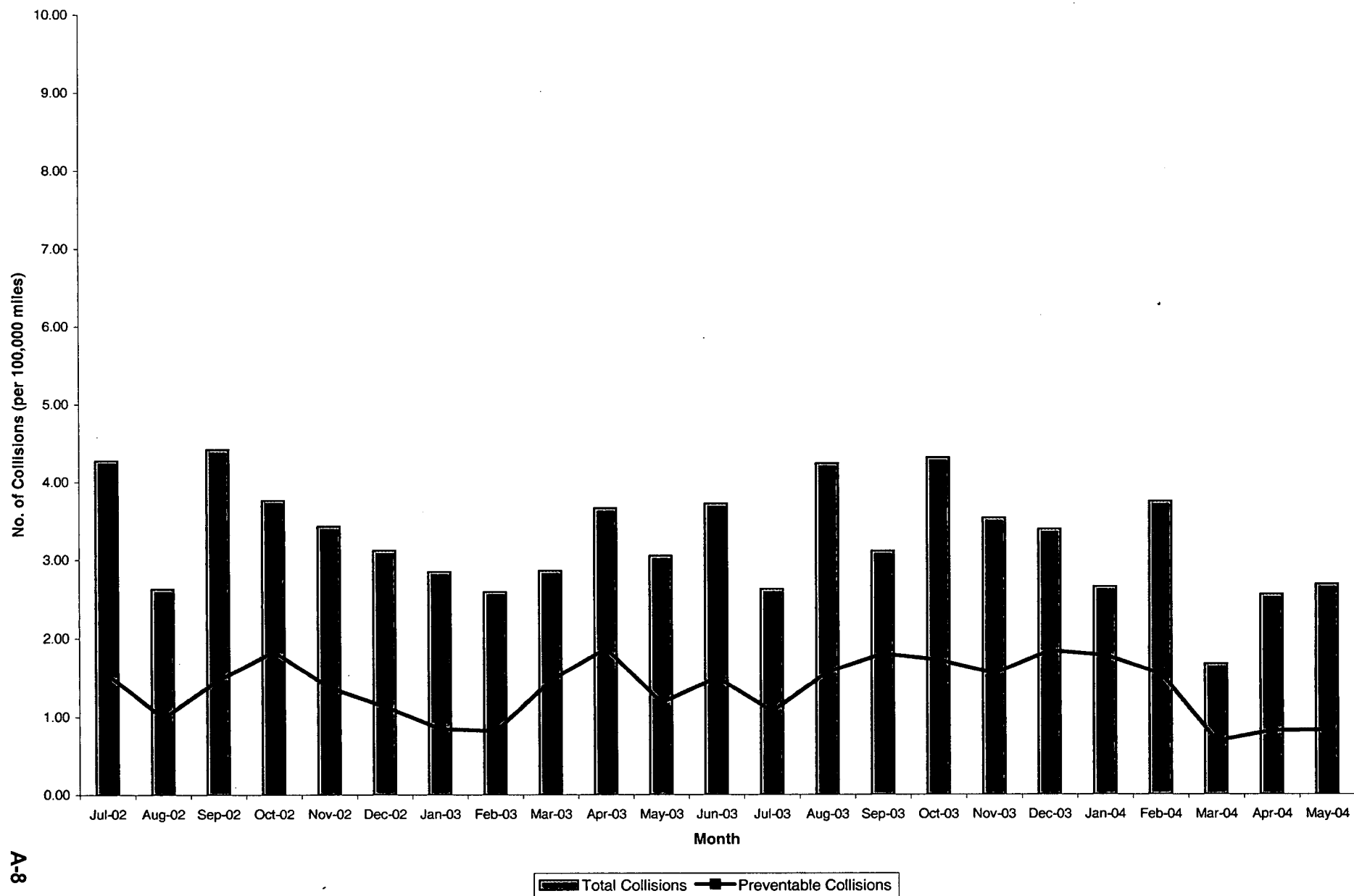


## SDTC Complaints Related To Schedule Adherence (FY2003 - Present)

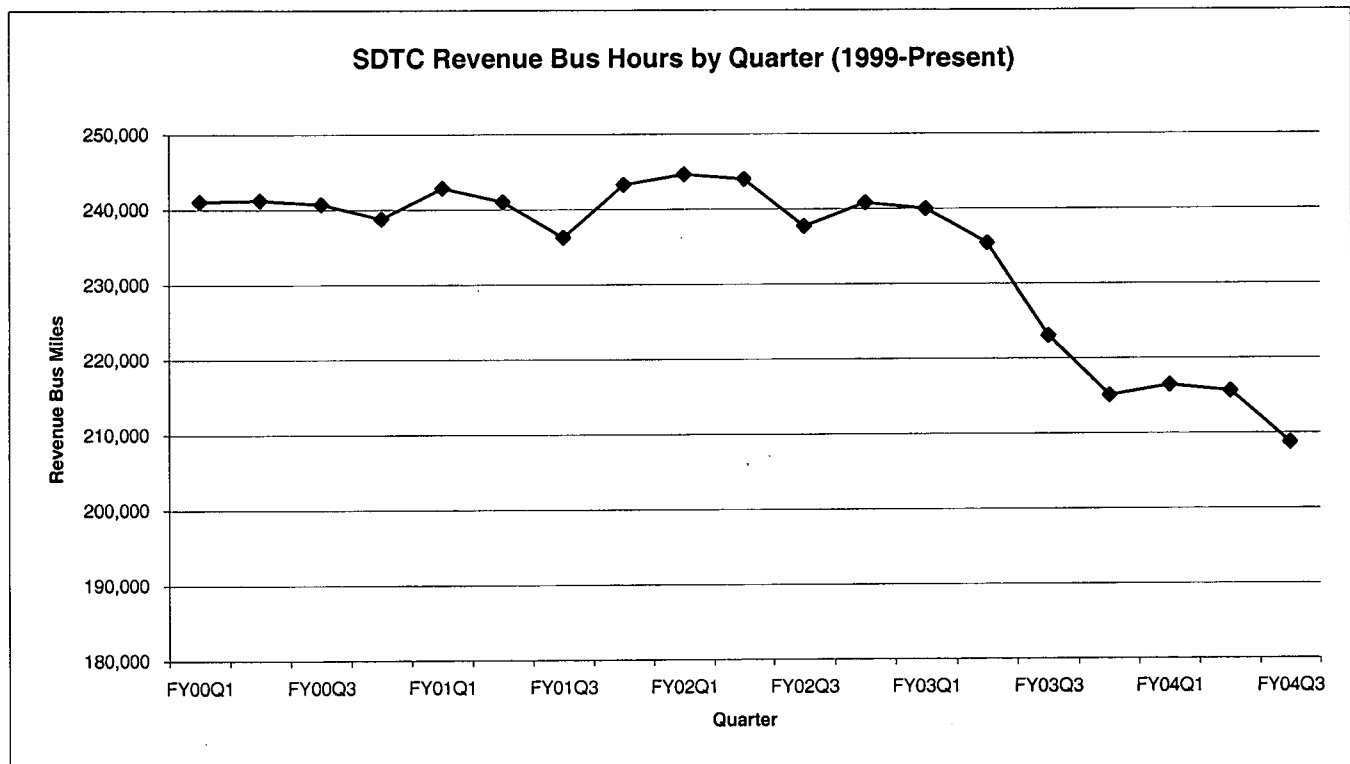
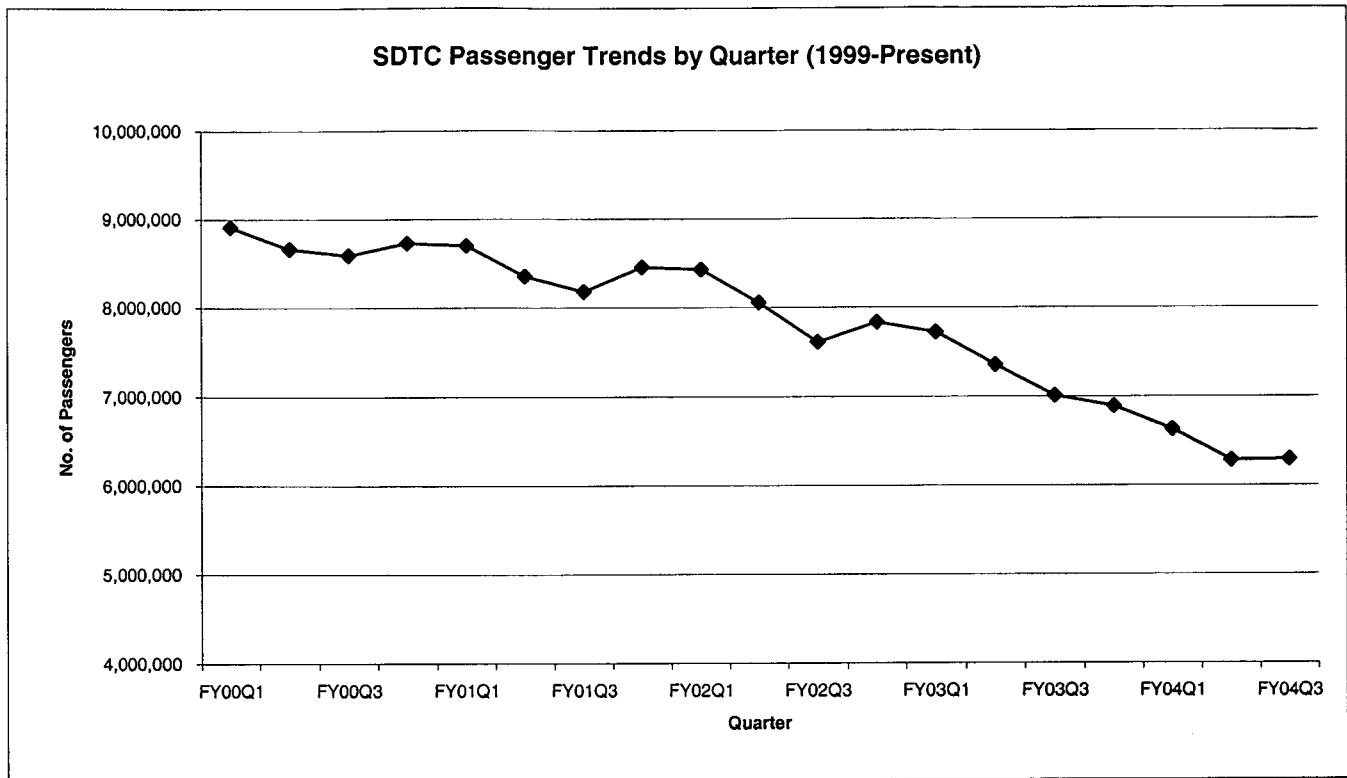


Attachment D

## SDTC Summary of Collision Accidents - FY2003 and FY2004 YTD



## SDTC Ridership And Service Level Trends



**SDTC Ridership and Fare Components: May 2004 and FY 2004 To Date**

**Attachment G**

**BY ROUTE**

Route	Description	Month			Fiscal Year to Date		
		May-04	May-03	Change	July 2003 thru May 2004	July 2002 thru May 2003	Change
1	Downtown/EI Cajon	87,328	80,535	8.4%	816,584	935,689	-12.7%
2	Downtown/University Heights	150,547	173,309	-13.1%	1,657,966	1,827,029	-9.3%
3	Mission Hills, Euclid Ave	136,759	147,121	-7.0%	1,456,483	1,687,878	-13.7%
4	Downtown/Lomita Village	71,903	87,440	-17.8%	784,633	833,387	-5.9%
5	UTC/College Grove	108,706	115,567	-5.9%	1,127,485	1,239,498	-9.0%
6	Old Town/North Park/32nd & Harbor	65,855	59,142	11.4%	670,046	672,722	-0.4%
7	Downtown/La Mesa	300,161	349,264	-14.1%	3,295,041	3,782,265	-12.9%
9	Old Town/Pacific Beach	37,471	39,395	-4.9%	407,981	435,067	-6.2%
11	SDSU/Skyline Hills	214,821	225,796	-4.9%	2,290,682	2,468,393	-7.2%
13	Fashion Valley/Euclid Ave	49,086	61,514	-20.2%	580,836	642,185	-9.6%
15	Downtown/EI Cajon	119,055	125,676	-5.3%	1,222,083	1,290,725	-5.3%
16	Hillcrest/Euclid Ave	46,236	47,319	-2.3%	470,255	538,416	-12.7%
19				n/a	-	5,289	n/a
20	Downtown/North County Fair	108,569	110,975	-2.2%	1,128,635	1,238,124	-8.8%
25	Downtown/Clairemont	81,749	84,950	-3.8%	847,528	884,146	-4.1%
26	Old Town/Point Loma	20,526	20,842	-1.5%	280,429	210,174	33.4%
27	Fashion Valley/Clairemont Mesa	38,407	41,165	-6.7%	474,050	503,513	-5.9%
28	Old Town/Point Loma	30,790	31,264	-1.5%	227,466	315,261	-27.8%
30	Downtown/Scripps Ranch	70,631	71,914	-1.8%	715,849	806,106	-11.2%
34	Downtown/UCSD	127,652	149,284	-14.5%	1,528,512	1,698,387	-10.0%
35	Old Town/Ocean Beach	45,537	42,006	8.4%	469,361	410,298	14.4%
40	Downtown/Fletcher Hills	4,307	3,192	34.9%	33,489	43,074	-22.3%
41	La Jolla/Fashion Valley	65,704	83,378	-21.2%	794,658	877,256	-9.4%
44	Old Town/Clairemont	56,298	57,015	-1.3%	591,745	607,568	-2.6%
50	Downtown/UTC	23,754	32,254	-26.4%	283,417	331,733	-14.6%
51	Trolley	8,054		n/a	18,939	133	n/a
55	SDSU/National City			n/a	-	862,949	-100.0%
70	Downtown/69th & University Ave	6,542	7,217	-9.4%	88,149	89,761	-1.8%
72	Special Events		187	n/a	1,081	1,618	-33.2%
73	Special Events			n/a	15,147	61,784	-75.5%
75	Marketing	1,717		n/a	1,717		
76	Special Events	33		n/a	524	190	n/a
77	Coaster	20		n/a	20		
81	Old Town/Grossmont Trolley	35,411	30,702	15.3%	359,547	421,927	-14.8%
115	Downtown/EI Cajon	60,423	60,363	0.1%	663,118	796,858	-16.8%
150	Downtown/UTC	11,142	13,510	-17.5%	136,362	165,029	-17.4%
210	Downtown/Mira Mesa	5,211	5,682	-8.3%	54,216	69,496	-22.0%

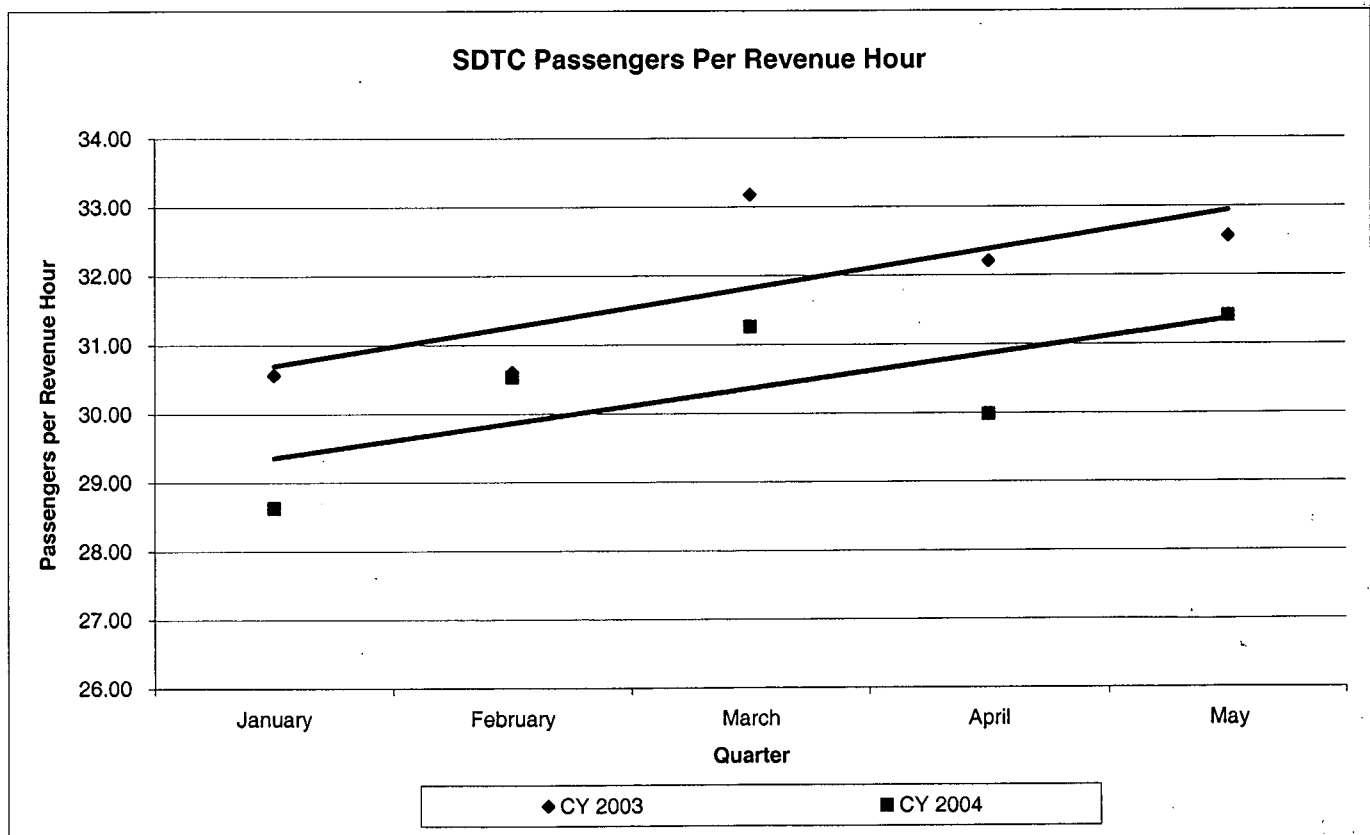
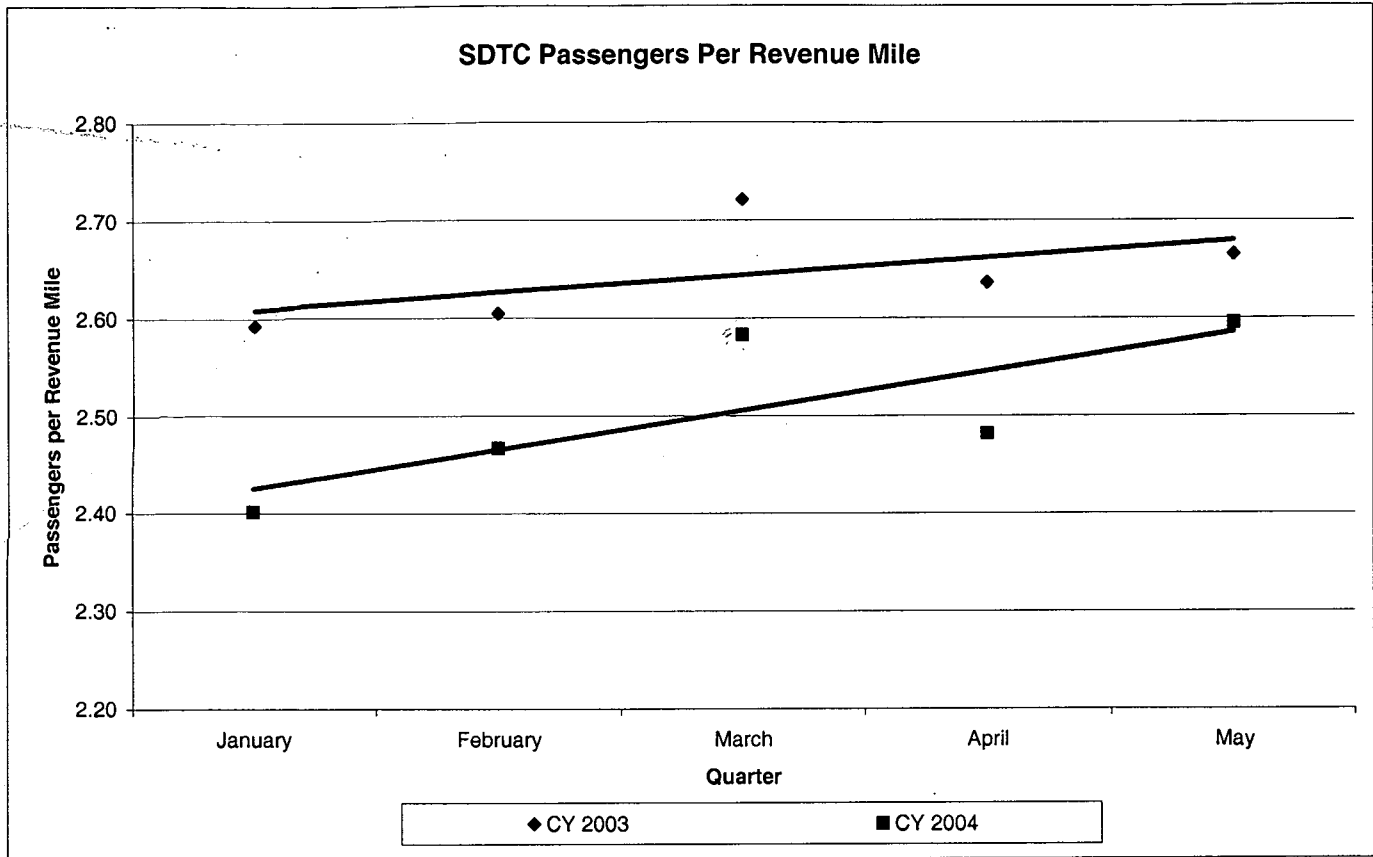
<b>System Total</b>	<b>2,190,405</b>	<b>2,357,978</b>	<b>-7.1%</b>	<b>23,494,034</b>	<b>26,753,928</b>	<b>-12.2%</b>
<b>System Total Without Rte 55</b>	<b>2,190,405</b>	<b>2,357,978</b>	<b>-7.1%</b>	<b>23,494,034</b>	<b>25,890,979</b>	<b>-9.3%</b>
<b>System Total Without Rte 55 and Rte 34</b>	<b>2,062,753</b>	<b>2,208,694</b>	<b>-6.6%</b>	<b>21,965,522</b>	<b>24,192,592</b>	<b>-9.2%</b>

**BY FARE COMPONENT**

Fare Component	Month			Fiscal Year to Date		
	May-04	May-03	Change	July 2003 thru May 2004	July 2002 thru May 2003	Change
S and D Pass	615,717	651,209	-5.5%	6,528,996	7,056,056	-7.5%
Ready Pass	468,026	506,161	-7.5%	4,970,871	5,777,710	-14.0%
Adult Cash	320,142	383,571	-16.5%	3,854,615	4,604,291	-16.3%
Transfers	332,713	366,194	-9.1%	3,739,436	4,320,460	-13.4%
Youth Pass	235,675	241,508	-2.4%	2,164,334	2,556,019	-15.3%
Free	97,488	97,647	-0.2%	1,011,114	1,168,390	-13.5%
Day Pass	59,024	54,410	8.5%	591,506	617,149	-4.2%
S and D Cash	46,108	39,262	17.4%	475,626	448,754	6.0%
Tokens	14,836	17,517	-15.3%	149,617	196,949	-24.0%
Tickets	676	499	35.5%	7,919	8,075	-1.9%

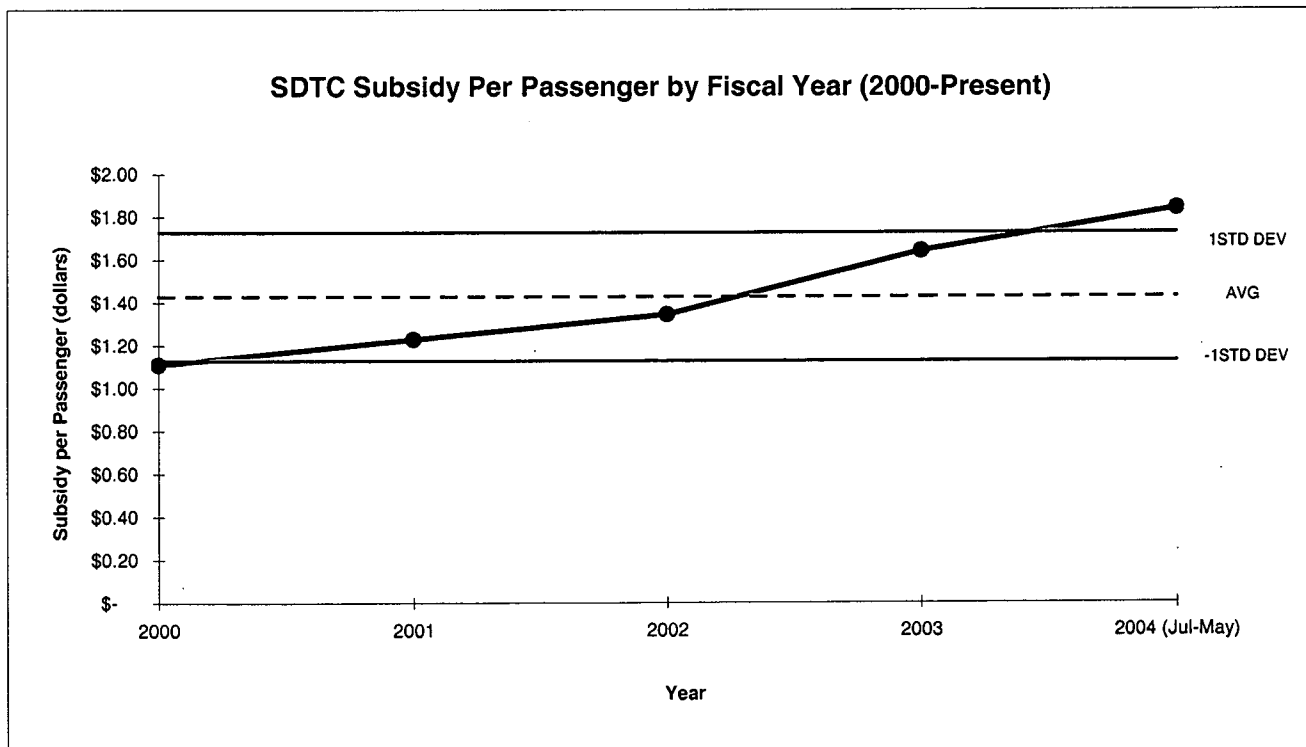
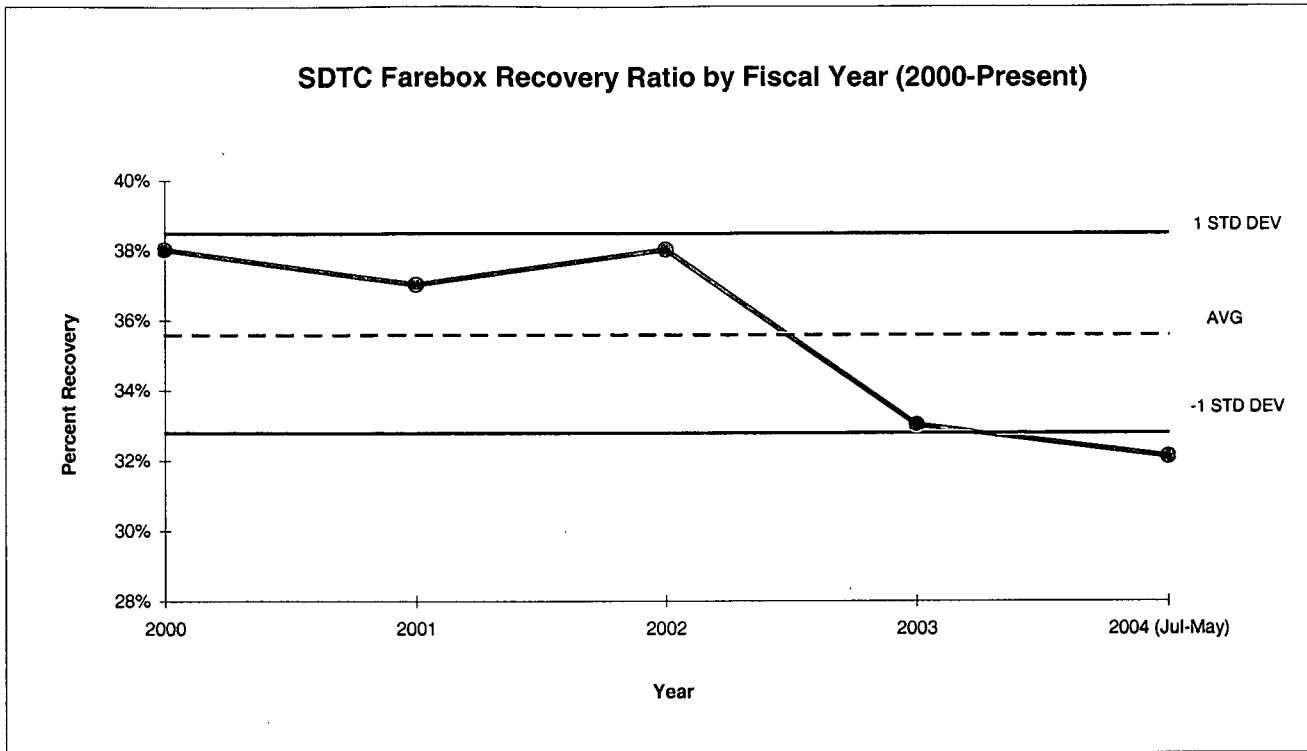
<b>System Total</b>	<b>2,190,405</b>	<b>2,357,978</b>	<b>-7.1%</b>	<b>23,494,034</b>	<b>26,753,853</b>	<b>-12.2%</b>
<b>System Total W/out Rte 55</b>	<b>2,190,405</b>	<b>2,357,978</b>	<b>-7.1%</b>	<b>23,494,034</b>	<b>25,890,904</b>	<b>-9.3%</b>
<b>System Total Without Rte 55 and Rte 34</b>	<b>2,062,753</b>	<b>2,208,694</b>	<b>-6.6%</b>	<b>21,965,522</b>	<b>24,192,517</b>	<b>-9.2%</b>

## SDTC Service Effectiveness





## SDTC Service Effectiveness



SAN DIEGO TROLLEY, INC.  
OPERATIONS STATUS REPORT

RIDERSHIP

During the month of April, according to statistical information provided by the San Diego Association of Governments (SANDAG), average daily ridership was fixed at 90,284. This represents an increase of 16.5 percent in comparison to March (90,284 vs. 77,503). Ridership increased on weekdays (+9,140), Saturdays (+29,574), and Sundays (+17,710). Additionally, the average weekday ridership was fixed at 93,441.

When the current total monthly ridership level is compared with the same reporting period last fiscal year (2,708,507 vs. 1,986,639), an increase of 36.3 percent is realized.

Note: During the first month of service to PETCO Park for Padres baseball games, the top 50 all-time highest daily ridership was achieved six times, with the highest level recorded on Friday, April 30, 2004, totaling 140,219 passengers.

SPECIAL EVENT SERVICE

Padres Baseball

During the month of April, SDTI provided service to 16 Padres home games at their new location, PETCO Park. At this point in the season, game attendance is up 38.6% (509,485 vs. 367,787) and ridership is up 258% (137,927 vs. 38,515), representing 27% of the gate when compared to the same point last year. Revenue from manual ticket sales also increased 323% (\$309,226 vs. \$73,080) when compared to the same point last year. Special event Green Line service was operated between the Qualcomm Stadium and the Gaslamp Quarter stations. Enhanced service on the Orange and Blue Lines was also operated both pre- and post-event. Manual ticket sales were conducted at as many as 22 locations with station ambassadors available to assist patrons with the ticket vending machines.

According to statistical information provided by SANDAG, SDTI recorded its third highest ridership month ever during April 2004. Of the 2,708,507 passenger trips recorded, almost 10% (263,357) were directly generated by event service to PETCO Park.

PERFORMANCE

During the month of April, there were 10,062 regular train trips scheduled and 10,058 were operated, representing a schedule adherence of 99.96 percent. Of the trips operated, 610 trains were delayed in excess of five minutes. Excluding contractor-related delays and those associated with multiple wheelchair use, the adjusted number of late trains was 135 with an on-time performance level of 98.42 percent. (See *Monthly Performance Statistics* report for the month of April [page B-3]).

## ACCIDENTS

### LRV/Truck/Automobile: Total = 2

On April 27, 2004, at 3:07 p.m. westbound Train No. 56, while on approach to the Fifth Avenue crossing (bayside corridor), entered the crossing prior to the rear end of a semi-tractor trailer fully clearing the area. No injuries were reported and only minor damage was sustained by the trailer. This incident resulted in a minimal delay to service. The accident was considered to be avoidable.

On April 30, 2004, at 8:06 p.m. a motorist traveling westbound failed to stop at a red traffic signal at the intersection of Park Blvd. and G Street and collided with eastbound Train No. 56. No injuries were reported; however, significant damage was sustained by the automobile and it was towed from the scene. The LRV coupler was also damaged during the collision. The accident was considered to be unavoidable.

### LRV/Pedestrian: Total = 1

On April 18, 2004, at 12:41 a.m. an individual attempted to jump between the coupled ends of the two LRVs and fell to the ground between the tracks as eastbound Train No. 2 departed the Bayfront/E St. station. Non-life threatening injuries were sustained and the individual was transported to a local hospital for treatment. This incident resulted in little disruption to service. The accident was considered to be unavoidable.

### LRV/Other: Total = 1

### Personal Injuries/Medical Problems: Total = 24

Of the 24 injuries reported, 14 were slips, trips, falls, or other injuries occurring on trains or transit property. There were five incidents involving personal medical problems that were not trolley-related, and five incidents involving SDTI employee or security officer injuries.

### Summary

During FY 2004 (commencing July 1, 2003), there have been 2,208,778 train miles operated. The total number of accidents in this fiscal year to date is 16, representing 0.72 accidents per 100,000 miles operated.

## LIFT SERVICE

In April, there were 6,050 wheelchairs carried compared to 6,890 in March. During the April reporting period, there were nine failures (0.148% of total uses) and 220 delays due to excessive boarding/deboarding time involving multiple wheelchairs. In April, 101 wheelchair passengers were bypassed due to insufficient room onboard. There were three consecutive bypasses.

# Monthly Performance Statistics – April 2004

Date	Trips Scheduled	Trips Operated	Trips Annulled			Trips Late						L	A
			Total	C/R	Other	Total	C/R	SDGE	S/E	S/D	Other		
04/01/04	361	361	0	0	0	19	0	0	0	13	6		
04/02/04	361	361	0	0	0	27	0	0	0	22	5		
04/03/04	276	276	0	0	0	31	0	0	12	19	0	L1	
04/04/04	254	254	0	0	0	30	0	0	23	4	3		
04/05/04	361	361	0	0	0	6	0	0	0	3	3		
04/06/04	361	361	0	0	0	27	0	0	0	18	9		
04/07/04	361	361	0	0	0	21	0	12	0	6	3		
04/08/04	361	361	0	0	0	29	0	0	21	8	0	L2	
04/09/04	361	361	0	0	0	8	0	0	0	6	2		
04/10/04	276	276	0	0	0	28	0	0	24	2	2		
04/11/04	254	254	0	0	0	7	0	0	6	0	1	L3	
04/12/04	361	361	0	0	0	10	0	0	0	7	3		
04/13/04	361	361	0	0	0	38	0	0	7	11	20		
04/14/04	361	361	0	0	0	28	0	0	12	14	2	L4	A1
04/15/04	361	361	0	0	0	38	0	0	23	13	2		
04/16/04	361	361	0	0	0	29	0	0	18	9	2	L5	
04/17/04	276	276	0	0	0	14	0	0	14	0	0		
04/18/04	254	254	0	0	0	20	0	0	11	1	8		
04/19/04	361	361	0	0	0	9	0	4	0	4	1		
04/20/04	361	361	0	0	0	14	0	0	0	9	5		
04/21/04	361	361	0	0	0	9	0	0	0	4	5	L6	
04/22/04	361	361	0	0	0	3	0	0	0	3	0	L7	
04/23/04	361	361	0	0	0	32	0	0	0	15	17		
04/24/04	276	276	0	0	0	10	0	0	0	0	10		
04/25/04	254	254	0	0	0	5	0	0	0	4	1		
04/26/04	361	361	0	0	0	23	0	8	5	3	7		A2
04/27/04	361	361	0	0	0	8	0	0	3	4	1		
04/28/04	361	357	4	0	4	38	0	0	23	8	7	L8	
04/29/04	361	361	0	0	0	15	0	0	9	5	1		
04/30/04	361	361	0	0	0	34	0	0	13	12	9		
<b>TOTAL</b>	<b>10062</b>	<b>10058</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>610</b>	<b>0</b>	<b>24</b>	<b>224</b>	<b>227</b>	<b>135</b>		

TRIPS OPERATED AS A PERCENTAGE OF TRIPS SCHEDULED = 99.96%

TRIPS ON TIME AS A PERCENTAGE OF TRIPS OPERATED = 93.94%

Excluding delays for special events, senior/disabled riders, and contractor-related activity:

ADJUSTED TRIPS ON TIME AS A PERCENTAGE OF TRIPS OPERATED = 98.42%

L = Explanation of late trains

A = Explanation of annulled trips

C/R = Contractor-related

SDGE = San Diego Gas & Electric

S/E = Special events

S/D = Senior/Disabled

Other = Not the result of an outside force

#### Unusual Occurrences Resulting in Significant Numbers of Late Trains – April 2004

- L1 04/03/04 3 trains operated late due to a single train striking a broken crossing gate. 1 train operated late due to passengers holding doors and S/D lift use. No other problems resulted in more than one late train. 6 trains operated late due to S/D lift use.
- L2 04/08/04 3 trains operated late due to S/D lift use and an unscheduled cut. 1 train operated late due to a door problem and holding for a passenger connection. No other problems resulted in more than one late train. 9 trains operated late due to S/D lift use.
- L3 04/11/04 5 trains operated late due to a door problem. 3 trains operated late due to a door activation problem. 1 train operated late due to a trespasser on a bridge and S/D lift use. 1 train operated late due to a door activation problem.
- L4 04/14/04 11 trains operated late due to inclement weather, main track flooding and S/D lift use. 10 trains operated late due to red or dark signals caused by a regional power outage, and S/D lift use. 2 trains operated late due to electronic failure and main breaker trip. 4 trains operated late due to S/D lift use and door problems. 1 train operated late due to a broken crossing gate fouling catenary and blocking train movement. 1 train operated late due to a door problem and S/D lift use.
- L5 04/16/04 11 trains operated late due to door problems and S/D lift use. 3 trains operated late due to a broken dropper wire, a pantograph problem, and train congestion through downtown.
- L6 04/21/04 3 trains operated late due to radio congestion problems. 1 train operated late due to an improper switch alignment. 13 trains operated late due to contractor related activity at the Broadway Wye. 3 trains operated late due to S/D lift use.
- L7 04/22/04 4 trains operated late due to a door problem. 8 trains operated late due to contractor related activity at the Broadway Wye. 3 trains operated late due to S/D lift use.
- L8 04/28/04 7 trains operated late due to a door activation problem. 3 trains operated late due to an LRV/Auto accident.

#### Unusual Occurrences Resulting in Annulled Trips – April 2004

- A1 04/14/04 1 trip was annulled due to inclement weather and main track flooding (see L4 above).
- A2 04/26/04 1 trip was annulled due to red signals and an improper switch alignment.

## SAN DIEGO TROLLEY, INC.

### LRV MAINTENANCE DEPARTMENT SUMMARY

#### LIGHT RAIL VEHICLES

The LRV-related performance indicator for the month of April was maintained at the level indicated below, and met the goal established by the LRV Maintenance Department:

	<u>Actual</u>	<u>Goal</u>
Car Miles Between Service Failures	70,587	44,600

During this reporting period, the following LRV service failures occurred requiring field response:

- Seven electronic failures.
- One disc brake failure.
- One main breaker trip.

#### LRV Painting

The current contract for the painting program concluded in April, with no additional LRVs being painted. A total of 19 LRVs have been painted to date.

#### Miscellaneous Other Activity

The following miscellaneous activities occurred during the month of April:

- Monthly safety classes were held involving all LRV personnel.
- City College courses and in-house LRV I classes continued.
- The Siemens U-2 step retrofit to inhibit step activation at raised platforms continued in April, with a total of 37 LRVs being completed since the program began.

## SAN DIEGO TROLLEY, INC.

### WAYSIDE MAINTENANCE DEPARTMENT SUMMARY

#### WAYSIDE/SIGNALS

All track switches, signals, crossing gates, and substations were inspected in accordance with Public Utilities Commission (PUC)- and Federal Railroad Administration (FRA)-required inspection intervals.

Additional activities included the following:

- Monthly public address system inspection was completed, and repairs made.
- Monthly apprentice appraisals were completed.
- New catenary sleds were installed at the Coronado Substation.
- Yard Substation No. 4 breaker modification began.
- Weekly safety meetings were held for all shifts.
- Davey Tree Service removed excessive growth between Francis Street and 43<sup>rd</sup> Street on the Orange Line.

#### R.J. DONOVAN WAYSIDE CREW

- Continued work on the Anita Street (Chula Vista) Drainage Project.

#### TRACK

The track crew completed 100 percent of FRA-required monthly inspections. Their work also included the following:

- Machine-tamped at various locations totaling five miles of track, with 19.5 completed this fiscal year.

G:\Global\Agenda\_Items\Ai Attachments\  
July22-04.30(Attb)Wterry.Doc  
7/16/04

MTS CONTRACT SERVICES  
OPERATIONS STATUS REPORT FOR MAY 2004

Shown below are a few highlights summarizing the financial performance, ridership trends, and operating performance indicator trends for MTS Contract Services.

Summary Highlights

- The combined MTS Contract Services fixed-route, paratransit, and Americans with Disabilities Act (ADA) services have projected **net subsidy savings for FY 04 of \$1,088,000** based on financial data through May 31, 2004. This includes operating expenses of \$49,612,000 (excludes rural services) or \$382,000 below the FY 04 amended budget (or 0.77 percent below budget). Ridership and fare revenue have been very positive with fare revenue projected for FY 04 at \$16,840,000; \$748,000 higher than the FY 04 budget, or 4.65 percent higher than budget.
- Ridership has been positively tracking since February 2004. While May 2004 ridership was slightly below May 2003, due to fewer weekdays in May 2004 compared to May 2003, the average weekday ridership was about 1 percent higher than a year ago. Total passengers carried on all MTS Contract Services for May 2004 was 1,581,219. Moreover, several MTS Contract Services routes are showing positive ridership trends since February 2004, with particular gains in South Bay, Central San Diego, and on the Sorrento Valley Coaster Connection.

Financial Trends

Operating costs, fare revenue, and net subsidies for the MTS Contract Services are shown in Exhibit A (page C-5). The financial summary presents the MTS 800- and 900-series fixed-route services and then the MTS 800- and 900-series ADA paratransit services. Operating costs for the full 12 months of FY 04 for all MTS Contract Services are projected at \$49,230,000 compared to a budget of \$49,612,000, or 0.77 percent below the budget. This is based on 11 months of data projected for the full year and excludes MTS Contract Rural services.

The specific line items with positive trends include:

- Personnel – under by \$80,800.
- Outside Services - under by \$121,600. The delay of the San Ysidro Intermodal Transportation Center resulted in reduced steam-cleaning services and other transit center maintenance.
- Purchased Transportation - under by \$508,795 or 1.2 percent below budget. Part of this is the reduction in ADA paratransit service hours due to greater efficiencies.

The specific line items with negative trends include:

- Diesel Fuel and Gasoline – over by \$203,195.
- Compressed Natural Gas (CNG) – over by \$100,200.



Diesel fuel has been tracking significantly over budget for the past three to four months while natural gas has been only a few cents per therm higher than budget.

Overall, **operating expenses are under budget by \$382,000.**

Fare revenue has been positive with ridership higher than budget and average fare higher than originally planned. Through 11 months, we are projecting fare revenue to be \$16,840,000 for the full FY 04 (or **\$748,000 over budget**), or about 4.7 percent.

Also reflecting some savings in facility leases, the net subsidy for MTS Contract Services for FY 04 is projected as of May 31, 2004, to be roughly \$1,088,000 or 3.3 percent below budget subsidy requirements. This number may change slightly based on June 2004 year-end results. We expect that preliminary June results should be available by early August.

### Ridership

Ridership for May 2004 was down 1.6 percent compared to May 2003. Exhibit B reflects the monthly ridership trend over the past two fiscal years (page C-6). The ridership trend has been very positive since about February 2004. In fact, May 2004 average weekday ridership was up nearly 1 percent. The month of May 2004 had one fewer weekday compared to May 2003, which brought total ridership down slightly. The ridership gains have been due to the following observations:

- the San Diego economy, employment, and tourism have been positive the last several months;
- border activity and South Bay ridership has been much improved;
- the Padres PETCO Park has resulted in small, but new ridership gains since March 2004 for some of the MTS Contract Service bus services; and
- positive responses to recent MTS Contract Services service and schedule adjustments.

In September 2003 and February 2004, there were some service reductions on MTS Contract Services; bus Routes 832, 864, 908, 929, 932, and 936 all had schedule adjustments that have substantially improved reliability.

Routes with the most significant ridership gains include Routes 929 and 932 (two South Bay routes), Routes 908 serving Mid-City and Hillcrest, and Route 992 serving the airport. Also, Route 961 has gained lots of riders as result of its expansion from Paradise Valley and Deep Dell Road to Spring Valley in September 2003. While Route 901 serving Coronado, Imperial Beach, and the downtown San Diego area has gained about 150 passenger trips for each Padres PETCO Park event, the military absence at North Island and Coronado naval bases plus service reductions in February 2004 on that route have resulted in net ridership losses to this route.

### On-time Performance

Our goal is to achieve 90 percent on-time reliability for the bus services. For all MTS Contract Services, the average during the January to March 2004 (third quarter) was 89.6 percent ahead of the second quarter average of 86.1 percent. Attachment C shows the on-time performance of the MCS

operators (page C-8). The South Central services operated by ATC/Vancom, Inc., and East County services operated by Laidlaw Transit Services are the largest fixed-route operations and are shown on the chart, while all four other operations are combined and shown together. On-time performance varies by time of year, contract operation, and type of service. For example, the express bus operation, which is primarily in the Interstate 15 (I-15) corridor, has been impacted by traffic congestion, and construction. Schedules were adjusted, but on-time reliability has varied. Due to challenges on the South Central services in second quarter, service and schedule adjustments were made on Routes 908, 929, 932, and 936 to improve reliability. The third quarter resulted in some improvements in the South Central operation from 84.4 percent in second quarter to 87.4 percent in third quarter; however, still below the goal of 90 percent.

### Miles Between Mechanical Failures

Miles between mechanical failures are shown in Exhibit D (page C-10). The goal has been to achieve greater than 7,000 miles between mechanical failures. Only the larger fixed-route operating contracts have the performance incentives and penalties in this area. MTS Contract Services South Central (ATC/Vancom, Inc.) operation has averaged 8,004 miles for the first 11 months of this year. This is slightly lower than the 8,301 for FY 03. This is partially reflected in the older age of the fleet and greater road calls with the midsize buses. The East County fleet operated by Laidlaw Transit Services is a newer fleet with the older buses rehabilitated in 2001-2002 and shows some very good numbers, often in excess of 10,000 miles between mechanical failures. The flex minibuses are showing the most significant problems, as these buses are nearing the end of their useful lives at five years. The flex minibus service has an FY 04 average rate at 4,313 miles between mechanical failures. It is expected that reliability of the minibuses may decline until they can be replaced.

### Accidents

Accidents are shown in Exhibit E (page C-12). These include all types of accidents including preventable, nonpreventable, injury, and property damage. The goal is to achieve a rate of accidents below four accidents per 100,000 miles. Both South Central (ATC/Vancom, Inc.) and East County have significant monthly mileage and reflect a more consistent rate. The smaller operations were combined and are shown on the chart. For the entire FY 04 to date (11 months) for all MTS Contract Services combined, every month has been either 3.0 accidents or lower, meeting our goal. This month the average for all MTS Contract Services combined was 2.1 accidents per 100,000 miles. While there has been fluctuation up and down each month, the overall trend the past two years has been very steady with a slight downward positive trend. ATC/Vancom, Inc., has had some months that exceeded 3.0 accidents per 100,000 miles and the ATC/Vancom, Inc., management, at its cost, purchased the Drive-Cam video surveillance system for all 126 buses it operates for MTS Contract Services as a tool to improve safety and reduce driver accidents.

### Customer Service/Complaints

While there is no specific standard or goal, staff watches this category closely for trends. Customer comment cards are included on all MTS Contract Services buses and are received daily at the MTS offices. Exhibit F shows the customer complaints per 100,000 passengers carried for fixed-route services and ADA paratransit services (page C-14). These two charts have very different trends as ADA paratransit services have much higher complaints relative to the number of passengers carried. The fixed-route services have been in the range of 4 to 10 complaints per 100,000 passengers, while

the ADA complaints have been in the range of 50 to 200 complaints per 100,000 passengers. Fixed-route operations have partially reflected some of the operational impacts as complaints have increased on South Central (ATC/Vancom, Inc.) services during FY 04 compared to FY 03. However, recent service changes in September 2003 and February 2004 have partially reversed the negative trend with a reduction from 11.0 in the first quarter of FY 04, to 8.6 in the second quarter, and to 4.7 in the third quarter of FY 04.

The ADA paratransit services operated in the Central San Diego zone operated by MTS Access has had steadily declining complaints over the past two years as Laidlaw Transit Services, Inc., has improved customer reliability, scheduling, and customer satisfaction compared to the previous contractor service that ended in November 2002. The three suburban zones operated by Laidlaw Transit Services, Inc., also has had declining complaints from the mid-30 complaints per quarter to as low as 22.5 complaints per 100,000 passengers in the recent third quarter of FY 04.

PSmith/JGarde/Reports  
MTS.SUMMARY.EHURWITZ  
7/13/04

Attachments: Exhibit A. MTS Contract Services Monthly Financial Report – May 2004  
Exhibit B. MTS Contract Services Ridership  
Exhibit C. MTS Contract Services Fixed Route/Flex On-Time Performance  
Exhibit D. MTS Contract Services Miles Between Mechanical Failures  
Exhibit E. MTS Contract Services Accidents Per 100,000 miles  
Exhibit F. MTS Contract Services Complaints Per 100,000 passenger trips

# MTS Contract Services Monthly Financial Report - May 2004

	FISCAL YEAR 2004 AMENDED BUDGET	PROJECTION 5/31/2004	FISCAL YEAR 2004 AMENDED BUDGET	PROJECTION 5/31/2004	FISCAL YEAR 2004 AMENDED BUDGET	PROJECTION 5/31/2004	FISCAL YEAR 2004 AMENDED BUDGET	PROJECTION 5/31/2004	FISCAL YEAR 2004 AMENDED BUDGET	PROJECTION 5/31/2004	FY 04 PROJECTED BALANCE 5/31/04
	900 Series Fixed Route	900 Series Fixed Route	800 Series Fixed Route	800 Series Fixed Route	900 Series ADA	900 Series ADA	800 Series ADA	800 Series ADA	TOTAL COMBINED MCS	TOTAL COMBINED MCS	TOTAL COMBINED MCS
<b>REVENUE:</b>											
Passenger Fares	\$10,735,000	\$11,156,000	\$4,017,000	\$4,133,000	\$880,000	\$941,000	\$460,000	\$610,000	\$16,092,000	\$16,840,000	(\$748,000)
Advertising	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contract Service Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$10,735,000</b>	<b>\$11,156,000</b>	<b>\$4,017,000</b>	<b>\$4,133,000</b>	<b>\$880,000</b>	<b>\$941,000</b>	<b>\$460,000</b>	<b>\$610,000</b>	<b>\$16,092,000</b>	<b>\$16,840,000</b>	<b>(\$748,000)</b>
<b>EXPENSES:</b>											
<b>Personnel</b>	<b>\$175,000</b>	<b>\$163,800</b>	<b>\$284,000</b>	<b>\$241,000</b>	<b>\$48,000</b>	<b>\$40,000</b>	<b>\$70,000</b>	<b>\$51,400</b>	<b>\$577,000</b>	<b>\$496,200</b>	<b>\$80,800</b>
Marketing	\$77,000	\$77,000	\$0	\$0	\$0	\$0	\$0	\$0	\$77,000	\$77,000	\$0
Security	\$50,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$32,000	\$18,000
Repair/Maint. Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Engines and Transmissions	\$250,000	\$317,000	\$114,000	\$91,000	\$0	\$0	\$0	\$0	\$364,000	\$408,000	(\$44,000)
Other Outside Services	\$480,000	\$388,000	\$225,000	\$202,400	\$155,000	\$139,000	\$50,000	\$59,000	\$910,000	\$788,400	\$121,600
Purchased Transp.	\$22,563,795	\$22,313,000	\$12,662,000	\$12,569,000	\$5,093,000	\$5,059,000	\$2,783,000	\$2,652,000	\$43,101,795	\$42,593,000	\$508,795
Other Cont. Bus Serv.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Outside Services:</b>	<b>\$23,420,795</b>	<b>\$23,127,000</b>	<b>\$13,001,000</b>	<b>\$12,862,400</b>	<b>\$5,248,000</b>	<b>\$5,198,000</b>	<b>\$2,833,000</b>	<b>\$2,711,000</b>	<b>\$44,502,795</b>	<b>\$43,898,400</b>	<b>\$604,395</b>
Lubricants	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tires/Tubes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Mats./Supplies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Tot. Maint. Parts/Supplies:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Diesel Fuel	\$297,905	\$345,000	\$1,032,000	\$1,192,000	\$390,000	\$365,400	\$182,000	\$202,700	\$1,901,905	\$2,105,100	(\$203,195)
CNG (Natural Gas)	\$2,612,300	\$2,712,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,612,300	\$2,712,500	(\$100,200)
Electricity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Energy:</b>	<b>\$2,910,205</b>	<b>\$3,057,500</b>	<b>\$1,032,000</b>	<b>\$1,192,000</b>	<b>\$390,000</b>	<b>\$365,400</b>	<b>\$182,000</b>	<b>\$202,700</b>	<b>\$4,514,205</b>	<b>\$4,817,600</b>	<b>(\$303,395)</b>
<b>Risk Management</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>General &amp; Admin.</b>	<b>\$4,000</b>	<b>\$5,700</b>	<b>\$11,000</b>	<b>\$10,600</b>	<b>\$1,000</b>	<b>\$600</b>	<b>\$2,000</b>	<b>\$900</b>	<b>\$18,000</b>	<b>\$17,800</b>	<b>\$200</b>
<b>TOTAL OPERATING EXP.</b>	<b>\$26,510,000</b>	<b>\$26,354,000</b>	<b>\$14,328,000</b>	<b>\$14,306,000</b>	<b>\$5,687,000</b>	<b>\$5,604,000</b>	<b>\$3,087,000</b>	<b>\$2,966,000</b>	<b>\$49,612,000</b>	<b>\$49,230,000</b>	<b>\$382,000</b>
<b>NET OPERATING COST</b>	<b>(\$15,775,000)</b>	<b>(\$15,198,000)</b>	<b>(\$10,311,000)</b>	<b>(\$10,173,000)</b>	<b>(\$4,807,000)</b>	<b>(\$4,663,000)</b>	<b>(\$2,627,000)</b>	<b>(\$2,356,000)</b>	<b>(\$33,520,000)</b>	<b>(\$32,390,000)</b>	<b>(\$1,130,000)</b>
Facility Lease	\$0	\$0	\$20,000	\$0	\$0	\$0	\$176,000	\$154,000	\$196,000	\$154,000	\$42,000
<b>NET ADJUSTED COST</b>	<b>(\$15,775,000)</b>	<b>(\$15,198,000)</b>	<b>(\$10,291,000)</b>	<b>(\$10,173,000)</b>	<b>(\$4,807,000)</b>	<b>(\$4,663,000)</b>	<b>(\$2,451,000)</b>	<b>(\$2,202,000)</b>	<b>(\$33,324,000)</b>	<b>(\$32,236,000)</b>	<b>(\$1,088,000)</b>
<b>Farebox Recovery Ratio</b>	<b>40.5%</b>	<b>42.3%</b>	<b>28.0%</b>	<b>28.9%</b>	<b>15.5%</b>	<b>16.8%</b>	<b>14.9%</b>	<b>20.6%</b>	<b>32.4%</b>	<b>34.2%</b>	

**Notes:** Projection is for the full 12 months based on data through May 31, 2004 and excludes MTS Contract Rural transit services.

EXHIBIT A



## MTS Contract Services Ridership

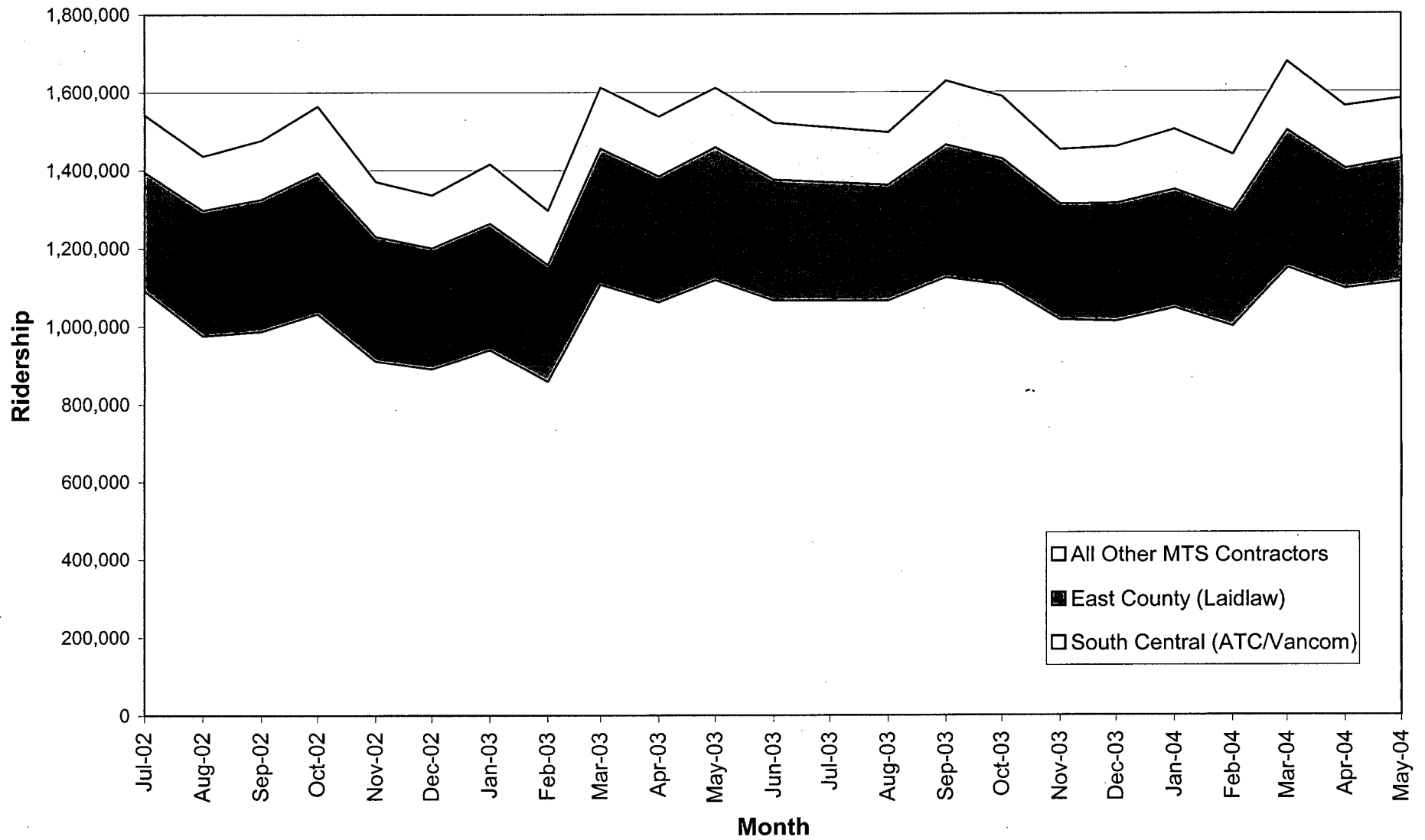


EXHIBIT B

## MTS Contract Services Ridership

### Fiscal Year 2003

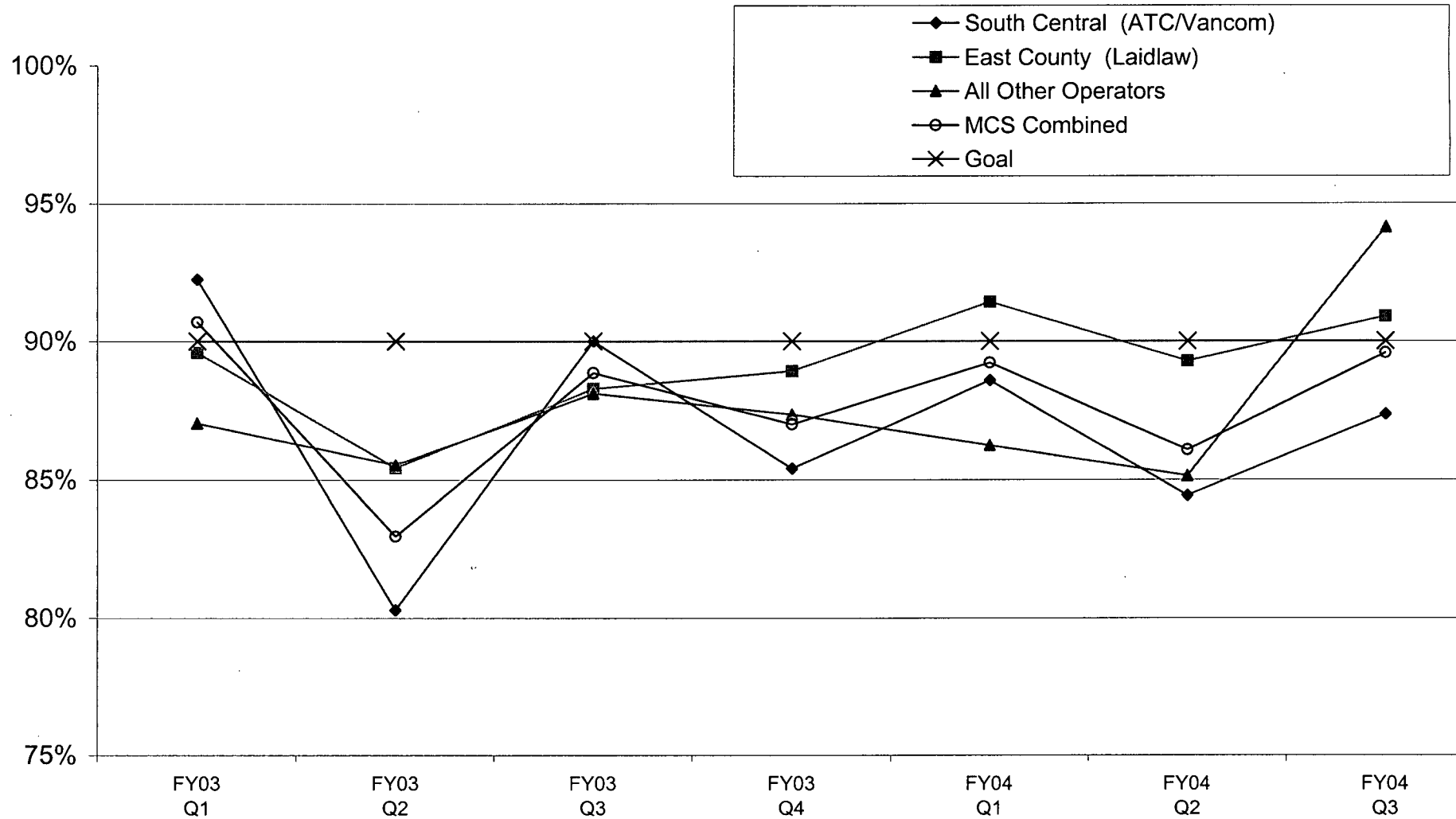
Contractor	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03	FY03 Total
South Central (ATC/Vancom)	980,580	976,114	987,364	1,032,355	911,152	890,148	940,040	857,713	1,107,264	1,061,813	1,118,461	1,065,709	11,928,713
East County (Laidlaw)	308,575	320,847	338,426	361,585	318,646	311,207	323,495	300,510	348,458	322,276	340,179	309,212	3,903,416
Flex 961-965 (Southland)	32,152	28,726	37,817	44,019	37,170	35,025	37,662	34,200	39,949	37,464	37,481	35,595	437,260
Flex 800 Series (Laidlaw)	15,397	14,952	15,526	17,159	14,888	15,108	16,296	14,270	16,308	15,312	16,374	14,619	186,209
Poway (Laidlaw)	24,324	21,397	24,647	27,545	23,107	21,361	23,380	21,115	23,718	24,237	25,589	22,919	283,339
Express (Coach USA)	22,334	23,027	22,129	25,127	19,756	19,851	23,018	20,460	22,780	23,177	21,367	21,011	264,037
Fixed Route Subtotal	1,383,362	1,385,063	1,425,909	1,507,790	1,324,719	1,292,700	1,363,891	1,248,268	1,558,477	1,484,279	1,559,451	1,469,065	17,002,974
DART (Southland)	2,477	2,258	1,279	1,366	1,158	1,114	1,139	1,024	1,194	1,179	1,237	1,123	16,548
Paratransit-ADA and SVCC (Laidlaw)	45,011	45,070	46,420	51,727	41,477	39,203	47,066	44,030	48,987	48,477	46,499	47,109	551,076
Demand Response Subtotal	47,488	47,328	47,699	53,093	42,635	40,317	48,205	45,054	50,181	49,656	47,736	48,232	567,624
Rural Bus (Laidlaw)	3,268	3,625	3,326	3,563	3,383	3,568	3,651	3,459	3,928	3,671	3,956	3,485	42,883
All Other Contractors Subtotal	144,963	139,055	151,144	170,506	140,939	135,230	152,212	138,558	156,864	153,517	152,503	145,861	1,781,352
Grand Total	1,434,118	1,436,016	1,476,934	1,564,446	1,370,737	1,336,585	1,415,747	1,296,781	1,612,586	1,537,606	1,611,143	1,520,782	17,613,481

### Fiscal Year 2004

Contractor	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	FY04 Total
South Central (ATC/Vancom)	1,091,880	1,065,037	1,124,871	1,104,896	1,015,850	1,011,588	1,045,585	998,999	1,148,646	1,094,723	1,112,865		11,814,940
East County (Laidlaw)	303,992	296,207	338,622	323,345	296,061	302,187	303,345	295,365	351,395	306,862	314,340		3,431,721
Flex 961-965 (Southland)	33,695	30,030	47,498	47,856	41,779	43,373	43,307	40,068	50,654	44,841	43,270		466,371
Flex 800 Series (Laidlaw)	14,037	13,244	14,570	15,923	13,601	13,996	15,530	14,014	16,132	14,162	14,958		160,167
Poway (Laidlaw)	23,302	20,571	24,269	22,535	19,660	20,468	22,569	20,490	25,497	22,122	22,905		244,388
Express (Coach USA)	21,965	20,350	21,969	20,965	16,783	19,086	20,223	19,124	23,189	21,199	19,789		224,642
Fixed Route Subtotal	1,488,871	1,445,439	1,571,799	1,535,520	1,403,734	1,410,698	1,450,559	1,388,060	1,615,513	1,503,909	1,528,127	0	16,342,229
DART (Southland)	1,133	1,060	1,176	1,156	952	1,150	1,195	1,061	1,309	1,117	1,093		12,402
Paratransit-ADA and SVCC (Laidlaw)	49,549	46,339	50,641	47,512	42,735	42,787	46,127	44,641	53,383	51,468	46,524		521,706
Demand Response Subtotal	50,682	47,399	51,817	48,668	43,687	43,937	47,322	45,702	54,692	52,585	47,617	0	534,108
Rural Bus (Laidlaw)	3,337	3,556	3,623	3,652	3,387	3,749	4,703	4,457	5,516	5,456	5,475		46,911
All Other Contractors Subtotal	147,018	135,150	163,746	159,599	138,897	144,609	153,654	143,855	175,680	160,365	154,014		1,676,587
Grand Total	1,542,890	1,496,394	1,627,239	1,587,840	1,450,808	1,458,384	1,502,584	1,438,219	1,675,721	1,561,950	1,581,219	0	16,923,248



## MTS Contract Services Fixed Route/Flex On-Time Performance



**Board/Management Indicators**  
**On-Time Performance**  
**MTS Contract Services Fixed Route/Flex**  
**Comparison by Fiscal Year and Quarter**

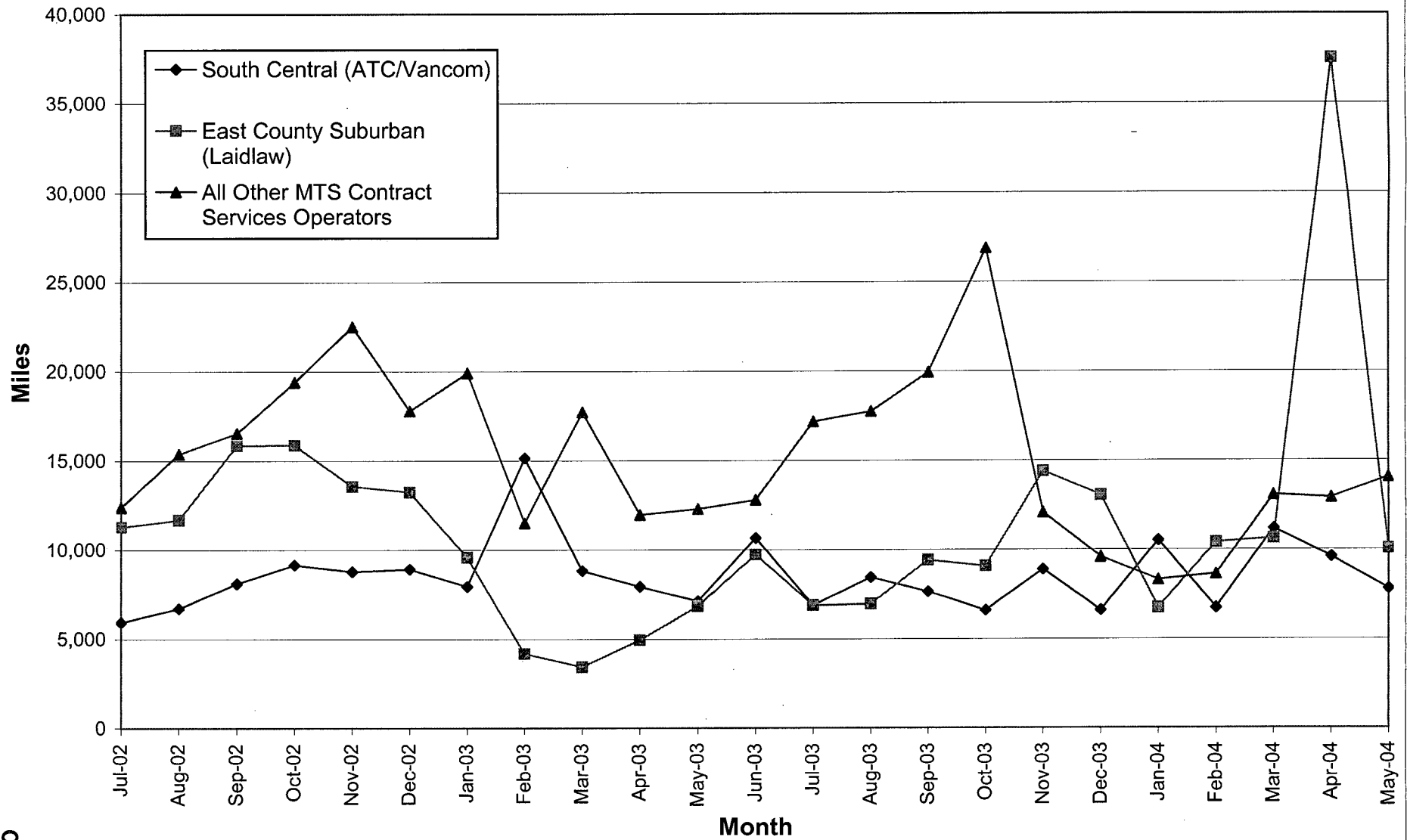
Contractor	FY03 Q1	FY03 Q2	FY03 Q3	FY03 Q4	On-Time FY03	FY04 Q1	FY04 Q2	FY04 Q3	On-Time To Date FY04
South Central (ATC/Vancom)	92.2%	80.3%	90.0%	85.4%	87.4%	88.6%	84.4%	87.4%	87.0%
East County (Laidlaw)	89.6%	85.4%	88.3%	88.9%	88.2%	91.4%	89.3%	90.9%	90.7%
Flex 961-965 (YC/Southland)	100.0%	100.0%	100.0%	97.9%	99.5%	96.6%	94.7%	97.6%	96.8%
Poway (Laidlaw)	83.2%	84.7%	89.2%	90.9%	86.8%	83.6%	79.5%	88.2%	84.1%
Express (Coach USA)	89.3%	89.1%	88.9%	90.9%	89.8%	80.7%	78.4%	95.8%	82.6%
Rural	77.8%	75.0%	83.3%	75.0%	77.8%	75.0%	87.5%	95.9%	86.1%
Flex 851, 853, 874	100.0%	100.0%	72.7%	85.7%	95.7%	91.7%	94.1%	100.0%	95.7%
Contract Services Combined	90.7%	83.0%	88.9%	87.0%	<b>87.6%</b>	89.2%	86.1%	89.6%	<b>88.5%</b>
Goal	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%

**Definition: Total number of checks on-time / total number of checks taken**





## MTS Contract Services Miles Between Mechanical Failures



**Board/Management Indicators**  
**MTS Contract Services**  
**Miles Between Mechanical Failures**  
**Comparison by Fiscal Year and Month**

**Fiscal Year 2003**

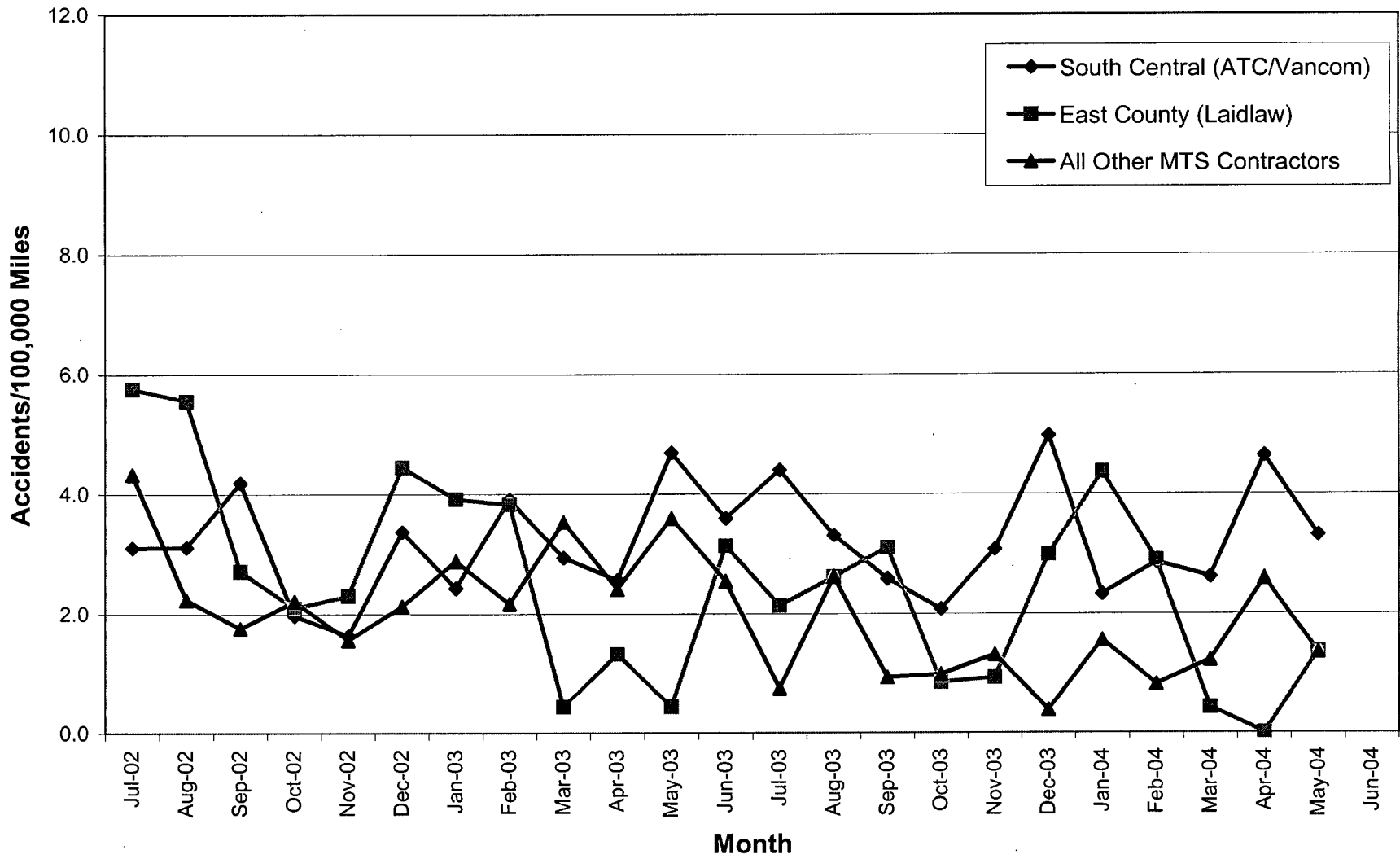
Contractor	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03	<b>FY03 Average</b>
South Central (ATC/Vancom)	5,947	6,731	8,113	9,160	8,776	8,920	7,947	15,148	8,828	7,938	7,111	10,660	8,301
East County (Laidlaw)	11,300	11,700	15,857	15,867	13,563	13,235	9,583	4,180	3,424	4,935	6,848	9,739	7,860
Flex 961-965 (Southland)	4,571	6,400	8,000	12,333	6,600	17,000	11,667	16,000	5,667	17,500	11,000	5,333	8,354
Flex 800 Series (Laidlaw)	8,667	5,000	3,000	4,333	12,000	8,333	4,167	5,750	6,000	4,000	19,000	4,500	5,471
Poway (Laidlaw)	29,000	29,000	28,000	30,000	28,000	29,000	30,000	27,000	29,000	29,000	29,000	9,333	57,500
Express (Coach USA)	30,000	60,000	54,000	62,000	54,000	58,000	60,000	26,000	57,000	20,000	19,000	19,000	49,357
Fixed Route Average	7,639	8,567	9,875	11,500	10,917	11,347	9,256	8,744	6,533	7,264	7,821	10,000	8,900
DART (Southland)	13,000	13,000	8,000	4,000	7,000	7,000	8,000	7,000	8,000	8,000	8,000	7,000	20,400
Paratransit-ADA and SVCC (Laidlaw)	11,679	17,333	23,133	21,176	26,000	15,727	23,750	11,633	24,875	11,563	11,061	16,091	16,131
Demand Response Average	12,143	18,056	23,667	19,368	26,636	16,045	22,824	11,867	23,882	11,455	11,303	16,409	16,211
Rural Bus (Laidlaw)	21,000	5,250	6,667	20,000	9,000	8,500	9,500	3,400	4,250	17,000	6,000	8,000	7,621
Overall Average	8,657	9,891	11,888	13,323	12,906	12,365	11,376	9,298	8,365	8,219	8,561	11,245	10,160

**Fiscal Year 2004**

Contractor	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	<b>FY04 Average</b>
South Central (ATC/Vancom)	6,882	8,443	7,636	6,613	8,891	6,608	10,510	6,740	11,188	9,593	7,803		8,004
East County (Laidlaw)	6,882	6,970	9,417	9,077	14,400	13,056	6,735	10,400	10,636	37,500	10,045		9,819
Flex 961-965 (Southland)	4,857	5,500	5,429	6,833	8,750	2,667	4,333	3,182	4,200	5,000	2,846		4,313
Flex 800 Series (Laidlaw)	5,000	2,375	9,500	20,000	14,000	8,000	1,778	16,000	14,000	12,000	13,000		7,160
Poway (Laidlaw)	29,000	9,667	14,500	28,000	13,500	7,250	5,800	25,000	29,000	28,000	27,000		15,450
Express (Coach USA)	29,000	55,000	55,000	59,000	51,000	59,000	57,000	25,500	61,000	19,667	17,667		44,143
Fixed Route Average	7,301	7,937	8,539	8,080	10,947	7,636	8,349	7,729	11,321	12,423	8,248		8,765
DART (Southland)	8,000	7,000	8,000	8,000	6,000	4,000	7,000	7,000	8,000	8,000	7,000		11,714
Paratransit-ADA and SVCC (Laidlaw)	24,467	33,000	26,429	41,875	12,750	26,667	21,467	13,348	16,591	26,077	46,857		22,632
Demand Reponse Average	25,000	30,636	25,200	38,111	13,000	23,429	21,933	13,652	16,217	24,786	47,857		22,182
Rural Bus (Laidlaw)	21,000	5,250	6,667	20,000	9,000	8,500	9,500	3,400	4,250	17,000	6,000		3,496
Overall Average	9,149	10,180	10,838	10,208	10,778	8,444	8,683	7,947	11,807	12,598	10,048		9,895



# MTS Contract Services Accidents per 100,000 Miles



## MTS Contract Services Accidents per 100,000 Miles

### Accidents per 100,000 Total Miles -- Fiscal Year 2003

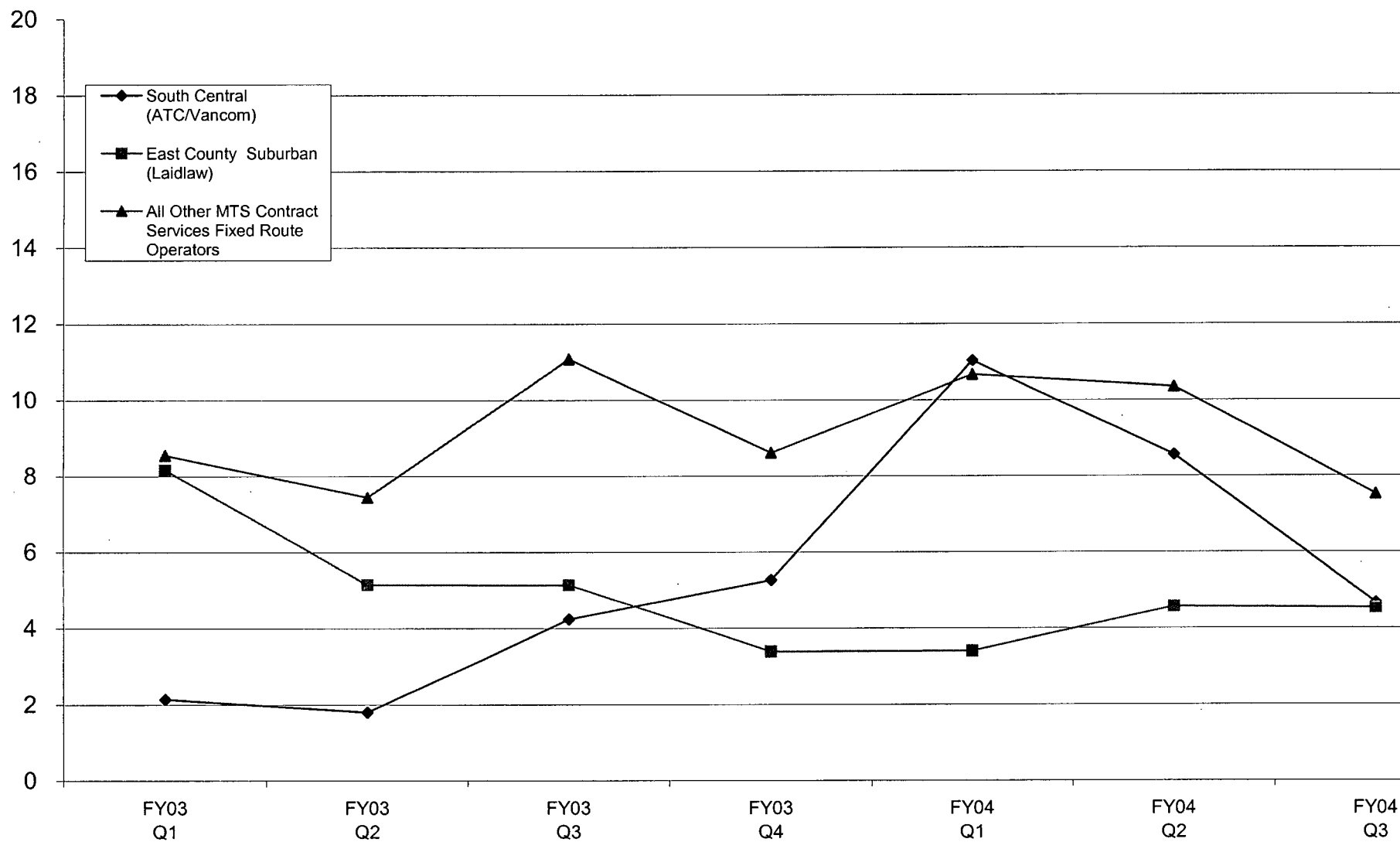
Contractor	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03
South Central (ATC/Vancom)	3.1	3.1	4.2	2.0	1.6	3.4	2.4	3.9	2.9	2.6	4.7	3.6
East County (Laidlaw)	5.8	5.6	2.7	2.1	2.3	4.4	3.9	3.8	0.4	1.3	0.4	3.1
Flex 961-965 (Southland)	0.0	3.1	9.4	0.0	0.0	5.9	0.0	0.0	8.8	0.0	0.0	0.0
Flex 800 Series (Laidlaw)	0.0	0.0	8.3	0.0	4.2	0.0	0.0	0.0	4.2	5.0	0.0	0.0
Poway (Laidlaw)	0.0	3.4	0.0	0.0	0.0	3.4	6.7	3.7	3.4	0.0	3.4	0.0
Express (Coach USA)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fixed Route Average	3.3	3.5	3.7	1.6	1.7	3.4	2.6	3.3	2.4	1.9	3.0	2.9
DART (Southland)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit-ADA and SVCC (Laidlaw)	6.4	1.9	1.2	2.8	2.1	2.3	3.7	2.9	3.8	3.2	4.9	3.1
Demand Response Average	6.2	1.8	1.1	2.7	2.0	2.3	3.6	2.8	3.7	3.2	4.8	3.0
Rural Bus (Laidlaw)	4.8	14.3	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5
All Other MTS Contractors Average	4.3	2.2	1.8	2.2	1.6	2.1	2.9	2.2	3.5	2.4	3.6	2.5
All Operators Average	4.1	3.2	2.8	2.1	1.7	3.0	2.9	3.1	2.8	2.3	3.5	3.1

### Accidents per 100,000 Total Miles -- Fiscal Year 2004

Contractor	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04
South Central (ATC/Vancom)	4.4	3.3	2.6	2.1	3.1	5.0	2.3	2.8	2.6	4.6	3.3	
East County (Laidlaw)	2.1	2.6	3.1	0.8	0.9	3.0	4.4	2.9	0.4	0.0	1.4	
Flex 961-965 (Southland)	0.0	0.0	2.6	2.4	2.9	2.5	5.1	0.0	2.4	2.5	2.7	
Flex 800 Series (Laidlaw)	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	7.7	
Poway (Laidlaw)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Express (Coach USA)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fixed Route Average	3.1	2.8	2.4	1.5	2.2	3.8	2.7	2.4	1.7	2.9	2.5	
DART (Southland)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	
Paratransit-ADA and SVCC (Laidlaw)	1.1	3.3	1.1	1.2	1.6	0.3	1.9	1.3	1.6	3.2	1.5	
Demand Response Average	1.1	3.3	1.1	1.2	1.6	0.3	1.8	1.3	1.6	3.5	1.5	
Rural Bus (Laidlaw)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
All Other MTS Contractors Average	0.8	2.6	0.9	1.0	1.3	0.4	1.6	0.8	1.2	2.6	1.3	
All Operators Average	2.5	2.9	2.0	1.4	2.0	2.7	2.4	2.0	1.6	3.0	2.1	

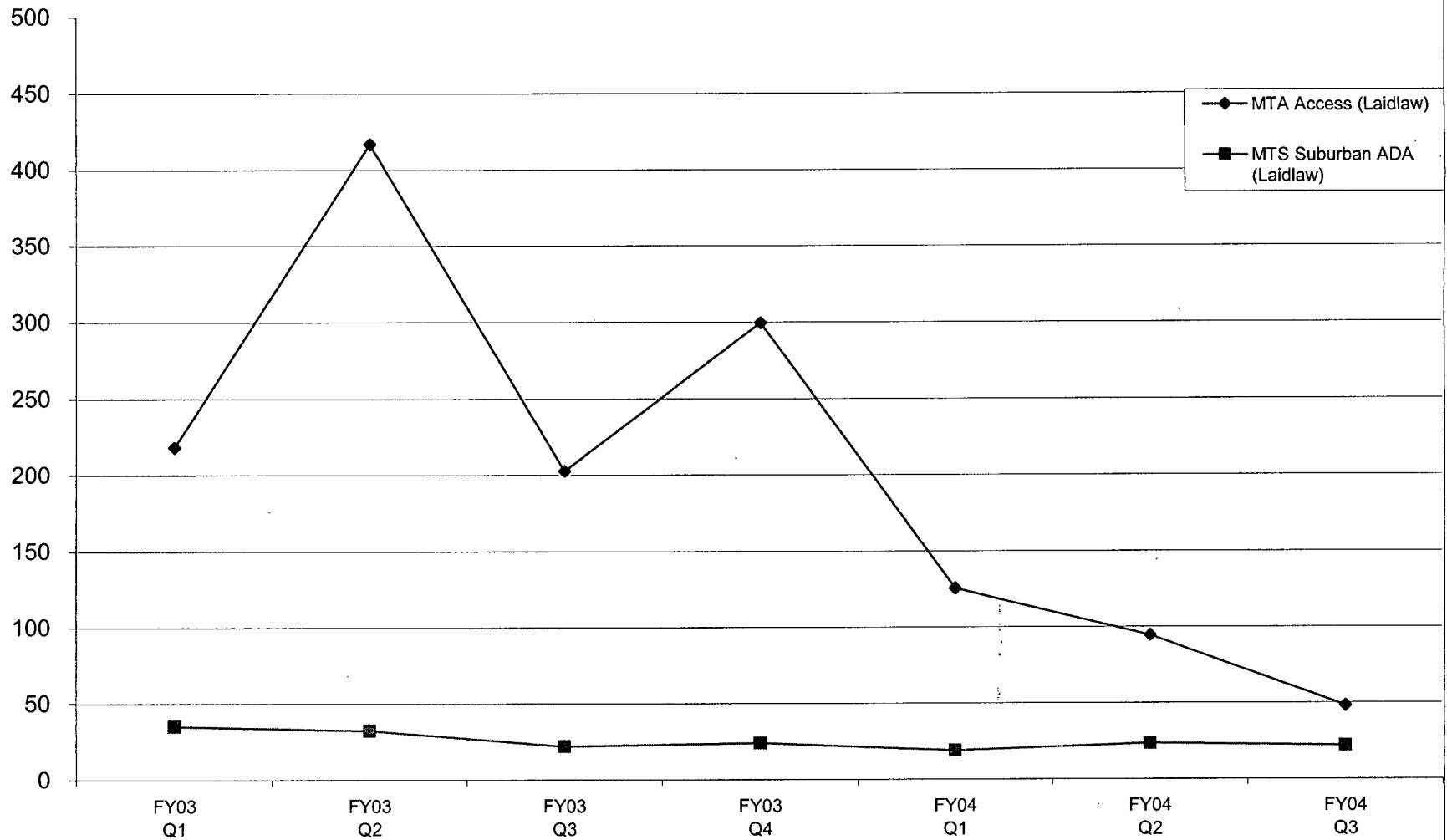


**MTS Contract Services  
Fixed Route  
Complaints per 100,000 Passenger Trips**





**MTS Contract Services  
ADA Paratransit  
Complaints per 100,000 Passenger Trips**



**Board/Management Indicators**  
**MTS Contract Services**  
**Complaints per 100,000 Passenger Trips**  
**Comparison by Fiscal Year and Month**

**FIXED ROUTE**

Complaints / 100,000 Passenger Trips	FY03 Q1	FY03 Q2	FY03 Q3	FY03 Q4	Total FY03	FY04 Q1	FY04 Q2	FY04 Q3	Total FY04
South Central (ATC/Vancom)	2.14	1.80	4.23	5.27	3.42	11.03	8.56	4.67	8.11
East County Suburban (Laidlaw)	8.16	5.14	5.14	3.40	5.46	3.41	4.56	4.53	4.16
Flex 961-965 (Southland)	3.04	6.02	1.79	5.43	4.12	11.69	12.03	3.73	8.99
Poway (Laidlaw)	6.96	4.17	4.28	5.50	5.23	10.25	3.19	4.38	6.01
Express (Coach USA)	17.78	13.90	16.64	18.31	16.67	15.56	19.35	22.39	19.06
Flex 851, 853, 874 (Laidlaw)	4.05	3.97	2.00	0.00	2.53	0.00	0.00	2.18	0.77
DART (Southland)	33.26	82.46	59.58	0.00	42.30	0.00	0.00	0.00	0.00
Rural (Laidlaw)	19.57	28.53	36.24	80.99	41.97	76.07	64.89	40.88	58.37
SVCC (Laidlaw)	8.46	0.00	34.85	0.00	11.01	0.00	2.00	0.00	0.62
All Other FR MTS Contract Services Operators	8.55	7.44	11.07	8.61	8.92	10.67	10.35	7.52	9.46

**PARATRANSIT**

Complaints / 100,000 Passenger Trips	FY03 Q1	FY03 Q2	FY03 Q3	FY03 Q4	Total FY03	FY04 Q1	FY04 Q2	FY04 Q3	Total FY04
ADA Paratransit (Laidlaw)	218.11	416.86	202.64	299.43	283.01	125.49	94.59	48.19	90.07
ADA Suburban (Laidlaw)	35.51	32.68	22.46	24.55	28.63	19.48	23.93	22.47	21.91
Total ADA	148.99	268.50	132.41	190.80	184.43	83.60	66.17	37.72	62.71



1255 Imperial Avenue, Suite 000  
San Diego, CA 92101-7490  
619.231.1466 FAX 619.234.3407

## Agenda

Item No. 31

Joint Meeting of the Board of Directors for  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

ADM 122.2 (PC 30100)

July 22, 2004

Subject:

MTDB: UPDATE ON STATE BUDGET AND PENDING LEGISLATION

RECOMMENDATION:

That the Board of Directors receive this report for information.

### Budget Impact

None.

DISCUSSION:

This report includes:

- an update on the state budget;
- the status of the multiyear federal transportation program known as the Transportation Equity Act for the 21st Century (TEA-21) and an update on federal bills relating to public transportation security;
- updates on state legislation for issues such as the Metropolitan Transit Development Board's (MTDB's) name change, value pricing, fiscal reform, and other legislative changes; and
- summaries of bills pending that relate to transportation (Attachment A).



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



## State Budget

Although the Legislature's Joint Budget Conference Committee has not met since early June, there have been many behind-the-scenes negotiations between the Governor and Legislative leadership.

The transportation issue related to the state budget is known as the "May Revise," which was announced on April 21. Conference Committee members from the Assembly and the Senate were selected and began meeting on June 2, 2004. Senator Alpert is the San Diego representative on the committee.

The May Revise proposal to allocate \$1 billion would have spread funding to the Traffic Congestion Relief Program (TCRP)(\$383 million), the State Highway Account (\$184 million), the Public Transportation Account (PTA) (\$36 million), and the State Transportation Improvement Program (STIP). The funding sources for these allocations amounted to \$243 million from the General Fund and \$140 million from half of the PTA spillover.

The Governor's office coordinated a substantial lobbying effort with representatives from the transportation community, labor, local government, and the effected tribes. Transportation advocates, including the California Transit Association, had also been coordinating with the Governor's office to ensure that the one-time revenue from the gambling compact renegotiation remained in transportation.

This month the May Revise proposal was increased to provide \$1.214 billion from renegotiated Indian gaming compacts to fund transportation programs in 2004-2005. On July 1, 2002, the Legislature approved and the Governor signed Assembly Bill (AB) 687, which ratifies five renegotiated gaming compacts. The enactment of this bill was a key first step in providing a significant infusion of funding for transportation programs. This bill will complete the early repayment of the 2005-2006 statutory obligation for the General Fund to repay transportation loans made over the past few budget cycles. The next hurdle is related to two gaming initiatives on the November ballot that must be defeated for the state transportation funding to be realized.

As revised, the allocation formula for the \$1.214 billion that is associated with the tribal gaming bond funding is as follows:

- \$457 million to the State Highway Account
- \$290 million for new allocations in the TCRP
- Up to \$192 million for local streets and roads
- Up to \$275 million for Public Transportation Account capital expenditures

The language that had been sought by the Governor to require a review of the TCRP projects by the Business, Transportation, and Housing Agency and the California Transportation Committee has been stricken.

The deliberations in the state Senate have been lengthy and heated with Republicans initially resisting to vote for AB 687 out of concern over some unrelated budget issues, opposition to expanded gaming, and a resistance to embracing TCRP projects because these projects, in their view, were distributed in accordance with Governor Davis' priorities. Another major sticking point related to a provision on union organizing contained in the renegotiated compacts. To break the log jam in the Senate, the Governor agreed to two things: (1) issue a letter related to the union organization element of the compacts; and (2) shift \$100 million of the AB 687 allocations from the TCRP to the State Highway Account.

Unfortunately, as a result of the newly negotiated gaming compact, Democratic leadership requested some of the General Fund monies earmarked for transportation be redirected instead to the

General Fund. After a counteroffer by the Governor, it was agreed that \$200 million would be redirected to the General Fund.

By taking \$200 million out of the General Fund, the budget deal proposed on June 29, 2004, would leave a total cash commitment of \$83 million with \$163 million still going to TCRP, but only \$20 million available for the STIP. In exchange for this take back of General fund resources, the Legislative leadership and the Governor agreed that any additional revenues from renegotiated compacts above the \$1 billion already earmarked would also be dedicated to transportation purposes.

With so little new funding earmarked for the STIP under this proposal, we will not know the STIP allocations until we know the fate of the Indian Gaming Revenue Bonds, which are tied to the defeat of the Gaming Initiatives on the November Ballot. TCRP allocations with planned expenditures in 2004-2005 can continue to expect to receive those allocations under this modified funding approach. New TCRP construction, nonconstruction, and Letters of No Prejudice will need to await the outcome of the November elections. Mark Watts, MTDB's legislative representative, will be present at the July 22 Board meeting to answer any questions concerning the state budget

### Legislative Updates

Federal Updates. *Transportation Reauthorization* - Unable to reach a consensus by the June 30, 2004, deadline, Congress approved another temporary extension through July 31. Congress is scheduled to break for the Democratic Convention and its summer recess on July 23. To date, 42 technical issues have been resolved in conference; however, the debate still revolves around the overall funding level acceptable to Congress and the Administration. The Senate conferees formally offered their House counterparts the Senate-passed \$318 billion funding level to use when drafting the final compromise. The House conferees have been asked to respond to the Senate's offer by the next conference meeting on July 7.

A recap of the three versions of the bill is as follows:

VERSION	TITLE	AMOUNT	RETURN TO THE STATES	SCOPE OF RETURN
Senate	SAFETEA	\$318 million	95%	Does not include high-priority projects
House	TEA-LU	\$275 million	95% by 2009 (reopener to provide sufficient revenues to allow for equity return)	Includes high-priority projects
Administration	SAFETEA	\$256 million	90.5%	Does not include high-priority projects
<i>SAFETEA: Safe, Accountable, Flexible, Efficiency Transportation Equity Act of 2004 (S. 1072)</i> <i>TEA-LU: Transportation Equity Act: A Legacy for Users (H.R. 3550)</i>				

Rail and Public Transportation Security Legislation. Railroad security continues to be a high priority with another bill (House of Representatives [HR] 4604) introduced on June 17 by United States Representatives Young (Chairman, Transportation & Infrastructure Committee), Quinn (Chairman, Subcommittee on Railroads), and Porter (Vice Chairman, Subcommittee on Railroads). The new legislation titled "The Protecting Railroads against Enemy Efforts through Modernization, Planning and

Technology Act (PREEMPT)" is designed to expand and improve antiterrorist security programs of passenger railroad and freight rail systems. The bill would require a comprehensive Department of Transportation (DOT)/Department of Homeland Security (DHS) rail transportation security plan and, within six months, a DOT/DHS memorandum of understanding establishing respective rail security responsibilities. The bill would provide over \$1.1 billion over a five-year period for railroad security improvements including nearly \$700 million to improve the safety of critical rail tunnels used by Amtrak and other commuter railroads. The remaining \$400 million would be available for security-related technologies and improvements such as:

- automated security inspection systems;
- communication-based train control systems;
- bridge repair and replacement technology;
- track structure and right-of-way integrity monitoring;
- bridge and tunnel inspection;
- passenger station, train, and infrastructure security;
- train tracking and interoperable communications technology; and
- additional railroad police resources.

#### State Updates

MTDB to MTS. Senate Bill (SB) 1233 (to allow MTDB to also be known as MTS) was passed on May 10, 2004. The bill was amended on June 29, 2004, and rereferred to the Committee on Appropriations.

Value Pricing. This San Diego Association of Governments (SANDAG)-sponsored bill, AB 2032, which would provide state authority to implement value pricing on corridors in San Diego consistent with MOBILITY 2030, passed the Senate Transportation Committee Floor on June 29, 2004. The Sunol Smart Carpool Lane Joint Powers Authority, consisting of the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, and the Santa Clara Valley Transportation Authority, also sponsored the bill. The Senate Transportation Committee made amendments limiting the projects to a maximum of two in each corridor, prior to approval.

Fiscal Reform. Senator Ducheny's bill on fiscal reform, SB 1212, repeals three subventions to cities and counties: (1) vehicle license fee (VLF) "backfill," (2) replacement for the homeowners' property tax exemption, and (3) gas tax revenue and transfers an equivalent amount from a percentage of the state's share of the sales tax and the schools' share of the property tax to cities and counties. SB 1212 passed the Assembly Committees on Local Government and Revenue and Taxation in June, and has been rereferred to the Assembly Committee on Appropriations. SB 1212 was recently modified to ensure that property tax growth is allocated to cities on a per capita basis. The modification was intended to ensure that the property tax/VLF swap does not worsen the current fiscalization of land-use problem.

The Local Taxpayers and Public Safety Protection Act, sponsored by the California League of California Cities, the California State Association of Counties, and the California Special Districts Association, is expected to appear on the November ballot. The initiative would require voter approval for any legislation that proposes to reduce the share of local governments' vehicle license fee revenues, sales tax powers and revenues, and a proportionate share of local property tax revenues.

In the May Revision, the State Administration proposed that the Legislature place before the statewide voters in November a constitutional amendment to enact changes to state-local financing and intergovernmental relations. The measure would greatly restrict state authority to reduce noneducation local government taxes, except for a \$1.3 billion shift from local governments in 2004-05 and 2005-06.

Resolution of this issue is still pending and part of the finalization of the state budget. SB 1212 is one of several proposals introduced this year to reform California's state-local fiscal relationship and is the most similar to the Governor's pending agreement with the local governments.

#### Other Legislative Changes Being Pursued

Design Build. There were three separate bills related to design-build procurements. One of the bills, SB 1793 (McPherson) authorizes four transportation authorities to use a design-build process for bidding on one highway construction project with a cost of at least \$50 million within the jurisdiction of the applicable transportation authority. SANDAG was one of the four transportation authorities. The other two related bills are AB 1210 (Torlakson) and AB 3048 (Oropeza). Recent amendments to the three bills delete prior contents and insert intent language.

Queue Jumping. AB 1951, introduced by Assembly Member Benoit would amend the California Vehicle Code to make it a violation for a driver of a vehicle to fail to obey a sign or a signal defined as regulatory in the federal *Manual on Uniform Traffic Control Devices* (MUTCD). Buses and light rail vehicles are given priority control in the MUTCD. Examples of priority control include displaying of early or extended green signal indications at an intersection to assist public transit vehicles in remaining on schedule, and special phasing to assist public transit vehicles in entering the travel stream ahead of traffic, known as queue jumping. This bill resides on the Senate floor.

Proposition 42 Loophole. Proposition 42 included a provision that authorized the suspension of revenues intended for the purpose of transportation in whole or in part for a fiscal year during a fiscal emergency with a proclamation by the Governor and the enactment of a statute by a two-thirds vote of both houses. There are strong efforts to support ACA 24, which would delete this provision and instead authorize the legislature to loan funds under certain circumstances contingent upon repayment with interest.

#### Significant State Schedule Remaining

July 2 - Summer recess begins at the end of this day's session if the budget bill has been enacted.

#### Significant Federal Schedule Remaining

June 28 - July 5	Senate not in session
July 6	Senate reconvenes
July 26 - September 6	Senate not in session
September 7	Senate reconvenes
October 1	Target adjournment



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, [Tiffany.Lorenzen@sdmts.com](mailto:Tiffany.Lorenzen@sdmts.com)

JGarde/G:\Global\Agenda\_Items\JULY22-04.31.TLOREN.doc  
7/7/04

Attachment: A. Summary of Legislative Bills Pending **(Board Only)**

METROPOLITAN TRANSIT DEVELOPMENT BOARD

SUMMARY OF LEGISLATIVE BILLS PENDING

Changes in bold

TRANSPORTATION REAUTHORIZATION

SAFETEA  
SB 1072  
H.R. 3550

Reauthorizes a transportation bill to include increased levels of funding for highway and transit programs, railroad and highway safety, goods, movement, and other programs. The Administration's Bill, SAFETEA, proposes \$256 million, the Senate Bill (SB 1072) proposes \$318 million; the House bill (H.R. 3550) proposes \$275 million and includes a reopener to increase the guaranteed rate of funding returned to the states. The most current extension expires on June 30, 2004. The House and the Senate versions will be reconciled in the conference committee. Conferees for the Senate have been selected and Senator Boxer has been named as one of the conferees. The House conferees have also been named and Congressman Bob Filner was included on the list. **An extension through July 31, 2004, has been authorized.**

APPROPRIATION REQUESTS

H.R. 2673

The House and Senate Appropriations Committees plan to mark up as many of the 13 individual appropriations bills as possible during the summer months. **The transportation appropriations markup is anticipated to take place in July 2004.**

TRANSIT VILLAGE PLAN

AB 1320

The Transit Village Plan relates to the Transit Village Development Planning Act and states that the plan must show 13 public benefits: traffic relief, infill and resource preservations, air quality, improvements, pedestrian safety, increased transit revenues, nearby retail, more affordable housing, job opportunities, neighborhood redevelopment, cost-effective infrastructure, live/work options, increased local tax, and reduced energy consumption. The bill also defines transit to include rail stations, light rail stations, ferry terminals, a bus hub, or a bus transfer station. The Governor approved the bill on 5/19/04.

FISCAL REFORM

SB 1774  
SCA 22

SB 1774 is the companion bill to SCA 22. The California Constitution requires that certain revenues derived under the Vehicle License Fee (VLF) law be allocated to cities and counties. SCA 22 would repeal this constitutional allocation requirement on July 1, 2005. **SCA 22 passed the Senate Local Government and is in Senate Appropriates where a hearing was postponed by the author.**

SB 1774, an urgency measure, implements a constitutional measure to exchange \$7 billion in local sales tax and VLF revenues for an equivalent amount of schools' share of the property tax. It also gives local governments that have planned new retail developments an additional share of schools' property tax and phases out excess property tax revenues to basic aid school districts. **This bill passed the Senate Floor on 5/25/04 and is currently in the Assembly Local Government Committee. The last scheduled hearing was canceled by the author.**

## EFFORTS TO REDUCE TRANSPORTATION FUNDING

SB 1637 SB 1637 is a current effort to eliminate a financing tool that transit agencies have used since 1990 known as Cross Border Leasing. The region has realized over \$20 million from this mechanism. This bill is part of a larger bill to amend the IRS Code of 1986 to simplify the international taxation rules. The bill passed the Senate on 5/11/04.

ACA 21 and SCA 21 These bills would provide a constitutional amendment that would change the vote requirement to two thirds of membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of motor vehicle fuel sales tax revenue from the General Fund to the Transportation Investment Fund. **ACA 21 failed passage. SCA 21 is in Senate Appropriations where a hearing was postponed by the author.**

ACA 24 This measure would delete the provision authorizing the Governor and the Legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency. **This measure is in Assembly Appropriations and is being held under submission.**

## MOBILITY 2030

AB 2032 The High-Occupancy-Vehicle (HOV) lane concept was introduced last year. AB 2032 would authorize single users to use HOV lanes for a fee. The bill passed the Assembly Floor on 5/24/04 and passed Senate Transportation on 6/29/04. **AB 1951 related to bus priority signalization has passed the Senate Transportation Committee and is now before the Senate.**

## PENALTY INCREASE

AB 2085 This bill was sponsored by the Southern California Regional Rail Authority's Metrolink Commuter Rail and increases the penalty for approaching or attempting to traverse a railroad grade crossing in an unsafe manner. **The bill passed the Assembly Floor and Senate Transportation and is now before the Senate.**

## TRANSPORTATION SECURITY

- S. 2216 In FY 2004, the COASTER commuter rail received \$800,000 for security improvements on the railroad. Federal Bill SB 2216 would create authorization for funding railroad security programs. This bill was referred to the Committee on Commerce, Science, and Transportation.
- S. 2273 This federal bill provides increased rail transportation security and authorizes appropriations for the following: a rail security assessment, a pilot program for random security screening of passengers and baggage, tunnels in New York Baltimore and the Potomac, systemwide Amtrak security upgrades, freight and passenger rail upgrades, and rail security research and development.
- S. 2453 This bill awards grants to public transportation agencies to improve security and includes authorization to appropriate for a capital security program, operational security assistance program, and research.
- H.R. 4476 This bill would provide for the security and safety of rail and rail transit systems.
- H.R. 4604 **“The Protecting Railroads against Enemy Efforts through Modernization, Planning and Technology Act (PREEMPT)” was introduced by Young, Quinn, and Porter on 6/17/04.** This bill will develop a national railroad transportation security plan that identifies threats and vulnerabilities to the nation's railroads and provides a plan for increased security. The bill will also directs the Secretary to develop prioritized recommendations for improving railroad security, including: (1) the security of rail tunnels and bridges and other rail infrastructure and facilities; (2) deployment of equipment to detect explosives and hazardous chemical, biological, and radioactive substances; (3) installation of redundant and backup systems to ensure continued operation in the event of a terrorist attack; and (4) deployment of surveillance equipment.
- The bill will authorize the Secretary to make grants to railroads, hazardous materials shippers, owners of rail cars used in transportation of hazardous materials, universities, colleges, and research centers, and state and local governments for reimbursement of costs incurred to prevent or respond to acts of terrorism, sabotage, or other railroad security threats. The Secretary will also be authorized to procure fire and life-safety improvements to the tunnels on the Northeast Corridor in New York, New York, Baltimore, Maryland, and Washington, D.C. Finally, this bill directs the Secretary to review existing Department of Transportation (DOT) rail regulations to identify areas in which those regulations need to be revised to improve railroad security.

PREEMPT was rereferred to the House Committee on Transportation and Infrastructure on June 17, 2004.

## SOURCES OF NEW REVENUE

- H.R. 3611 Metropolitan Congestion Relief Act to be funded at \$2 billion annually each year for six fiscal years.
- SB 1614 Imposes a 10-cent fee on each gallon of gas - 9 cents of the revenues are to be used to finance maintenance, operation, and construction of the state highway and local streets and road system while the remaining 1 cent is to be used for environmental programs to mitigate motor vehicles' impact on air. The author canceled the second hearing on this bill.

## COST EFFICIENCY AND SAVINGS

- AB 2737 Public Agency Tort Reform: This bill provides that a public entity or a public employee is not liable for an injury caused by the location or condition of public property not owned or controlled by that public entity. Neither are public entities or public employees liable for injuries that occur on a street, highway, road, sidewalk, or other access adjacent to, nor leading to or from public property not owned or controlled by that public entity. The measure is intended to overturn the recent decision in Bonanno v. Central Contra Costa Transit Authority in which the California Supreme Court held, based on well-established case law, that public entities may be subject to liability when their facilities are located in places that unnecessarily increase the danger to those who, exercising due care themselves, use the facilities in a reasonably foreseeable manner. This bill failed passage in the Assembly Judiciary on May 4, 2004.





---

---

---

---

---

---

---

Federal Update Transportation Reauthorization		
Version	Title	Amount
Senate	SAFETEA	\$318 Billion
House	TEA-LU	\$275 Billion
Administration	SAFETEA	\$256 Billion

Compromise proposed by Public Works Chairman Inhofe:  
\$301 Billion gross contract authority with guaranteed spending of \$289 Billion



---

---

---

---

---

---

---

Federal Update Pending Legislation	
<b>HR 4604: "The Protecting Railroads against Enemy Efforts through Modernization, Planning and Technology Act (PREEMPT)"</b>	
Expands and improves antiterrorist security programs for passenger and freight rail systems	
<b>SB 1637: Cross Border Leasing</b>	
Eliminates financing tool which allows for lease-lease back transactions for LRV and bus procurements. Passed the Senate on 5/11/04	



---

---

---

---

---

---

---

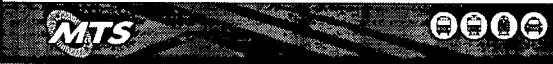
**State Update  
Pending Legislation**

**SB 1233: Omnibus Transportation Bill**

Authorizes Metropolitan Transit Development Board to legally operate as the Metropolitan Transit System. Currently holding in Appropriations Committee.

**AB 1951: Queue Jumping**

Authorizes buses and light rail vehicles to utilize priority traffic control measures. Approved by Senate and Assembly and sent to Governor for signature.



---

---

---

---

---

---

---

---


**State Update  
Pending Legislation**

**AB 2032: Value Pricing**

Sponsored by SANDAG, expands their ability to offer High Occupancy Vehicle (HOV) lanes to single drivers for a set fee.

**SB 1793: Design Build**

Authorizes SANDAG to use a design-build process for bidding on highway and transportation projects.



---

---

---

---

---

---

---

---

**Transportation Funding Crisis  
2004-05 Budget: Is the State Funding Freeze  
Thawing?**

Presented to  
Board of Directors  
San Diego Metropolitan Transportation System  
July 22, 2004  
By  
Mark Watts  
Smith, Watts & Company

---

---

---

---

---

---

---

---

### Background

Through 2003, nearly \$24 billion in transportation funds have been borrowed and are carried on statutes a future General Fund obligations, to be repaid between 2006 through 2009.

The CTC suspended new allocations more than one year ago, and since then, has only recently approved new funding for \$800 million in major rehabilitation projects. According to Caltrans management, another half billion in state projects have continued to move through the pipeline and are ready to construct.

---

---

---

---

---

---

---

### 2003-04 Mid-Year Budget Cuts

Shortly after taking office, Governor Schwarzenegger proposed a wide array of cuts to the 2003-04 budget act. The key components related to transportation include:

- (1) converting federal pass through funding from accrual to cash basis, generating an estimated \$80 million, of which \$600 million was to be transferred to the GF and
- (2) take back of \$18 million from 2003-04 budget earmarked to maintain TCRP contracts.
- (3) repeal the project list related to the TCRP.

---

---

---

---

---

---

---

### 2004-05 Budget Proposal

In January, the Governor introduced his 2004-05 Budget proposal. The key transportation element was the proposed suspension of Proposition 42, providing at least \$1.25 billion in benefit to GE. Other issues included:

- (1) Endorse use of GARVEE bonds, earmarking \$800 million for expenditure in 2004-05;
- (2) Called for the repeal of the High Speed Rail Bond Act, scheduled for voter approval in November 2004;

---

---

---

---

---

---

---

**Combined effects of Mid-Year Cuts and  
Proposed 2004-05 Budget Proposal**

If the Legislature had adopted both the Mid-Year Cuts and the January Proposal, the impact on transportation funding would have been devastating:

Mid-year totals	- \$890 M
Budget Proposal	- \$1.227 B
<b>Total impact</b>	<b>-\$2 B</b>

---

---

---

---

---

---

---

**2004-05 May Revision**

In May, the Governor responded to the sustained lobbying effort by the transportation community to reverse the drastic cuts proposed in the Mid-Year and January proposals. Significant elements of the May Revision are summarized:

***Proposition 42 Suspension.***

Due to higher gasoline prices, the total transfer under Proposition 42 was revised to an estimated \$1207 billion, \$80 million more than estimated in the January budget. While the May Revision suspended the transfer of sales tax revenue as proposed in January, the total suspended amount will now be converted to a loan and scheduled to be repaid to transportation by 2007-08.

---

---

---

---

---

---

---

**May Revision, continued**

***Partial Repayment of Outstanding Transportation Loans.***

The May Revision proposed to provide a total of \$383 million to the Traffic Congestion Relief Fund (TCRF) in the budget year as a partial loan repayment of the 2005-06 General Fund loan.

Funding sources include (1) \$243 million from the General Fund and (2) \$140 million in spillover revenue (from gasoline sales tax) that otherwise would accrue to the Public Transportation Account (PTA). The TCRF would then transfer \$184 million to the State Highway Account (SHA) to maintain the integrity of the 2004 STIP and \$36 million to the PTA for transit capital expenditures as partial repayment of outstanding loans.

---

---

---

---

---

---

---

**May Revision, continued**

• ***Traffic Congestion Relief Program (TCRP) reborn?***

After making the repayments to the SHA and PTA noted above, \$163 million would remain in TCRF to pay the ongoing costs of TCRP projects that have been approved for funding by the California Transportation Commission.

However, continuation of the TCRP beyond the 2004-05 fiscal year was to be contingent upon a review and prioritization of TCRP projects by the Business, Transportation and Housing Agency.

---

---

---

---

---

---

---

**May Revision, continued**

***Accounting Shift Proposal.***

The May Revision reduced the amount expected from the proposed federal fund accounting shift from \$800 million to \$200 million. Moreover, the May Revision revised a mid-year proposal (submitted in November 2003) to transfer \$606 million from the SHA to the General Fund. While \$20 million appears more realistic than the original proposal, the exact amount that can be generated by this proposal remains uncertain. However, it is the Administration's revised proposal that any such funds generated accrue to the state's transportation program and not the General Fund.

---

---

---

---

---

---

---

**May Revision, continued**

***One-Time Tribal Gaming Revenue to Potentially Repay 2005-06 Obligation.***

After repaying \$383 million to the TCRF in the budget year as described above, the General Fund would still owe the TCRF \$1 billion in 2005-06.

The May Revision proposed a budget control section that would allocate any potential one-time revenue from the renegotiation of tribal gaming compacts to repay this loan. In the event that the tribal gaming funds fail to materialize, existing law would require repayment of this amount from the General Fund by the end of 2005-06. More discussion on the details of how this was resolved is provided later in this presentation.

---

---

---

---

---

---

---

**Legislative Response, Subcommittees and Conference Committee**

From the onset of the 2004-05 budget cycle, the legislature did not embrace the transportation funding reduction outlined in the Mid Year or January proposals. With the submittal of the May Revision, both houses generally adopted the key elements of the Governor's revised budget plan. The budget conference committee as well has followed this course.

Subsequent leadership discussions resulted in a shift of \$20 million back to the GF, leaving a net of \$83 million for allocation, with \$163 million dedicated to the TCRP ongoing expenses and \$20 million for new STIP projects.

---

---

---

---

---

---

---

**2004-05 Transportation Funding "Scorecard"**

• **Mid Year Proposal**

Cash conversion, -\$600 M      Withdrawn, \$200M net available to SHA

2003-04 TCRP

take back,      -\$189 M      Withdrawn

• **January Proposal**

Prop 42 suspension, -\$1.127 B, New estimate adds \$80M, convert suspension to loan basis.

---

---

---

---

---

---

---

**Scorecard, continued**

GARVEE Bonds, +\$800 M      \$800 M for new allocations in 2004-05, with no cap

• **May Revision/Conference Committee Action**

Prop 42 suspension, -\$1.3 B      Adds \$80 M in revised estimate converts to loan basis;

Partial Repayment of GF

2005-06 loans,      +\$20 SHA for STIP  
+ \$163 for TCRP

---

---

---

---

---

---

---

**Scorecard, continued**

Accounting shift, \$200 M	+ \$200 M for SHA
Tribal Gaming Revenue, offset	+ 1.2 B, estimated new revenue to balance of 2005-06 GF loans

---

<b>Total</b>	<b>+ \$183 – STIP/TCRP</b>
	<b>+ \$200 – SHA from cash</b>
	<b>+ \$189 – eliminate TCRP takeback</b>

**Scorecard, continued**

**- \$80 M, revised Prop 42 suspension/loan amount**  
**+ \$800 M GARVEE**

**(+ \$303 M new cash, plus**  
**+ \$189 M 03/04 funds, + 800 million GARVEE for minimum allocation total of + \$1.3 B)**  
**(+ \$1.2 B, Tribal Gaming)**

**Tribal gaming funding allocations, AB 687 (Nunez)**

A key feature of the new budget is the dedication of tribal gaming funds for transportation purposes on a one-time basis. These tribal gaming compact funds provide a known \$1 billion for transportation programs in 2004-05, with an anticipated additional \$200 million likely to be added as more tribes renegotiate their existing compacts. In fact, the Governor has indicated that any additional revenues above these amounts that are secured will also be dedicated to transportation programs, and the bill that ratified the new compacts, AB 687 does include a provision permitting up to \$1.3 billion in tribal gaming bonds to be issued.

**Tribal gaming funds, *continued***

In order to trigger the sale of bonds, there are two initiatives on the November 2004 ballot that expand gaming in the state that must be defeated, since the revised compacts and the related funding streams to support the bonds are null if either of the gaming initiatives pass. The Governor is dedicated to defeating these two gaming initiatives and has already submitted Opposition arguments to both with the Secretary of State.

---

---

---

---

---

---

---

**Tribal gaming funds, *continued***

AB 687 also sets forth an allocation plan for the tribal bond funds:

- a) \$457 million to the State Highway Account for project expenditures;
- b) \$290 million to the Traffic Congestion Relief Program (TCRP);
- c) \$384 million to be allocated equally as follows:
  - i) For the advanced repayment local street and road projects due for funding in fiscal year (FY) 2008-2009 (\$192M); and,
  - ii) To the Public Transportation Account (\$192 M).
- d) \$83 million to the Public Transportation Account; and,
- e) Advanced funding of the State Transit Assistance loans due for funding in FY 2008-2009.

---

---

---

---

---

---

---

**Tribal gaming funds, *continued***

For any amount above \$1.2 billion, the next priorities would be to repay suspended Prop 42 funds that are on the books as loans due in 2004-05 and then 2003-04. Under these scenarios, with no more SHA loans to repay, the bulk of the amounts would be dedicated to TCRP.

---

---

---

---

---

---

---





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

## Agenda

Item No. 32

Joint Meeting of the Board of Directors for  
Metropolitan Transit Development Board,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

ADM 121 (PC 30100)

July 22, 2004

Subject:

MTS: REORGANIZATION – STATUS REPORT

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact

None.

#### Executive Committee Recommendation

At its meeting on July 15, 2004, the Executive Committee recommended forwarding this item to the Board for information.

### DISCUSSION:

This report is being provided as a status update on the reorganization of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and MTDB into an MTS organization.

The Chief Executive Officer (CEO) has met twice with the Ad Hoc Transition Subcommittee, and one more meeting is necessary before a final organizational structure is presented to the Board. It is anticipated that this will be presented in August.



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

As an interim step, a functional organization chart is provided for your review (Attachment A). Work completed and in process under each of the functional categories is as follows.

#### General Counsel

It is anticipated that this office will also provide management oversight to the MTS Auditor and Risk Management functions. Board action on July 8, 2004, approved the selection of Tiffany Lorenzen as the MTS General Counsel. Candidates for the position of General Counsel were solicited, screened, and interviewed by a panel of Board members, staff, and outside attorneys.

#### Rail Operations

The Rail Operations function (San Diego Trolley) would be comprised of car maintenance, track/system/right-of-way maintenance, security, and rail operations. The position of President/General Manager for SDTI will be heading this functional area.

#### Bus Operations

Claire Spielberg has been appointed MTS Chief Operating Officer of Bus. She is responsible for all noncontracted bus services, vehicle maintenance, and training.

Additionally, progress is being made on filling two key positions in the bus group, Director of Maintenance and Director of Transportation. A national search has been conducted for both positions. The Director of Maintenance position should be filled within the next 30 days. The Director of Transportation position should be filled within the next 60 days. Additional internal reorganization has taken place to improve on-street operations management.

#### Finance

All work this far has been focused on establishing accounting and budget functions. To that end, the attached organization structure was established (Attachment B). A transition team comprised of six Finance employees of SDTC, SDTI, and MTDB was assembled to work together on a transition plan. At present, all positions except for the Budget Manager and Chief Financial Officer have been filled with existing employees. Human Resources is currently soliciting candidates (internally and externally) for the Budget Manager position. Actual relocation of employees will begin this month.

The transition team has completed an extensive work plan and related schedule. One of the most important items will be to create a single chart of accounts from among the three organizations and change from MTDB's "fund" accounting to a single "enterprise" accounting methodology.

### Human Resources

The Human Resources function has been consolidated from SDTC and SDTI. Jeff Stumbo has been appointed to the position of Director of Human Resources. A new organization chart is attached (Attachment C) for your review. Employees will relocate this month.

The new Human Resources Department is actively working on reviewing all benefits, salary grades, and employee manuals among the three organizations toward the goal of unifying these items.

### Contract and Support Services

It is anticipated that this group will consist of Contract Bus Services, some elements of Marketing/Communications, Information Technology, Taxicab Administration, and a facilities component, which would include bus stops/street signage, transit center, bus shelters, and program support for capital programs.

### Planning

This functional area would be comprised of service planning, performance monitoring/analysis, and system data collection and reporting. A final organizational chart has yet to be completed. Discussion is underway with the San Diego Association of Governments (SANDAG) concerning staffing the service planning functions under MTS, and we expect to conclude soon.

Both the Planning and Contractual Support Services groups will be staffed largely by existing employees within the current Multimodal Operations Department.

### Public Affairs

This function is being contemplated as a direct report of the CEO, which would be responsible for media and community relations. Areas of involvement could be with transit coalition building, the disabled community, crisis management, and special projects.

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

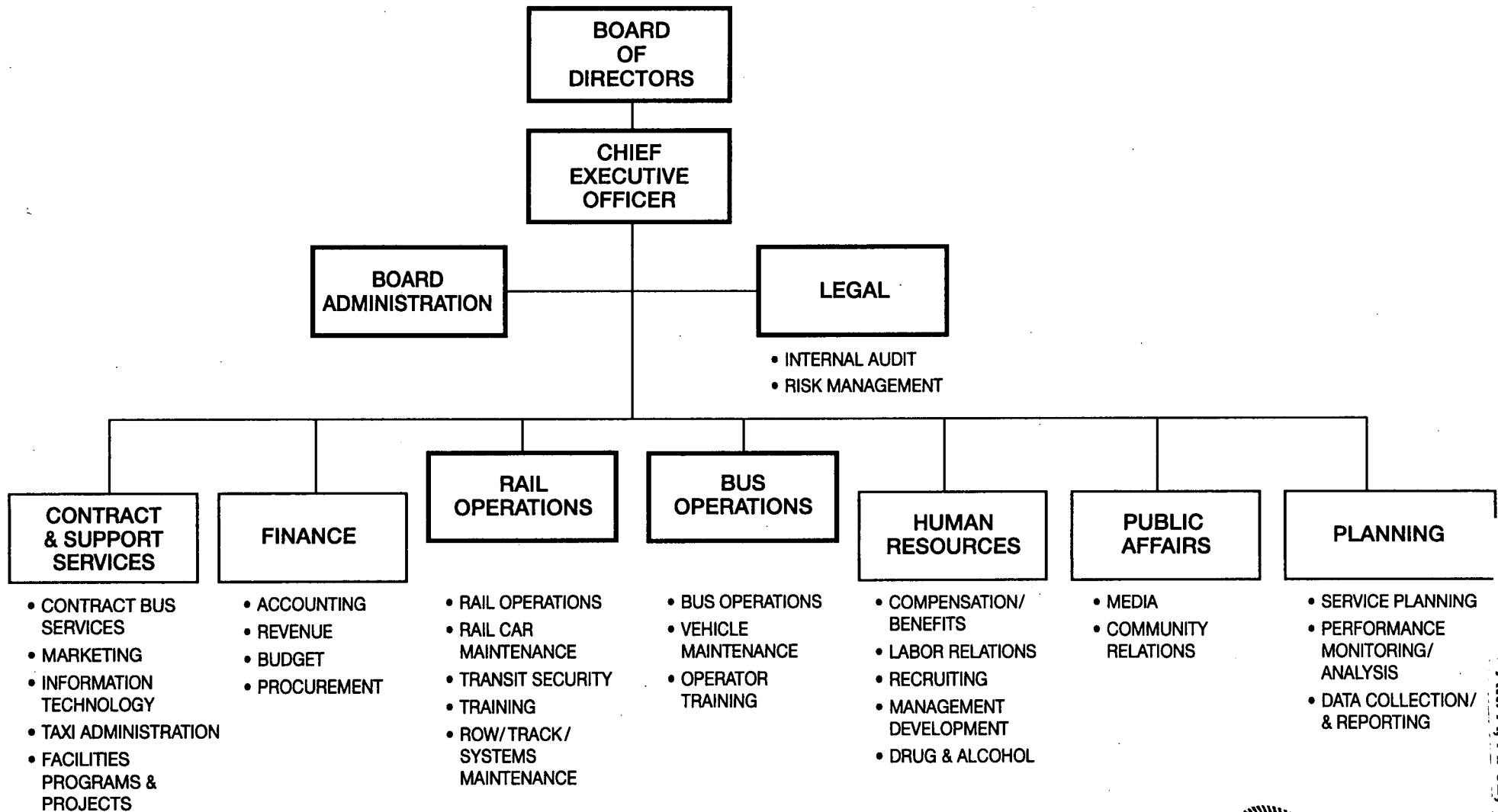
Key Staff Contact: Paul C. Jablonski, 619.557.4583, [paul.jablonski@sdmts.com](mailto:paul.jablonski@sdmts.com)

JGarde/JULY22-04.32.PJABLO  
7/15/04

Attachments: A. Functional Organization Chart  
B. Finance Organization Chart  
C. Human Resources and Labor Relations Organization Chart

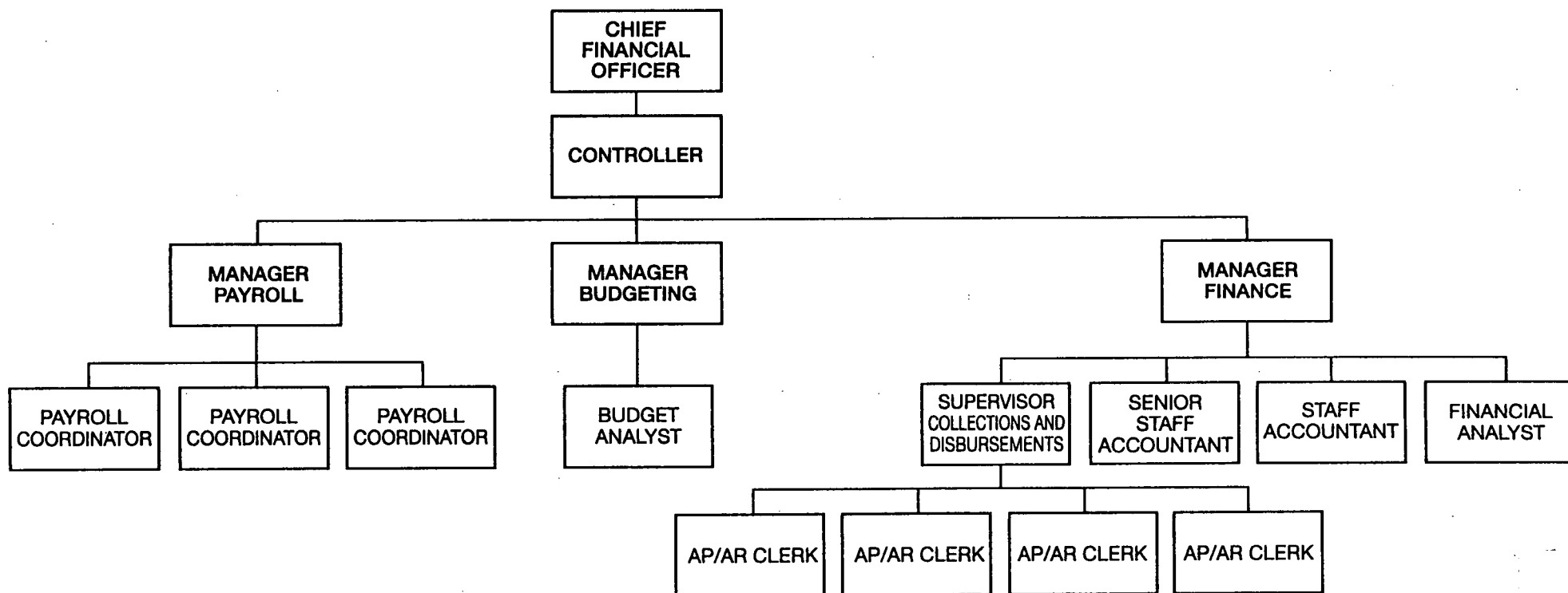
} **Board Only**

# MTS Functional Organization Chart



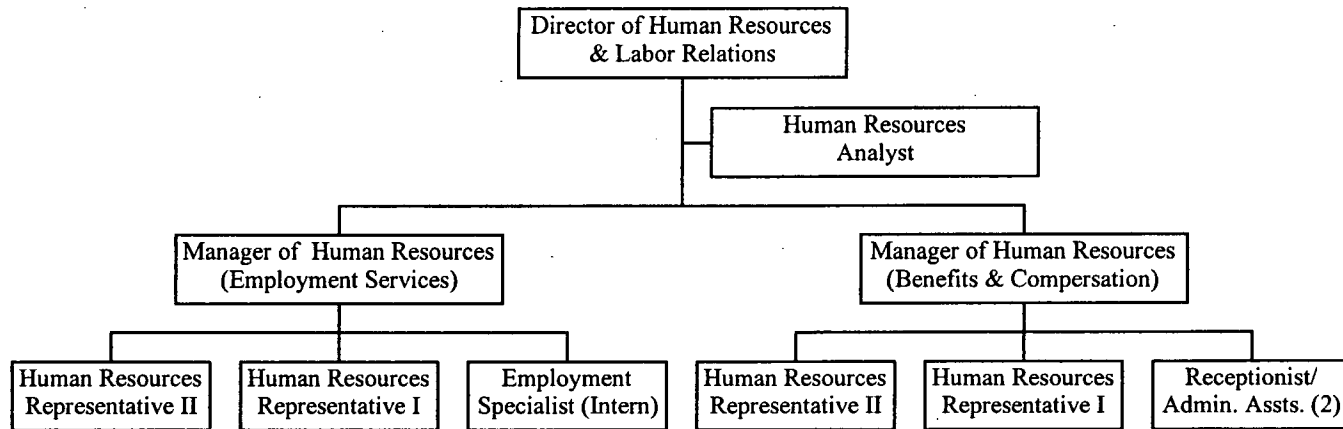
**Metropolitan Transit System**

# Proposed Consolidated Metropolitan Transit System Finance Staff



# MTS

## Human Resources & Labor Relations



**Major Responsibilities**  
 Recruitment & Selection  
 Employee Orientation  
 Applicant Testing  
 SDTI Work Comp  
 Development of Hiring Standards  
 Preemployment Physicals  
 Criminal Background checks  
 Reference Checks  
 Employee ID Cards  
 EEOC/DFEH Issues/Cases  
 Employee Recognition Programs  
 Maintain HR MIS Database  
 Job Descriptions

**Major Responsibilities**  
 MTS Personnel Policy Manual  
 Salary Administration  
 Taft-Hartly H&W Plans  
 CalPers H&W Plans  
 CalPers Pension Plans  
 Deferred Compensation Program  
 Unemployment Admin./EDD  
 EEOC/DFEH Cases  
 Affirmative Action Admin.  
 FTA Drug & Alcohol Program  
 IRS 125 Plans  
 Performance Evaluations  
 Admin. Mgm't Self Funded H&W  
 Benefit Administration  
 Personnel Records Administration  
 FMLA/Cobra/ADA Admin.



# Business Today

San Diego Regional Chamber of Commerce

[www.sdchamber.org](http://www.sdchamber.org)

619.544.1337

Good for business. Good for San Diego.

## TransNet: A MOVING PROPOSITION

Ramsey Green  
San Diego Regional Chamber  
of Commerce

In November, voters in San Diego County will be asked to decide whether to support Proposition A, also known as TransNet, the half-cent countywide sales tax used to finance transportation projects within San Diego County.

Public transit projects developed and funded by TransNet include extensions to the San Diego Trolley and the construction of the I-5 corridor's Coaster. For nearly 20 years, TransNet has helped to keep the San Diego region's streets and roads, highways and freeways, and buses and trains developing despite substantial population growth.

The County Board of Supervisors recently took the position to oppose the existing TransNet Expenditure Plan, which divides the funds equitably by thirds between streets and roads, highways and freeways, and mass transit.

A few Supervisors argue that the vast majority of TransNet funds should be spent on highways and freeways with a small portion allocated to transit. Further, the Supervisors have yet to request the construction of a specific highway or freeway project that is not already included in the existing TransNet Expenditure plan.

The argument that the only way to relieve San Diegans of existing gridlock is to pave their way out of it is

a mistake.

As you drive down the freeway during your daily commute, ask yourself this question: Where are more freeways and roads going to go? Existing rights-of-way cannot be widened because homes, businesses and preserved open-space are in the way. Relieving traffic congestion is not as simple as building more roads and freeways.

While the Supervisors stand by their argument, more and more San Diegans are riding transit.

One example of this change is the growing number of people riding the San Diego Trolley. Between April-May 2004, the number of people riding the trolley to Padres games exceeded the

number during the entire April-September 2003 baseball season.

Daily transit commuters are also noticing the rising number of riders, as people who experiment with riding the trolley to games are enjoying the experience and are quickly becoming regular transit commuters themselves.

When you vote in November, vote smart and support Prop A. It will pay for well-designed and efficient transit projects that this region desperately needs.

For more information on transportation issues, please contact Ramsey Green at [rgreen@sdchamber.org](mailto:rgreen@sdchamber.org).

The San Diego Union-Tribune • Tuesday, July 20, 2004



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

## Agenda

Item No. 45

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

July 22, 2004

### Minor Contract Actions

- Beverly Hills International, Inc. for custom "squishy" trollies.
- Helix Water District for the installation of water lines.
- Dillingham Software for revisions to Contract Management Scheduling Program.
- West Coast General Corporation for construction services.

### Contract Matters

Contract Change Order (CCO) 35 with West Coast General was approved for an increase of \$51,853.50 to install the remainder of the conduit run up the length of 12<sup>th</sup> Avenue to be used for a future fiber optic cable run. (12<sup>th</sup> Avenue – Park to Bay Link Project, Contract No. LRT-10493)

### Personnel Matters

Patricia Smith, Administrative Assistant III, celebrates her 15<sup>th</sup> anniversary on July 24, 2004.

John Davenport, Sr. Transportation Operations Specialist, celebrates his 3<sup>rd</sup> anniversary on July 27, 2004.

gail.williams/agenda item 45  
7/16/2004



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



**MTDB**

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



## Memorandum

DATE: July 1, 2004

ADM 122.2 (PC 30100)

TO: Board of Directors

FROM: Office of the General Counsel 

SUBJECT: ISSUANCE OF TRANSIT PASSES TO BOARD MEMBERS

Under the California Government Code, elected officials cannot receive a gift of more than \$10 per month (Section 83117.5), or \$250 within a calendar year from any single source (Section 89503 (a)). However, gifts of travel can be an exception to the rule if certain criteria are met; mainly, that payments for travel be reasonably related to a legislative or governmental purpose or that the payments be made by a government agency (89506 (a)(2)). These exceptions mostly refer to business-related travel, such as speaking or fundraising, not to transit passes issued by a transit board.

Under California Constitution, Article XII, Section 7, "... a transportation company may not grant free passes or discounts to anyone holding an office in the state; and the acceptance of a pass or discount by a public officer ... shall work a forfeiture of that office." This section was adopted to prevent railroad companies from issuing free train tickets to legislators in return for a favorable vote (Op. No. 83-309<sup>1</sup>). Thus, the question to answer when giving board members of transit agencies free transit passes is not whether such passes are gifts, but whether giving the passes creates a potential for corruptive influence by issuing the pass on the express or implied condition that the elected official returns the favor (Op. No. 01-802).

The Attorney General has stated there is no potential for corruptive influence when a transit agency gives its board members free bus passes, provided that the bus pass is given to better enable the board members to monitor the agency's transportation services (Op. No. 01-802). When a board member of a transit agency receives a free transit pass, the pass is not given to obtain political favor; rather, the pass is given to enable the board member to better monitor transportation facilities. Thus, the type of conduct the legislature intended to avoid by Section 7 does not exist in this case. Where the purpose of preventing corruptive influence is not served, the constitutional prohibition on transportation companies giving free passes to elected officials does not apply (Op. No. 01-802).

Additionally, a free transit pass to elected officials may also be permissible if it can be considered a condition of employment. In response to the question of whether a legislator and a retired employee of the Southern Pacific Railroad could accept a free rail pass from the railroad as a condition of his retirement, the Fair Political Practices Commission (FPPC) stated there was no conflict of interest. The FPPC found that the transportation pass was part of his deferred salary paid to him and a benefit of his

<sup>1</sup> All opinions are California Attorney General opinions unless otherwise stated.

free transit passes to its retired Board members in consideration of their years of service to the Board. Those passes are not a gift subject to the FPPC's gift limitations for elected officials.

#### CONCLUSION

According to California Attorney General Op. No. 01-802, it is permissible for MTDB to give its Board members (including those who are elected officials) free transit passes to enable them to perform their duties of monitoring the agency's transportation services. Additionally, according to FPPC File No. A-92-047, free passes given to retired board members are considered benefits of retirement and not gifts subject to FPPC limitations. Thus, it is permissible for MTDB to issue free transit passes to both its active and retired Board members.

JGarde  
M-BDPASSES.CSMITH  
7/7/04