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## Agenda

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

January 27, 2005

9:00 a.m.

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

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### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - January 13, 2005 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.
  - a. MTS: Nomination and Election of Vice Chair and Chair Pro Tem Approve
  - b. Presentation of Employee Awards Receive



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

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|----|--------------------------------------|-----------------|
| 5. | <u>Closed Session Items</u><br>None. | Possible Action |
|----|--------------------------------------|-----------------|

Oral Report of Final Actions Taken in Closed Session

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

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|------|---|---------|
| * 6. | <u>MTS: Finalized Audit Report on Taxicab Administration</u><br>Action would receive this report for information.   | Receive |
| * 7. | <u>SDTI: Emergency Approval of 8th Street Rail Replacement Contract - The General Manager's Report</u><br>Action would receive the General Manager's report on an emergency procurement utilizing previously appropriated funds for cracked rail section replacement on the eastbound track near 8th Street in National City. | Approve |
| * 8. | <u>MTS: Transportation Development Act Claim Amendment</u><br>Action would adopt Resolution No. 05-1, amending FY 05 Transportation Development Act Article 4.0, Claim No. 259, for the City of Chula Vista.  | Approve |

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

- |     |   |         |
|-----|---|---------|
| 30. | <u>MTS: Fiscal Year 2006 Capital Improvement Program</u><br>Action would (1) approve the FY 06 Capital Improvement Program (CIP); (2) recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of federal Sections 5307 and 5309 applications for the MTS FY 06 CIP; (3) recommend that the SANDAG Board of Directors approve the transfer of \$11,483,000 from the indicated projects to the FY 06 CIP; and (4) recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the FY 06 CIP recommendation. | Approve |
| 31. | <u>MTS: Unified Salary Range Schedule for Metropolitan Transit System, San Diego Transit Corporation, and San Diego Trolley, Inc.</u><br>Action would approve the unified Metropolitan Transit System Salary Range Schedule.  | Approve |

REPORT ITEMS

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|-----|--|---------|
| 45. | <u>MTS: November Monthly Performance Indicators</u><br>Action would receive this report for information. | Receive |
|-----|--|---------|

- |     |   |                 |
|-----|---|-----------------|
| 46. | <u>MTS: Operators Budget Status Report for November FY 05</u><br>Action would receive this report for information.  | Receive         |
| 47. | <u>MTS: Comprehensive Operations Analysis: Project Update</u><br>Action would receive this report for information.  | Receive         |
| 48. | <u>SDTI/SDTC: Rock 'N' Roll Marathon Race Status Update</u><br>Action would receive this report for information.  | Receive         |
| 60. | <u>Chairman's Report</u>  | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u>   | Information     |
| 62. | <u>Board Member Communications</u>  |                 |
| 63. | <u>Additional Public Comments Not on the Agenda</u><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. |                 |
| 64. | <u>Next Meeting Date:</u> February 24, 2005   |                 |
| 65. | <u>Adjournment</u>  |                 |

JGarde

AGENDAS EC 1-20-05 BD 1-27-05

1/20/2005

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

January 13, 2005

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

MINUTES

**Finance Workshop – 8:00 a.m.**

1. Roll Call

Budget Committee Chairman Rindone called the meeting to order at 8:13 a.m. A roll call sheet listing Board member attendance is attached.

2. a. MTS: Operators Budget Status Report for October 2004 (FIN 310.1, PC 30100)

Mr. Jablonski, MTS Chief Executive Officer (CEO), stated that last year was a transition year with a unique budget process, and staff plans to have a more thorough process this year involving the Board and possibly a budget committee. He anticipated that the Board would approve the budget in late May or early June. He stated that the Finance Workshop today will consist of a review of October 2004 results followed by a discussion of preliminary projections through the end of the current fiscal year. He added that staff will then present a schedule for budget development along with recommendations for Board involvement.

Staff reviewed October financial results as outlined in the agenda item. Staff stated that the receipt of revenues from the semester pass program one month early made October look more favorable than usual and will make November look less favorable than usual. Staff also provided the Board with information on the impact of energy costs on operations. In response to a statement by Mr. Monroe, MTS Interim Chief Financial Officer Cliff Telfer reported that security expenses exceeded budget because of increased security needs related to PETCO Park service and other incidents. Staff explained why pass revenues are not passed to MTS in a more timely fashion by SANDAG, the clearing house for the allocation and disbursement of these revenues. Mr. Monroe questioned why SANDAG was handling these revenues, which he considers an operational



function. Mr. Mathis stated that MTS and the Board should make it a priority to push for a more expeditious procedure.

Mr. Monroe also asked questions regarding the reasons that ridership did not normalize after the last fare increase as was projected by staff. MTS Planning Director, Conan Cheung, stated that his staff is collecting and analyzing data by route, type of service, geographic area, etc. in an effort to determine where ridership changes are occurring and why. He anticipated having a report for the Board within a month or two. Mr. Monroe asked that this report include a comparison between current ridership levels and staff's projection for the rebound of ridership after the last fare increase. Mr. Jablonski stated that ridership projections may have been overly optimistic. Mr. Cheung stated that preliminary analysis indicates that Centre City ridership seems to be more affected than other areas, in particular with express routes down I-15 to downtown. He stated that parking increased by about 4,000 parking spaces in downtown in 2003 and 2004. He stated that this increase in parking availability along with a Transportation Demand Management (TMD) program that provides a subsidy to individuals who do not drive alone, appears to be having a negative impact on ridership. He reported that the subsidy per individual exceeds the cost of a parking space. Mr. Cheung added that his staff is also evaluating the productivity of current services, and the Board will have to address policy issues during the Comprehensive Operational Analysis (COA) regarding productivity elements. Mr. Rindone stated that efforts to encourage people to use transit aren't very effective when employers are encouraging employees to drive.

Mr. Williams stated that, for the record, the Board now has a quorum present.

Mr. Lewis stated that, at one time, Hawaii had a very simple fare structure (\$1 per ride). He stated that this fare was simple for the public to understand, simple from an operations aspect, and encouraged the public to ride. He spoke in favor of lowering fares. Mr. Jablonski stated that most of MTS's riders use monthly passes, which are deeply discounted, and the average fare per passenger is closer to \$1. Ms. Rose stated that Atlanta has an employer program that provides subsidies to employees who use transit and they charge higher rates for parking. Mr. Lewis recommended caution in make policy decisions in this area. He stated that taking away parking subsidies increases the cost for those individuals who cannot use public transit because it doesn't go where they need to go or doesn't provide the level of service they need.

#### Action Taken

Ms. Atkins moved to receive the MTS Operators Budget Status Report for October 2004. Mr. Lewis seconded the motion and the vote was 10 to 0 in favor.

b. MTS: Combined FY 1006 Finance Workshop (FIN 310.1, PC 30100)

Mr. Tom Lynch, MTS Controller, reviewed FY 2005 projections, summarizing his presentation by reporting that net operating subsidy needed was under budget by \$1,318,000 or 1.2 percent. He stated that staff is currently looking for ways to

close this gap and will be presenting a mid-year budget amendment for Board approval in February. In response to a question from Mr. Monroe, Mr. Cheung reported that staff is looking at some bus-service refinements connected with Mission Valley East that are estimated to yield a \$526,000 savings. He stated that these refinements would occur in June 2005. The Board and staff briefly discussed diesel fuel costs and the benefits of seeking fuel contracts. Mr. Telfer reported that staff continually reviews the benefits of entering into fuel contracts. He pointed out that, in most cases, fuel contracts don't yield savings; instead, what they offer is the stabilization of fuel costs to the user.

Action Taken

Ms. Atkins moved to receive the report on combined MTS FY 2005 year-end projections (Attachment A of the agenda item) and a time line of the budgetary process (subject to change by the budget development committee) (Attachment B of the agenda item), and approve staff's recommendation to institute a five-member budget development committee. Ms. Sterling seconded the motion and the vote was 11 to 0 in favor.

Public Comments: There were no public comments during the Finance Workshop.

**Board Meeting – 9:00 a.m.**

Roll Call

Chair Williams called the meeting to order at 9:06 a.m. A roll call sheet listing Board member attendance is attached.

3. a. Approval of Minutes

Mr. Lewis moved to approve the minutes of the December 9, 2004, Board of Directors meeting. Emery seconded the motion and the vote was 10 to 0 in favor with Mr. Jones abstaining.

b. Public Comment

*Clive Richard:* Mr. Richard stated that people might be more inclined to use public transit services if there were adequate restroom facilities available along their route. He stated that the system provides coke machines, coffee kiosks, etc. to generate revenue but does not provide adequate restroom facilities.

*David Harmer:* Mr. Harmer registered complaints regarding the mechanical reliability of bus equipment; in particular on the Route 936 through Lemon Grove, which is operated by ATC Vancom. He stated that many times wheelchair lifts are broken. He stated that ATC has not been responsive to his complaints. He also complained that operators do not wait for passengers trying to make connections. Chairman Williams asked staff to work with Mr. Harmer to resolve his difficulties. Mr. Lewis requested that staff report back to the Board on this item. Mr. Jablonski stated that he is considering, as part of the reorganization, the establishment of a single source point for customer complaints and

information. He stated that this will allow a more unified reporting and understanding of complaints. He added that MTS takes customer complaints very seriously.

4. Presentation of Employee Awards

- a. Mr. Steve St. Pierre, Manager of Benefits and Compensation, presented a service award to Twylla Hobb, SDTC Operations Supervisor, for 25 years of service.
- b. MTS: Election of Vice Chair and Chair Pro Tem and Appointments to Committees for 2005 (LEG 410, PC 30100)

Action Taken

Mr. Emery moved to appoint representatives to the MTS Committees as listed in Attachment A of the agenda item; and (2) appoint Jerry Rindone as Chairman, and Mr. Williams, Mr. Ryan, Mr. Emery, and Mr. Young as members of the Budget Development Committee. Ms. Sterling seconded the motion, and the vote was 12 to 0 in favor.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:24 a.m. for:

- a. MTS: Public Employee Performance Evaluation – Chief Executive Officer (Government Code Section 54957)
- b. MTS: Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation Pursuant to Subdivision (b) of Government Code Section 54956.9 (One Potential Case)

The Board reconvened to Open Session at 10:32 a.m.

Oral Report of Final Actions Taken in Closed Session

- a. The Board authorized a salary increase of \$20,000 and a bonus of \$10,000 for the MTS Chief Executive Officer.
- b. The Board received a report and gave direction to staff.

CONSENT ITEMS

6. MTS: Contract Amendment for The Ticket Factory (FIN 330.3, PC 40060)

Recommend that the Board of Directors authorize the CEO to exercise a second option year with The Ticket Factory for printing of 17,701,100 Universal Daily-Dated Transfer Slips at a cost not to exceed \$84,497.97 (including tax and delivery), in substantially the

same form as Attachment A of the agenda item. This price represents a cost of \$4.77 per 1,000 slips.

7. MTS: Contract Amendment to Extend and Increase Authorization of Liability Claims Management Services (LEG 491, PC 30100)

Recommend that the Board of Directors authorize the CEO to enter into a contract amendment with McDowell Adjusting Company (MTDB Doc. No. G0848.1-03, Attachment A of the agenda item) to provide liability claims administration services and supervision and support of the self-insurance program. The total contract cost is not to exceed \$427,500. The term of the contract extension is for a period of one year with options for two additional years.

8. SDTI: Mission Valley East Equipment Procurement: Contract Award (OPS 970.6, PC 30102)

Recommend that the Board of Directors authorize the President and General Manager to execute a Standard Procurement Agreement (Attachment A of the agenda item) with Altec Industries, Inc. for supplying one hi-rail and insulator washer-equipped bucket truck for a total cost (including delivery, license, and tax) not to exceed \$117,578.05.

9. MTS: Disadvantaged Business Enterprise Semiannual Report (LEG 430, PC 30100)

Recommend that the Board of Directors receive the second semiannual FY 05 Disadvantaged Business Enterprise reports for Federal Highway Administration- and Federal Transit Administration-assisted projects (Attachments A and B of the agenda item).

10. MTS: FY 05 Vendomat Tickets: Exercise of Contract Option (FIN 330.3, PC 40060)

Recommend that the Board of Directors authorize the Chief Executive Officer to exercise the third of four options with Digital Printing Systems, in substantially the same form as Attachment A of the agenda item, to produce and deliver a total of 8,366,240 vendomat tickets, for a total cost not to exceed \$33,792.68 (including tax and shipping), based on a \$2.21 unit price per 1,000 for rolled stock and \$4.66 unit price per 1,000 for thermal stock.

11. MTS: Contract Amendment for Increased Authorization for Legal Services (LEG 491, PC 30100)

Recommend that the Board of Directors (1) authorize the Chief Executive Officer (CEO) to enter into a contract amendment with J. Rod Betts of the law firm Paul, Plevin, Sullivan & Connaughton for employment practices liability services and employment legal advice, in substantially the same form as attached (MTDB Doc. No. G0920.2-04, Attachment A of the agenda item and MTDB Doc. No. G0924.3-04, Attachment B of the agenda item); and (2) ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

12. MTS: January 2005 Service Changes (SRTP 830, PC 20287)

Recommend that the Board of Directors receive this information on service changes scheduled for January 2005 implementation.

13. MTS: San Diego Gas and Electric Company Requests for Easement (CIP 10426.6)

Recommend that the Board of Directors authorize the Chief Executive Officer to execute easements to San Diego Gas and Electric Company for utility facilities within the Mission Valley East Light Rail Transit Project and approve easements executed by the previous General Manager during the years 2001, 2002, and 2003.

14. MTS: Taylor/Major Irrigation Sewer Easement (CIP 10426.6)

Recommend that the Board of Directors authorize the Chief Executive Officer to execute an easement to Arthur Samuel Taylor and Maria Ann Taylor, joint trustees for the Taylor Family Trust, for maintenance, repair, and replacement of a private sewer line located within MTS-owned property at the Grantville Station, located on Assessor Parcel No. 461-320-29, in substantially the form attached (Attachment A of the agenda item).

Motion on Recommended Consent Items

Mr. Emery moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, 11, 12, 13, and 14.  
Mr. Rindone seconded the motion, and the vote was 10 to 0 in favor.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Grievance and Hearing Procedure for Nonunion Employees (ADM 128, PC 30100)

MTS Director of Human Resources Mr. Jeff Stumbo provided the Board with an overview of the recommended procedure and also reviewed its pros and cons. Mr. Stumbo pointed out that the proposed procedure will apply to all nonunion employees at all three agencies and does not apply to unionized employees who are covered by a collective-bargaining agreement. He added that each of the individual agencies had separate policies for resolving employee conflicts that were not effective and resulted in costly and time consuming litigation. He also advised the Board that the recommended procedure should protect MTS from frivolous lawsuits and mirrors the procedure used by the University of California. Mr. Betts stated that many public agencies have similar internal procedures. He added that the recommended procedure allows employees 90 days to file a writ challenging the administrative decision of the Grievance Committee, and the court will then rule on whether or not the employee received a fair hearing. He added that Grievance Committee meetings will be tape recorded, and the court would be provided with that tape recording. Mr. Betts stated that if the court rules that the employee did not receive a fair hearing, that employee can proceed with a law suit. Mr. Stumbo added that the employee will have to demonstrate that the Grievance

Committee abused its discretion in making its decision. He stated that this particular court process involves no formal discovery as the proceedings are based on the administrative record developed by the Grievance Committee. It was further explained that, during the grievance and hearing process, there are no attorneys present for either side, and there are no formal depositions. It was added that employees can request documents, view the contents of their personnel file, and call witnesses.

In response to a question from Mr. Ryan, Mr. Rod Betts, MTS Labor Counsel, stated that public employees are not at-will employees and have due-process rights. He added that MTS, SDTC, and SDTI employees are given Skelly rights. He also stated that employees who are terminated currently have no option other than to file a lawsuit. He added that under this procedure, they are given an internal procedure that can be used to resolve disputes. Mr. Betts also explained that, if this process is approved by the Board, all nonunion employees will be notified that they will be required to follow this process as a condition of employment. Mr. Stumbo stated that current employees as well as any new employees hired will be automatically covered by this process and will not be asked to sign any type of authorization.

Mr. Stumbo advised Mr. Ryan that employees have not been given an opportunity for input, and that it is management's right to implement such a procedure. Mr. Ryan stated that this process significantly reduces the employee's right to pursue a dispute through the court system. Mr. Betts stated that, from a standpoint of filing law suits, it does because it shortens the time an employee can pursue action and limits that action to a review of the administrative process. In response to a question from Mr. Lewis, Mr. Betts stated that workers' compensation and unemployment disputes will not be covered by this procedure. Mr. Lewis stated that employees may not feel that this procedure gives them an opportunity for a fair hearing. Mr. Monroe expressed concern that employees have not been notified that this issue was going before the Board and have not been given an opportunity to speak to this issue. Mr. Emery pointed out that many people present in the Board room are employees who will be affected by this procedure, and none of these employees have requested an opportunity to speak under the Public Comment portion of the Board agenda. In response to a question from Mr. Zucchet, Mr. Betts stated that nonunion employees can only pursue a lawsuit through the court system if they go through this process, receive an unfavorable decision from the Grievance Committee, and the court subsequently determines that the Committee abused its discretion. Mr. Zucchet asked if the employee loses the right to have the court hear the facts of the case, and staff stated that the court will only review the Grievance Committee's decision. Mr. Jones stated that he didn't see anything in the procedure that would deny an employee due process, and the procedure actually provides them with a more accessible and easier approach to resolving disputes. Mr. Morrison stated that he does view this procedure as infringing on an employee's rights to pursue legal action. He also stated that he felt that employees should be notified and they have not been. Mr. Monroe stated that he was uncomfortable with the fact that employees cannot go to court to present the merits of their case. He stated that, while he thinks it is a great plan, he is concerned that employees have not been notified. Mr. Ryan stated that employees lose many rights - amount of time to file with the court, ability to have interrogatories, discovery, and depositions. He stated that it is important to be sensitive and respectful to the employees, and that MTS has a duty to provide this information to its employees. He stated that he would not support this procedure without

notification of employees prior to approval of the Board. Ms. Sterling stated that she felt the procedure was not right for the employee and that, before the Board makes a decision, employees should be notified. Staff provided the Board with a clarification on the types of positions that would be affected.

In response to a question from Ms. Sterling, Mr. Betts stated that the employee would be served with the Grievance Committee's decision along with a letter advising them of their rights to file a Writ and the time period for doing so. He stated that the 90-day period for filing a Writ would begin at the date of service. The Board briefly discussed the merits of continuing this item to allow employee input. Mr. Zucchet supported employee notification but felt that staff/legal counsel's recommendation for this item may still not change. He stated that this is a typical procedure and management employees may not be inclined to speak out against a management recommendation.

#### Action Taken

Mr. Emery moved to approve the Grievance and Hearing Procedure for Nonunion Employees of the MTS, SDTC, and SDTI (Attachment A of the agenda item). Mr. Roberts seconded the motion.

Mr. Lewis made a substitute motion to continue this item for 30 days in order to allow for notification of employees that will be affected by this procedure and giving them an opportunity to make comments. Those comments are to be brought back to the Board. Mr. Monroe seconded that motion, and the vote was 8-6 in favor with Emery, Jones, Rindone, Roberts, Williams, and Zucchet casting the dissenting votes.

#### 31. MTS: Issue 25 Additional City of San Diego Taxicab Permits to Eligible Individual Taxicab Drivers (TAXI 500, 290.10, AG 250.1, PC 30110)

Ms. Susan Hafner, MTS Director of Multimodal Operations, provided the Board with the background on this project and reviewed the Request for Proposal (RFP) process. She also reviewed the ranking criteria and evaluation process for this project. She reported that the remainder of the permits will be issued by December 2005.

In response to Mr. Zucchet's question, Ms. Hafner reported that they have not yet determined how they will break ties on the alternate list. She advised Mr. Lewis that this program does not fall under MTS's Disadvantaged Business Enterprise (DBE) policy but would have no difficulty meeting the criteria if it did.

#### Public Comment

Ms. Margo Tanguay expressed her support of this item.

#### Action Taken

Mr. Emery moved to approve the recommendations of the Taxicab Driver Request for Proposals Selection Committee (Attachments A and B of the agenda item). Mr. Zucchet seconded the motion, and the vote was 14 to 0 in favor.

32. SDTI: Mission Valley East Final Operating Plan and Light Rail Vehicle Deployment (OPS 970.2, PC 30102)

Mr. Peter Tereschuck, President-General Manager of SDTI, provided an overview of the Mission Valley East (MVE) Final Operating Plan and Light Rail Vehicle Deployment Report. He reviewed the proposed final operating plan (including evaluation elements that were applied to develop the plan), described headways and hours of service, and described light rail vehicle deployment issues and car availability. Mr. Tereschuck pointed out that the recommended plan provides a significant estimated cost savings of \$956,417 over the full plan as originally approved by the Board.

Mr. Tereshuck briefly discussed compatibility issues between the SD-100s and S-70s and indicated that staff is still working on this element of the plan. He also reviewed vehicle assignment by line and LRV fleet deployment. He reported that the trolley-car requirement for meeting all service plus maintenance spares at a 20 percent ratio is 133.

Mr. Tereschuck then reviewed different approaches that could be taken to ensure that an adequate number of trolley cars are available for special events and briefly touched on options for purchasing additional trolley cars. He stated that options for increasing fleet size will be brought back to the Board as a separate item as recommended by the Executive Committee. Mr. Williams stated that the Board should also, at that time, discuss the ramifications of its decision to purchase low-floor trolley cars. Mr. Jablonski stated that staff intends to make a very comprehensive presentation to the Board, particularly regarding the significant outlay of capital and operational issues that are impacted by that decision. In response to a question from Mr. Emery, Mr. Tereschuck reported that this presentation would be made at the last Board meeting in February or the first meeting in March, and that the used cars available through Sacramento/Utah should still be available at that time.

In response to a question from Mr. Emery, Mr. Tereschuck anticipated that staff will need a six- to eight-month period to fully review the new trolley service prior to making any adjustments. He stated that it will be very important to include a full SDSU school year in the evaluation period.

Action Taken

Mr. Emery moved to approve the Mission Valley East Final Operating Plan, which includes headways, hours of service, and restricting Blue Line Mission Valley West service to operate only during limited peak-period intervals. Mr. Rindone seconded the motion, and the vote was 11 to 0 in favor.

REPORT ITEMS

45. MTS: Freeway Shoulder Lanes Demonstration Project (CIP 11481)

Ms. Toni Bates, SANDAG Director of Planning, provided the Board with an overview of Minneapolis's shoulder lane system including how it developed and operates. She reported that shoulder lane systems are low-cost improvements (\$100,000 per-mile average). She showed pictures of Minneapolis highways with these types of lanes, and



then explained where the San Diego demonstration project would occur. She reported that, since California law prohibits moving vehicles in shoulder lanes, they are turning the shoulder lane in the demonstration project into a transit-only lane.

Action Taken

Mr. Emery moved to receive this report for information. Mr. Monroe seconded the motion, and the vote was 11 to 0 in favor.

46. MTS: Access/ADA Suburban Paratransit Operations (OPS 980.8, PC 30117)

Ms. Hafner advised the Board that this report is being given because MTS has been receiving requests from Americans with Disabilities Act (ADA) passengers for services that exceed ADA requirements.

Mr. Max Calder, Associate Transit Operations Specialist, provided the Board with an overview of how this service is currently being provided with regard to subscription service, curb-to-curb vs. door-to-door, and the reservation process. Mr. Calder stated that MTS strives to offer a service that is provided in an equitable manner, that adheres to budget, and complies with ADA requirements.

Action Taken

Ms. Atkins moved to receive this report as an update on paratransit issues. Ms. Rose seconded the motion, and the vote was 11 to 0 in favor.

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

Chairman Williams advised the Board that the February 10, 2005, Board meeting conflicts with the SANDAG retreat, which is being held February 9, 10, and 11. He recommended that the February 3 Executive Committee and February 10 Board meeting be cancelled. Mr. Rindone requested that the February 3 Executive Committee be held and that the February 17 Executive Committee meeting be cancelled instead, still providing the Board with one Executive Committee and one Board meeting during the month of February.

Action Taken

Mr. Rindone moved to cancel the February 10, 2005, Board meeting and the February 17, 2005, Executive Committee meeting. Ms. Atkins seconded the motion, and the vote was 11 to 0 in favor.

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

There was no discussion of this item.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda


There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, January 27, 2005, at 9:00 a.m. in the same location.


65. Adjournment

Chairman Williams adjourned the meeting at 12:03 p.m.



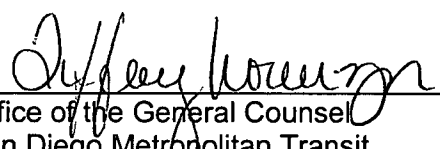
Chairman  
San Diego Metropolitan Transit  
Development Board

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

Attachment: A. Roll Call Sheet

[gail.williams/minutes](#)

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 1/13/05

CALL TO ORDER (TIME): 8:13 a.m.

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

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

CLOSED SESSION: \_\_\_\_\_

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

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

ADJOURN: 9:03 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:20 a.m. during AI 2.a	
CLABBY	<input type="checkbox"/> (Jones) <input checked="" type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>	8:28 a.m. during AI 2.a	
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input 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"/>	8:25 a.m. during AI 2.a	
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Ungab) <input type="checkbox"/>	8:32 a.m. during AI 2.a	
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	8:20 a.m. during AI 2.a	
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"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ZUCCHET	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

NOT TURNED IN TO ACCOUNTING FOR THE PAYMENT OF FEES.

ONLY THE ROLL CALL FOR THE MAIN MEETING ON THIS DATE WAS TURNED IN FOR PYMT OF FEES.

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 1/13/05

CALL TO ORDER (TIME): 9:06 a.m.

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

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

CLOSED SESSION: 9:24 a.m.

RECONVENE: 10:32 a.m.

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

ADJOURN: 12:03 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input type="checkbox"/> (Jones) <input checked="" type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Santos) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
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 checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	10:44 a.m. during Closed Session	
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>		
RYAN	<input checked="" type="checkbox"/> (Dale) <input type="checkbox"/>	9:19 a.m. during Al 3.b	
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:57 a.m. during Closed Session	

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Gail Williams*  
*Duffey Hoverson*

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 1/27/05

CALL TO ORDER (TIME): 9:06 a.m.

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

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

CLOSED SESSION: \_\_\_\_\_

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

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

ADJOURN: 11:55 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:26 a.m. during AI 30	11:08 a.m. during AI 45
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"/>		10:14 a.m. during AI 31
LEWIS, Mark	<input checked="" type="checkbox"/> (Santos) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:19 a.m. during AI 4.b	10:55 a.m. during AI 45
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>	9:11 a.m. during AI 3	
MORRISON	<input checked="" type="checkbox"/> (Ungab) <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"/>	9:43 a.m. during AI 30	
RYAN	<input type="checkbox"/> (Dale) <input type="checkbox"/>		<input checked="" type="checkbox"/>
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>	9:58 a.m. during AI 30	
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		11:27 a.m. during AI 46
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:55 a.m. during AI 45

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

*Gail Williams*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Digby Horan*

## 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\*\***

## 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 1-27-05  
Name (PLEASE PRINT) Chuck Lingerhausen  
Address 5308 Monroe Ave #124  
San Diego CA 92115  
Telephone 619.548.5610  
Organization Represented (if any) \_\_\_\_\_

Subject of your remarks: \_\_\_\_\_

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.\*\***



Metropolitan Transit System

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

## Agenda

Item No. 4a

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

LEG 410 (PC 30100)

January 27, 2005

**Subject:**

MTS: NOMINATION AND ELECTION OF VICE CHAIR AND CHAIR PRO TEM

**RECOMMENDATION:**

That the Board of Directors nominate and elect a Vice Chair and a Chair Pro Tem for 2005.

Budget Impact

None.

**DISCUSSION:**

Public Utilities Code, Section 120100, requires the Board of Directors, annually at its first meeting in January, to elect a Vice Chair who shall preside in the absence of the Chair. Policies and Procedures No. 22, "Rules of Procedure," also provides for the election of a Chair Pro Tem to serve in the absence of the Chair and Vice Chair. Currently, Jerry Rindone serves as Vice Chair, and Bob Emery serves as Chair Pro Tem.

The nomination and election of these positions was inadvertently omitted during the January 13, 2005, Board meeting.

Paul C. Jablonski  
Chief Executive Officer

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

JGarde/JAN27-05.4a.TLOREN  
1/19/05



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.



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 System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

LEG 492 (PC 30100)

January 27, 2005

**Subject:**

MTS: FINALIZED AUDIT REPORT ON TAXICAB ADMINISTRATION

**RECOMMENDATION:**

That the Board of Directors receive the Taxicab Administration Audit Report  
(Attachment A).

Budget Impact

None.

**DISCUSSION:**

During October 2004, the MTS internal auditor performed a review of the  
Taxicab Administration process. The objective of the audit was to assess the adequacy  
of internal controls over the taxicab administration process at MTS.

As a result of this review, three recommendations were offered to improve controls.  
Management has accepted these recommendations, and action is underway to  
implement the recommendations.

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, [mark.abbey@sdmts.com](mailto:mark.abbey@sdmts.com)

JGarde/JAN27-05.6.MABBEY  
12/21/04

Attachment: A. Taxicab Administration Audit Report **(Board Only)**



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.





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 System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 970.6 (PC 30102)

January 27, 2005

### Subject:

SDTI: EMERGENCY APPROVAL OF 8TH STREET RAIL REPLACEMENT  
CONTRACT - THE GENERAL MANAGER'S REPORT

### RECOMMENDATION:

That the Board of Directors receive the General Manager's report on an emergency procurement utilizing previously appropriated funds for cracked rail section replacement on the eastbound track near 8th Street in National City.

#### Budget Impact

A total of \$49,345.00 for the rail replacement services contract would be encumbered to San Diego Trolley, Inc.'s (SDTI's) FY 05 Operating Budget Track Maintenance line item.

### DISCUSSION:

On October 23, 2004, the SDTI track maintenance crew discovered broken rail on the eastbound track near 8th Street in National City. Staff temporarily repaired the broken rail section with a 12-foot piece of new rail. This section of eastbound track is comprised of old 90-pound rail (our current standard is 115-pound rail) and is used by all freight trains in both directions and all light rail vehicles in the eastbound direction. Considering heavy freight and trolley traffic, as well as no viable option to route freight trains around in case of another unexpected rail failure, the process was initiated to replace a 500-foot section of the eastbound track with 115-pound rail. A quote was obtained from H&H Engineering and Construction, Inc. (H&H), the track work contractor on the Old Town crossover project, who had a construction crew already mobilized.



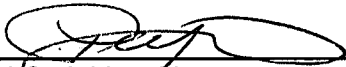
Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

In order to complete this work in the shortest possible time frame, staff requested San Diego Association of Governments (SANDAG) issue a contract change order to H&H on the Old Town crossover contract. The request was denied by SANDAG because 8th Street rail work was not in the original scope of work in the Old Town crossover project. Therefore, in accordance with Board policy, two other contractors (Stacy & Witbeck, Inc., and Herzog) were contacted for quotes on December 16, 2004.

On December 18, 2004, during a routine yearly ultrasonic rail integrity test, an internal rail defect was discovered in the same section of the old 90-pound rail that failed on October 23, 2004. The new defect appeared to be a 12-inch horizontal crack developing in the web of the rail. This section of track is on the station platform, and asphalt covers the web and base of the rail, making it impossible to monitor fault progression visually. Federal Railroad Administration (FRA) regulations require this type of fault be repaired in 30 days from discovery. In consideration of safety issues related to this condition, and the potential for total failure based on past history, replacement of the section of rail was elevated to emergency repair status.

As of December 2004, no response was received from Stacy & Witbeck, Inc. or Herzog on our request for repair quotes. After evaluating all factors, SDTI's General Manager, under Public Utilities Code Section 120224.1 (a) (Attachment A), approved the service contract to H&H Construction (Attachment B) on January 5, 2005 using track maintenance funds previously appropriated in the FY 05 SDTI Operating Budget. H&H completed the rail replacement work on January 19, 2005, and the slow order has been lifted and normal service has resumed. Public Utilities Code Section 120224.1(b) requires that after authorization, the General Manager shall submit a full report to the Board explaining the necessity for such action.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595-4908, [russdesai@sdti.sdmts.com](mailto:russdesai@sdti.sdmts.com)

JGarde/JAN27-05.7.RDESAI  
1/12/05

Attachments: A. PUC Code Section 120224.1 (a) and (b)  
B. SDTI Doc. No. C.O.015.0-05

120224.1. (a) Upon determining that immediate remedial measures to avert or alleviate damage to, or to repair or restore damaged or destroyed property of, the board are necessary in order to insure that the facilities of the board are available to serve the transportation needs of the general public, and upon determining that available remedial measures, including procurement in compliance with Sections 120222, 120223, and 120224, are inadequate, the general manager or chief executive officer may authorize the expenditure of money previously appropriated by the board specifically for the direct purchases of goods and services, without observance of the provisions of those sections.

(b) The general manager or chief executive officer, after the expenditure authorized under subdivision (a) has been made, shall submit to the board a full report explaining the necessity for that action.

**San Diego Trolley, Inc.**

An Operator in the Metropolitan Transit System

1255 Imperial Avenue  
Suite 900  
San Diego, CA 92101-7492  
(619) 595-4949  
Telefax: (619) 238-4182

## STANDARD SERVICES AGREEMENT

**ORIGINAL**

C.O.015.0-05  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this 3rd day of January, 2005, in the state of California by and between San Diego Trolley, Inc. (Board), and the following contractor, hereinafter referred to as "Contractor":

Name: H & H Engineering and Construction, Inc. Address: 212 Industrial Drive,  
Stockton, CA. 95206-3905  
Form of Business: Corporation  
(Corporation, partnership, sole proprietor, etc.)  
Telephone: (209) 983-0708  
Authorized person to sign contracts: Mr. Louis Castaneda Vice President of Construction and Operation  
Name Title

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

Provide Rail Replacement services at 8<sup>th</sup> street, National City, as described in attached cost proposal for a total cost not to exceed \$ 49,345.00.

<p>SAN DIEGO TROLLEY, INC. (BOARD)</p> <p>By: <u><i>Peter Shunk</i></u> President-General Manager</p> <p>Approved as to form:</p> <p>By: <u><i>Diffey Koenigs</i></u> General Counsel</p>	<p>CONTRACTOR AUTHORIZATION</p> <p>Firm: <u>H+H ENGINEERING CONST INC</u></p> <p>By: <u><i>Louis J. Castaneda</i></u> Signature</p> <p>Title: <u>V.P. CONST. OPERATIONS</u></p>
---	---

AMOUNTS ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$49,345.00	Track Maintenance outside vendors / 350. 52244	05
By: <u><i>Landra Kusun</i></u> Vice President of Finance and Administration		<u>12/30/04</u> Date

(Continued on 7 sheets, each bearing contract number)

SA-





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

FIN 340.2 (PC 30100)

January 27, 2005

### Subject:

MTS: TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT

### RECOMMENDATION:

That the Board of Directors adopt Resolution No. 05-1 (Attachment A), amending FY 05 Transportation Development Act (TDA) Article 4.0, Claim No. 259, for the City of Chula Vista.

#### Budget Impact

The FY 05 TDA claim amendment would result in the receipt of \$63,500 of TDA Article 4.0 funds for the City of Chula Vista. This would increase the purchased transportation line item in the FY 05 operating budget. The purpose of the funds is to create a performance-based retention incentive program.

### DISCUSSION:

Senate Bill 521 (effective January 2003) consolidated all transit funding in the MTS service area. As a result, MTS submits one TDA claim on behalf of all operators in its service area. The agreement reached between MTS and the cities that used to receive TDA funds stipulates that any unused TDA balances held by the jurisdictions would be available for eligible TDA projects. The City of Chula Vista has requested \$63,500 to increase its Purchased Transportation line item in the FY 05 operating budget.

These funds would be used to create a performance-based operator/servicer/mechanic retention incentive. This is a three-fiscal-years incentive program that would total \$220,500.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

The funding for years beyond FY05 and the \$63,500 would be a part of the regular budget process. Attached is the Chula Vista City Council agenda statement and related correspondence (Attachment B).

MTS and SANDAG staffs have reviewed the request and determined that it is an eligible activity for TDA funding.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Tom Lynch, 619.557.4538, tom.lynch@sdmts.com

JGarde  
JAN27-05.8.TLYNCH  
1/5/05

Attachments: A. Resolution No. 05-1  
B. City of Chula Vista Request and Agenda Statement

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-1

Resolution Amending Fiscal Year 2004 Transportation Development Act

WHEREAS, effective January 27, 2005, the MTS-area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA and encompassing the TDA funding claim for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved MTS's FY 04 TDA claim, including unallocated balances of TDA funds and all capital reserves on behalf of area operators and jurisdictions; and

WHEREAS, balances from this claim remain unspent as of the date of this resolution;  
and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, the City of Chula Vista has requested to use \$63,500; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted, pursuant to Section 6659(c) of Title 21 of the California Code of Regulations (CCR); NOW THEREFORE,

BE IT RESOLVED, that the MTS Board of Directors does hereby approve an amendment revising the Claim No. 259 by allocating \$63,000 from City of Chula Vista's unallocated TDA funds, increasing the City of Chula Vista's operating budget by \$63,500.

PASSED AND ADOPTED by the Board this 27th day of January 2005, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

---

Chairman  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

---

Clerk of the Board  
San Diego Metropolitan Transit System

---

Office of the General Counsel  
San Diego Metropolitan Transit System

JGarde  
RES-05-1.TLYNCH  
1/5/05





DEPARTMENT OF PUBLIC WORKS OPERATIONS

TRANSIT DIVISION

September 27, 2004

File No. DS 022

Mr. Gary L. Gallegos, Executive Director  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Mr. Gallegos:

**CHULA VISTA TRANSIT UNALLOCATED FUNDS CLAIM**

The City of Chula Vista is requesting the San Diego Associations of Governments claim \$220,500 from the City's prior year unallocated TDA fund balance and transfer these funds to the City. These funds will be used to create a performance based Operator/Service/Mechanic retention incentive.

On September 21, 2004 City Council (see attached Council Agenda Item) approved the resolution requesting these funds. We ask that your SANDAG Board take action on our request. A total of \$835,277 in TDA unallocated funds is available to the City. Please inform us of any additional requirements and/or procedures we need to complete in order for your agency to process this request. If you desire additional information, please call me at 397-6061

Sincerely,

ANDRES S TRUJILLO  
TRANSIT COORDINATOR

AST:ast

Attachments

cc: Dave Byers, Director of Public Works Operations  
Renee Wasmund, SANDAG  
Susan Brown, SANDAG  
Paul Jablonski, MTS

Transit Division  
1800 Maxwell Road • MS E-202  
Chula Vista, CA 91911

Fax (619) 397-6288



www.chulavistaca.gov



DEPARTMENT OF PUBLIC WORKS OPERATIONS

TRANSIT DIVISION

October 5, 2004  
File No. DS 022

Mr. Paul C. Jablonski, Chief Operating Officer  
Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490

Dear Mr. *P. Jablonski*:

**CVT FY 05 BUDGET ADJUSTMENT REQUEST & UNALLOCATED FUNDS CLAIM**

The City of Chula Vista is requesting the Metropolitan Transit System (MTS) Board to increase its FY 05 Purchased Transit budget line item in the amount of \$63,500. These funds will come from City's pre-consolidation unallocated Transportation Development Act funds. These funds will be used to create a performance based Operator/Service/ Mechanic retention incentive. This is a three-fiscal year incentive program that will total \$220,500. The City has requested SANDAG take the appropriate action to claim the funds for the City.

On September 21, 2004 City Council (see attached Council Agenda Item) approved the resolution requesting these funds. We ask that your MTS Board take action on our request. A total of \$835,277 in TDA unallocated funds is available to the City. Please inform us of any additional requirements and/or procedures we need to complete in order for your agency to process this request. If you desire additional information, please call me at 397-6061.

Sincerely,

ANDRES S TRUJILLO  
TRANSIT COORDINATOR

AST:ast

Attachments

cc: Dave Byers, Director of Public Works Operations  
Renee Wasmund, SANDAG  
Sookyoung Kim, SANDAG  
Tom Lynch, MTS



Transit Division  
1800 Maxwell Road • MS E-202  
Chula Vista, CA 91911

Fax (619) 397-6288



B-2

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## COUNCIL AGENDA STATEMENT

Item \_\_\_\_\_  
Meeting Date 9/21/04

**ITEM TITLE:** A) Resolution Authorizing SANDAG to Claim and Transfer to the City Of Chula Vista \$220,500 from the City's Prior-Year Unallocated Transportation Development Act (TDA) funds and Appropriate the Funds for an Operator/Service/Mechanic (OSM) Retention and Performance Incentive

B) Resolution Approving First Amendment to Agreement between City of Chula Vista and ATC/Vancom Corporation and authorizing the Mayor to execute the Amendment

**SUBMITTED BY:** Director of Public Works Operations

**REVIEWED BY:** City Manager

(4/5ths Vote: Yes X No   )

City Transit staff, with collaboration from the San Diego Imperial Counties Labor Council, would like to reward bus operators and maintenance staff for providing a top quality service and demonstrating a safe and dependable work ethic. A performance-based OSM incentive is being recommended for this purpose. A total of \$220,500 would be appropriated for this incentive from the \$835,277 available to the City from the City's Prior-Year Unallocated TDA.

**RECOMMENDATION:** That Council adopt the resolution approving the claim, transfer, and appropriation of \$220,500 for the creation of an OSM Retention Incentive; That Council adopt the resolution approving the amendment to the City and ATC/Vancom Agreement; and That appropriating be contingent upon approval of ATC's labor union represented employees.

**BOARDS/COMMISSIONS RECOMMENDATION:** Not applicable

### **DISCUSSION:**

#### Background

On July 24, 2001, Council approved the Second Amendment to the Agreement between the City and San Diego Transit Corporation for fixed-route bus service. This amendment included an Operator Incentive Bonus clause. The incentive bonus consisted of a one-time annualized amount of \$60,000, which was to be distributed at the discretion of the City to the transit contractor. In turn, the contractor would award the incentive to the Chula Vista Transit (CVT) operators who met qualifying criteria.

At that time SDTC was paying CVT bus operators \$8.60 per hour. The incentive bonus was not continued with the new contract due to the inclusion of the Metropolitan Transit Development Board's Responsible Living Wage policy in the City's new transit contract language. The responsible living wage policy set a minimum of \$9.00 per hour for transit operators. Our new transit contractor, ATC,

Rev: 9/16/2004; 3:21 PM

bid a minimum of \$9.25 per hour for the first year and a \$0.25 cent increase per year for the term of the contract. Currently, operators' wages are at \$9.75 per hour.

With cooperation from the San Diego Imperial Counties Labor Council, it is Transit Staff's recommendation to reestablish the operator incentive and to include mechanics and servicers. As it did in the past, this incentive program will help maintain a qualified and stable work force by rewarding dedicated and responsible CVT employees. Qualifying criteria directly links incentive to OSM performance, hence increasing CVT system performance. Additionally, this incentive program is a way for the City to contribute to the financial well being of our CVT operators, mechanics, and servicers without interfering with the compensatory agreements between the Contractor and its employees.

#### FY 05-FY 07 Incentive Detail

Create a three fiscal-year performance/incentive pool retroactive to July 1, 2004, by using \$220,500 of City's Unallocated TDA funds that total \$835,277. Divide the incentive into a split between operators/servicers (71) and mechanics (9). The actual percentage split is 88.75%/11.25% between operators/servicers and mechanics; however, transit staff is recommending a 91.00%/9.00% split. This takes into consideration the additional responsibility operators face on the road and the lower wage of the servicers versus the mechanics. The annual incentive would then be divided into 12 equal parts and distributed monthly. The possibility of a larger incentive per employee exists depending on the number of employees who qualify for the incentive.

#### Proposed Incentive Pool:

Fiscal Year	Incentive	Split	
		Operators/Servicers	Mechanics
FY 05	\$63,500	\$58,000	\$5,500
FY 06	\$73,500	\$67,000	\$6,500
FY 07	\$83,500	\$76,000	\$7,500
<b>Total</b>	<b>\$220,500</b>	<b>\$201,000</b>	<b>\$19,500</b>

#### Detailed Wage Increases with Incentive:

<b>*BUS OPERATORS/SERVICERS</b>									
	Monthly Incentive	Incentive/ Operator/Servicer (71)	**Per Hour Equivalent (160 Hrs/Mo)	Current Scheduled Hourly Rate Scale		Hourly Rate w/Incentive		% Increase per Hour	
				Operator	Servicer	Operator	Servicer	Operator	Servicer
FY 05	\$4,833	\$68.08	\$0.425	\$9.75	\$8.75	\$10.175	\$9.18	4.436%	4.86%
FY 06	\$5,583	\$78.64	\$0.491	\$10.00	\$9.01	\$10.491	\$9.50	4.910%	5.45%
FY 07	\$6,333	\$89.20	\$0.558	\$10.25	\$9.29	\$10.808	\$9.85	5.444%	6.00%

\* Assumes all operators and servicers qualify for incentive

\*\* Not part of the wage scale only for comparison

<b>*MECHANICS</b>												
	Mo. Inc.	Incentive/ Mechanic (9)	**Per Hr Equivalent (160 Hrs/Mo)	Current (Top) Hourly Rate By Class			Hourly Rate w/Incentive			% Increase per Hour		
				A	B	C	A	B	C	A	B	C
FY 05	\$458	\$50.93	\$0.318	\$24.29	\$19.63	\$16.76	\$24.60	\$19.95	\$17.09	1.31%	1.62%	1.90%
FY 06	\$542	\$60.19	\$0.376	\$25.02	\$20.22	\$17.27	\$25.40	\$20.60	\$17.65	1.50%	1.86%	2.18%
FY 07	\$625	\$69.44	\$0.434	\$25.77	\$20.82	\$17.78	\$26.20	\$21.25	\$18.21	1.68%	2.08%	2.44%

\* Assumes all mechanics qualify for incentive

\*\* Not part of the wage scale only for comparison

In order to qualify for this incentive, operators and mechanic/servicers must meet the following criteria on a monthly basis:

Criteria	Operators/Servicers	Mechanics
Full Active Duty (Passed Probation and not on Worker's Compensation or on Disability) *	X	X
Work at least 168 hours paid time during the Qualifying Month	X	X
No Miss-outs (Late/No Shows)	X	X
No Preventable Accidents	X	X
No Traffic Violations Issued by Sworn Officer while on Duty	X	X

\* Active per primary job description

Transit Staff recommends an amendment to the existing transit contract with ATC/Vancom to administer the payout of the incentive. The incentive would be included as part the monthly invoice. ATC/Vancom would be responsible for the distribution and payroll adjustments for all employees who earned the incentive.

The City's Transit Coordinator will be responsible for overseeing this incentive and retains the right to revise the qualifying criteria at any time and to have the final decision on any disagreement regarding the award of this incentive to Contractor's employees.

**FISCAL IMPACT:** CVT operations and capital programming contains no City of Chula Vista General Fund contribution. A total of \$220,500 would come from the City's prior-year unallocated TDA fund reserves. An estimated balance of \$614,777 would remain under the control of the City.

**ATTACHMENTS:** 1) Original Agreement - Pro Forma Contract Section  
2) First Amendment to Agreement between City of Chula Vista and ATC/VANCOM.



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## Agenda

Item No. 30

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

CIP 10400

January 27, 2005

Subject:

MTS: FISCAL YEAR 2006 CAPITAL IMPROVEMENT PROGRAM

### RECOMMENDATION:

That the Board of Directors:

1. approve the FY 06 Capital Improvement Program (CIP);
2. recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of federal Sections 5307 and 5309 applications for the MTS FY 06 CIP (shown in Attachment A);
3. recommend that the SANDAG Board of Directors approve the transfer of \$11,483,000 from the indicated projects to the FY 06 CIP; and
4. recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the FY 06 CIP recommendation.

### Budget Impact

Pending final approval by the SANDAG Board of Directors, the FY 06 MTS CIP would be included in the regional 5307 Urbanized Area Formula and Section 5309 grant applications. This would result in the receipt of \$29.5 million in preventive maintenance (FY 05 operating) and planning funds for MTS operations, and \$21.4 million in capital



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

funds (total federal formula program of \$50.9 million). In addition, \$11.5 million would be transferred from current projects to the MTS FY 06 CIP, bringing the total recommendation to \$62.4 million.

#### Executive Committee Recommendation

At its meeting on January 20, 2005, the Executive Committee recommended forwarding this item to the Board for approval.

#### DISCUSSION:

The FY 06 recommended MTS CIP (Attachment A) would serve as the basis for the federal formula grant applications. The Federal Transit Administration (FTA) requires submission of grant applications to obligate annual appropriations under Section 5309 (Rail Modernization and Fixed-Guideway New Starts) and Section 5307 (Urbanized Area Formula Assistance).

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

Traditionally, SANDAG has apportioned the formula funds between MTS and the North County Transit District (NCTD) based on population, with MTS receiving approximately 70 percent and NCTD receiving approximately 30 percent of the Section 5307 funds after the off-the-top funds are programmed for SANDAG planning and the regional vanpool program. Section 5307 and Section 5309 funds can generally be used to provide 80 percent of the cost of capital projects and the cost of preventive maintenance activities (which is an operating cost). The ratio increases to 83 percent for the "clean-fuel" buses and vehicles meeting the Americans with Disabilities Act (ADA) requirements. Our allocation for the MTS Section 5307 program is \$32,976 million. This would be matched with local funds of \$8,244 million, which means that this program would provide an estimated \$41,221 million to fund FY 06 capital projects.

The Section 5307 Urbanized Area Formula program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and for urbanized areas over 200,000 in population, such as San Diego County, Section 5307 Formula funds may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventive maintenance, thereby, in affect, mitigating the lack of operating assistance.

The Fixed-Guideway Modernization (also known as Rail Mod) Program is one of three categories of funding under the Section 5309 Capital Investment Program, which also includes the Bus Capital and Fixed-Guideway New Starts Programs. Unlike the Section 5309 Bus Capital and Fixed-Guideway New Starts Programs, which are designed to assist in meeting extraordinary capital needs and are awarded generally at the discretion of Congress, Section 5309 Rail Mod funds are allocated on a formula

basis to rail systems that have been in operation for at least seven years. Eligible projects include the modernization of existing fixed-guideway systems, including rolling stock. For FY 06 the Section 5309 funds allocated to MTS is \$8,750,000. \$1,000,000 of this allocation will be transferred to NCTD in accordance with the agreement made by the two agencies. The remaining Section 5309 program funds of \$7,750,000 would be matched with local funds of \$1,938,000, which means that this program would provide an estimated \$9,688,000 to fund FY 06 capital projects.

#### Development of the MTS FY 06 CIP

The CIP process began in July 2004 with the call for projects. Five meetings of the Capital Projects Review Committee (CPRC) were held to review the project list and to develop a CIP recommendation for FY 06. In accordance with the Capital Projects Selection Process, the CPRC is comprised of members representing each of the MTS operators: Chula Vista Transit (CVT), MTS, National City Transit (NCT), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI). Each CPRC member was responsible for submitting the capital requests for their agency and the cities it serves. The CPRC reviewed and approved, by consensus, the prioritization of those capital requests. Attachment A shows the recommended FY 06 CIP.

The recommended CIP assumes \$29 million for preventive maintenance, \$3.9 million for debt service related to the Regional Transit Management System (1094000), and \$4.5 million for the debt service related to Automated Fare Technology (1145700). In addition, \$500,000 is set aside for planning studies: these projects fund the day-to-day activities of the planning staff, such as service planning/monitoring and short-range transit planning, and have customarily been funded by Federal Section 5307 funds. The remaining projects all compete for the balance of available funding after the preventive maintenance, debt service, and planning studies have been taken into consideration.

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

The FY 06 capital project needs were more than three times the funding remaining for those projects after funding preventive maintenance and debt service. Prior to finalizing the recommendation all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded while prior year capital programming remained tied up and unused. As a result of this review, we identified \$11,483,000 that



could be transferred to the FY 06 CIP. A list of the individual projects and the amount to be transferred from each follows:

PROJECT NO.	PROJECT NAME	FUNDING SOURCE	TRANSFER AMOUNT \$ 000'S
1040800	Rail Yard Expansion (MVEast) - Phase III	TransNet	\$419.
1049800	Trolley Fiber Infrast. (Network Communications)	Y313/0655	5,300.
1074900	Substation Catenary Switches	0525	149.
1084200	Fenton Parkway Station	Dev. Fees	275.
1089700	Yard Switch Electrification Phase II	0525	29.
1094200	Grade Crossing/Standby Power Improvements	0541	35.9
1094900	Crossing Protection Indicators	0541	45.
1095500	Anita Street Crossing Widening (design)	0541	36.6
1098800	Articulated Bus AC Retrofit	X971	3.5
1099300	IAD Land Purchase	X971	3,015.
1099600	IAD/KMD Yard Lighting	X971	36.5
1101600	Regional Misc. Capital - La Mesa Dial-a-Ride	Y058	2.
1102000	Overhaul Rerail Equipment	0590	14.2
1102800	LRV HVAC Modification Phase III	0590	100.
1103800	NCT Maintenance Office	Y058	35.
1108300	Section Insulator Procurement	0655	41.3
1140300	Train Location (Centralized Train Control)	Y173/Y313	1,357.
1140400	Tunnel Fleet Modifications	0655/0690	589.
	<b>TOTAL</b>		<b>\$11,483.</b>

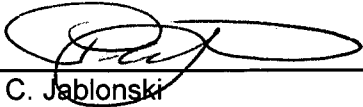
(More detail is included in Attachment D.)

The table in Attachment B shows the impact that the commitments made this year will have on the availability of funding for new capital projects for the following four years. Large multiyear and phased projects have been assumed to be funded over a number of years in order to fund as many projects as possible. However, the amount of future commitment for these projects diminishes through the end of the period. In addition, the program assumes, at the MTS and SANDAG Boards' discretion, that we maximize the amount of formula funds for preventive maintenance for the next five years. The amount assumed is based on the current estimate of \$29 million for SDTI and SDTC preventive maintenance costs.

Taking into account anticipated future preventive maintenance, future multiyear capital commitments, and annual planning studies, the balance remaining for future programming could be as low as 31 percent of the annual CIP total for the FY 07 program. It should be noted, however, that as the system matures, we will have more of these large projects, and we will need to develop new funding sources for this purpose. Continuing to rely on formula funds for these large projects at the expenses of operational-type capital replacements is not an option.

### Local Match

The local match for these projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be Transportation Development Act funds, final decisions on the matching source would be made during the FY 06 development process.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Kimberly A. York, 619.699.6902, [kyo@sandag.org](mailto:kyo@sandag.org)

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1/20/05

Attachments: A. FY 06 CIP  
B. CIP 5-Year Summary  
C. FY 06 Capital Project Descriptions  
D. Capital Projects to be Transferred to the FY CIP

SUMMARY  
MTS FY 06 CAPITAL IMPROVEMENT PROGRAM

	PROPOSED	PROJECTED			
	FY 06	FY 07	FY 08	FY 09	FY 10
PREVENTIVE MAINTENANCE	\$29,000	\$29,000	\$29,000	\$29,000	\$29,000
DEBT SERVICE - RADIO TRANSIT MANAGEMENT SYSTEM	\$3,884	\$3,883	\$2,100	\$0	\$0
DEBT SERVICE - AUTOMATED FARE TECHNOLOGY	\$4,463	\$3,308	\$0	\$0	\$0
TOTAL PRIORITY NEEDS (A)	\$37,347	\$36,191	\$31,100	\$29,000	\$29,000
TOTAL CAPITAL PROJECT NEEDS (B)	\$76,001.5	\$82,721.1	\$144,308.3	\$64,568.2	\$49,662.1
TOTAL PROGRAM NEEDS (A + B)	\$113,348	\$118,912	\$175,408	\$93,568	\$78,662
TOTAL ESTIMATED FUNDING AVAILABLE	\$62,392	\$52,436	\$54,009	\$55,629	\$57,298
ANNUAL SURPLUS (DEFICIT)	(\$50,956)	(\$66,476)	(\$121,399)	(\$37,939)	(\$21,364)

Att. B, AI 30, 1/27/05, CIP 400

**MTS OPERATORS**  
**FY 2006 CAPITAL IMPROVEMENT PROGRAM**  
**PROJECT DESCRIPTIONS**

		(S'000'S)
Project Title		FY 05 Funded
A	<b>Preventive Maintenance</b> Preventive maintenance will be applied to the FY 04 operating budget	\$29,000.0
B	<b>10940 <u>Regional Transit Management System - Phase I</u></b> This project provides funding for the design and implementation of a new intelligent transportation system to replace SDTC's failing Radio/CAD system. The new system will offer significant operational improvements through design of smart buses, increased	\$3,884.0
C	<b>11457 <u>Automated Fare Technology</u></b> This project provides for a regional automated fare collection system using smart card technology. This project is a joint effort between MTS and North County Transit District (NCTD).	\$4,463.0
1	<b><u>MTS Transportation Studies</u></b> This project provides for the ongoing planning activities of MTS.	\$500.0
2	<b><u>CVT Minor Bus Stop Hardware</u></b> This project provides for minor bus stop hardware for installation/maintenance of new and existing bus stops. Hardware includes, but is not limited to, bolts, vandal proof nuts, pin screws, etc.	\$5.0
3	<b><u>CVT Bus Stop Facility Improvements</u></b> This project provides for federally required ADA improvements at Chula Vista bus stops, including concrete landing pads, small retaining walls, and other passenger access improvements to bring the system up to full ADA compliance.	\$25.0
4	<b><u>Regional Miscellaneous Operations Capital</u></b> This project provides for the purchase of miscellaneous equipment to supplement regional operations, including equipment and materials needed to continue maintaining working space, vehicles, and facilities in a proactive manner.	\$1,426.0
5	<b>11119 <u>H Street Transit Center Pavement Rehab</u></b> This project provides for the complete rehab of the pavement on the bus side of the H Street transit center, including demolition and removal of existing AC, excavation, class 2 aggregate base, 9,200 square feet of PCC pavement, and replacement of all signing, striping, and wheel stops.	\$50.0

**MTS OPERATORS**  
**FY 2006 CAPITAL IMPROVEMENT PROGRAM**  
**PROJECT DESCRIPTIONS**

			(\$'000'S)
Project Title			FY 05 Funded
6	10994	<b><u>Organizational Desktop Replacement</u></b> This project provides for the annual replacement of MTDB, SDTI, and SDTC desktop computer systems, printers, and software. This project also funds the annual contract for computer training services.	\$150.0
7		<b><u>MCS SVCC Capital Costs of Contracting (FY05-09)</u></b> This project provides for operating assistance to the Sorrento Valley Coaster	\$260.0
8	10490	<b><u>IAD CNG Fuel Station Purchase</u></b> This project provides for the purchase of the Imperial Avenue Division CNG fuel station or the buyout of the SDG&E ownership of the IAD station.	\$400.0
9	11413	<b><u>Catenary Improvement - Phase II</u></b> This project provides for the replacement of worn out contact wire, remove abandoned catenary crossover contact wires, replace corroded cabling in catenary support assemblies, and make changes to interlocking 10's catenary.	\$1,060.0
10	10958	<b><u>IAD/KMD Underground Tank</u></b> This project provides for upgrading the existing underground storage tanks at the Imperial Avenue Division and Kearny Mesa Division bus facilities.	\$3,900.0
11	10981	<b><u>Organizational Server Replacement / Upgrades</u></b> This project provides for the procurement and replacement of organization servers and network storage systems.	\$75.0
12		<b><u>MMO Transportation Studies</u></b> This project provides for the ongoing planning activities of the MTS Multimodal group.	\$150.0
13	11061	<b><u>Broadway Track Replacement</u></b> This project provides for the replacement of flange-worn curves at Broadway Wye.	\$575.0
14	10972	<b><u>KMD CNG Expansion</u></b> This project provides for expanding the existing compressed natural gas (CNG) fueling station at SDTC Kearny Mesa Division by adding compressors to increase the fueling capacity from 75 buses to 150 buses. Additionally, fueling dispensers will be relocate	\$997.0
15	11421	<b><u>Substation Standardization Phase 2</u></b> This project provides for the replacement of contactor coils with circuit breakers on	\$750.0

**MTS OPERATORS**  
**FY 2006 CAPITAL IMPROVEMENT PROGRAM**  
**PROJECT DESCRIPTIONS**

			(\$'000'S)
Project Title			FY 05 Funded
16	11418	<b><u>MCS ADA Small Vehicles (127)</u></b> This project provides for the purchase of new ADA Paratransit vehicles for the MTS Access and CTS Paratransit service.	\$1,000.0
17	11400	<b><u>Rehab Traction Motors - Phase II</u></b> This project provides for the rehabilitation of traction motors in U2 LRVs.	\$1,078.7
18	11420	<b><u>Catenary Contact Wire Replacement</u></b> This project provides for the replacement of the contact wire from 12th and Imperial to San Ysidro.	\$1,000.0
19	11042	<b><u>LRV Body Rehabilitation</u></b> This project provides for the rehabilitation and repaint the trolley car body surfaces. This will be ongoing maintenance work until the entire fleet has been repainted.	\$500.0
20	10696	<b><u>CCTV Surveillance Equipment (CV Bayfront, H, and Palomar stations and La Mesa Spring Street)</u></b> This project provides for CCTV surveillance Equipment at Chula Vista Bayfront, Palomar, and La Mesa Spring Street trolley stations.	\$325.0
21		<b><u>LRV Tires</u></b> This project will provide for the purchase of 456 tires to replace old worn tires. Approximately changing tires on one-third of the LRV Fleet.	\$360.0
22		<b><u>Replace Senior and Disabled Lifts</u></b> This project provides for the replacement of senior and disabled lifts on SD100 and U2 trolley cars.	\$250.0
23		<b><u>KMD Roof and Tile Repair</u></b> This project provides the repair of leaks in the Storeroom, Maintenance Shop, and Transportation buildings and completely resurfacing all roof systems. This project will also provide for the replacement of an estimated 200 square yards of asphalt tile.	\$203.0
24		<b><u>Multimodal Building Seismic Retrofit or Demolition</u></b> This project provides for the final design and construction of seismic improvements to the Multimodal building or for building demolition.	\$20.0

**MTS OPERATORS**  
**FY 2006 CAPITAL IMPROVEMENT PROGRAM**  
**PROJECT DESCRIPTIONS**

			(FY 05 Funded)
		Project Title	
25		<b><u>Capital Needs Assessment</u></b> This project provides for the review, assessment, and creation of a priority list of fixed assets in need of repair or replacement.	\$250.0
26	10497	<b><u>Grossmont Station Pedestrian Enhancements</u></b> This project provides for the enhancement of the Grossmont Trolley Station and integrate access to the station with the proposed TOD on the site and with the adjacent medical and retail activity node.	\$1,030.0
27		<b><u>Integrated Radio and Furniture For ITTC</u></b> This project will provide essential consoles and specialized communication system enclosures for multiple workstations in the newly constructed Control Center.	\$600.0
28	11403	<b><u>Train Location (MVE)</u></b> This project provides for train location on the Green Line from the Mission San Diego to Santee stations. We already have train location operating between the County Center and Mission San Diego stations.	\$550.0
29		<b><u>Lease Lines</u></b> This project provides for lease line connections and interface between critical field components and Central Control. This will enable control and monitoring from workstations in the centralized facility and replaces the need for more expensive fiber-optic cable.	\$2,500.0
30		<b><u>Centralized Train Control</u></b> This project will provide Train Controllers in the new Control Center with essential capability to monitor and control field facilities, including train location, switch/signal displays and routing, status of traction power substations, and certain fire/life/safety emergency elements.	\$2,400.0
31		<b><u>Shop Modifications</u></b> This project provides for modifications and additions to the LRV maintenance facility to accommodate the low-floor light rail vehicle. Improvements would include installation of new in-floor jacks, overhead access walkways, and column cranes.	\$300.0
32		<b><u>SDTC Service Trucks</u></b> This project provides for the purchase of a nonrevenue field service truck that has exceeded the 100,000-mile replacement threshold.	\$55.0

**MTS OPERATORS  
FY 2006 CAPITAL IMPROVEMENT PROGRAM  
PROJECT DESCRIPTIONS**

(\$'000'S)

**FY 05  
Funded**

		<b>Project Title</b>	
<b>33</b>	<b>10453</b>	<b><u>San Ysidro Intermodal Transportation Center</u></b> This project provides for rebuilding the San Ysidro trolley station to create a trolley plaza with three platforms, new shelters, paving, and landscaping. The project also re-routes traffic to eliminate pedestrian conflicts and consolidates the bus and jitney operations.	<b>\$1,800.0</b>
<b>34</b>	<b>10958</b>	<b><u>IAD/KMD Underground Tank - Soil Remediation</u></b> This project provides for the remediation of contaminated soils at the direction of the County of San Diego's Site Assessment and Mitigation Division.	<b>\$500.0</b>
<b>TOTAL</b>			<b>\$62,391.7</b>



**CAPITAL PROJECT FUNDS TO BE TRANSFERRED TO THE FY 06 CIP**

Project No.	Project Name	Funding Source	Transfer Amount		Impact of Funding Transfers
			\$	000's	
1040800	Rail Yard Expansion (MVEast) - Phase III	TransNet	\$419.0	Funding can only be used for MVE. Transfer to \$300 Shop Mods and \$119 to CTC (preferential to keep it all in Shop Mods)	This funding was originally earmarked to realign yard trackage in order to construct the O/B line connection project.
1049800	Trolley Fiber Infrastructure (Network Communications)	Y313/0655	5,300.0	See Notes on Tab 2	Funds are being reallocated between Fiber, ITCC and CTC in order to provide a functional ITCC.
1074900	Substation Catenary Switches	0525	149.0	Transfer to 11421	This project is complete
1084200	Fenton Parkway Station	Dev. Fees	275.0	Transfer to 10696	All remaining funds for parking lot construction will be exhausted. City has no environmental clearance to build bridge over SD river.
1089700	Yard Switch Electrification Phase II	0525	29.0	Transfer to 11421	This project is complete
1094200	Grade Crossing/Standby Power Improvements	0541	35.9	Transfer to SDTI Misc. Cap	This project is complete
1094900	Crossing Protection Indicators	0541	45.0	Transfer to SDTI Misc. Cap	This project is complete
1095500	Anita St. Crossing Widening (design)	0541	36.6	Transfer to 10994	Design of project will be postponed. Chula Vista needs to partner with MTS to do street / traffic signal improvements in order for this project to succeed.
1098800	Articulated Bus AC Retrofit	X971	3.5	Transfer to Misc. Cap	This project is complete
1099300	IAD Land Purchase	X971	3,015.0	Transfer to 10958 (These funds could also be transferred to 10453)	All remaining funds to purchase land for expansion of the IAD facility will be expended.
1099600	IAD/KMD Yard Lighting	X971	36.5	Transfer to 10958	This project is complete
1101600	Regional Miscellaneous Capital - La Mesa Dial-a-Ride	Y058	2.0	Transfer to Misc. Cap	This project is complete
1102000	Overhaul Rerail Equipment	0590	14.2	Transfer to Preventive Maintenance	This project is complete
1102800	LRV HVAC Modification Phase III	0590	100.0	Transfer to 11400	Unresolved claims are still pending with the contractor.
1103800	NCT Maintenance Office	Y058	35.0	Transfer to Misc. Cap	This project is complete
1108300	Section Insulator Procurement	0655	41.3	Transfer to Preventive Maintenance	This project is complete
1140300	Train Location (Centralized Train Control)	Y173/Y313	1,357.0	See Notes on Tab 2	See 10498.
1140400	Tunnel Fleet Modifications	0655/0690	589.0	Transfer to Preventive Maintenance.	Project is under construction. CCO's to modify switches in U2's will use some of remaining contingency. Potential delays to LFV Platform Mods project may also need to be taken from this budget. All major contracts are encumbered. \$1000 is left in the project. \$500 should be left in the project budget of which \$250 will be spent (pending CCO's). \$589 available to transfer.
TOTAL			\$11,483.0		

D-1

D-1

Att. D, AI 30, 1/27/05, CIP 400

Projects recommended for federal formula funds in FY 06  
Projects recommended for dedicated funding  
Safety/Security projects that may be eligible for special funding  
Projects Submitted by Engineering that were not on a priority list

PROJECT		Grant	FY06	FY07	FY08	FY09	FY10	NOTES
Federal Formula Program Funding Estimate			\$50,909	\$52,436	\$54,009	\$55,629	\$57,298	
A	Preventive Maintenance		(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	(29,000.0)	
B	1094000 Regional Transit Management System - Phase I (Debt Service)		(3,884.0)	(3,883.0)	(2,100.0)	0.0	0.0	
C	1145700 Fare Technology (Debt Service)		(4,463.0)	(3,308.0)	0.0	0.0	0.0	
	1040800 Rail Yard Expansion (MVEast) - Phase III	TransNet	419.0					Funding can only be used for MVE. Transfer to \$300 Shop Mods and \$119 to CTC (preferential to keep it all in Shop Mods)
	1049800 Trolley Fiber Infrastructure (Network Communications)	Y313/0655	5,300.0					See Notes on Tab 2
	1074900 Substation Catenary Switches	0525	149.0					Transfer to 11421
	1084200 Fenton Parkway Station	Dev. Fees	275.0					Transfer to 10696
	1089700 Yard Switch Electrification Phase II	525	29.0					Transfer to 11421
	1094200 Grade Crossing/Standby Power Improvements	0541	35.9					Transfer to SDTI Misc. Cap
	1094900 Crossing Protection Indicators	0541	45.0					Transfer to SDTI Misc. Cap
	1095500 Anita St. Crossing Widening (design)	0541	36.6					Transfer to 10994
	1098800 Articulated Bus AC Retrofit	X971	3.5					Transfer to Misc. Cap
	1099300 IAD Land Purchase	X971	3,015.0					Transfer to 10958 (These funds could also be transferred to 10453)
	1099600 IAD/KMD Yard Lighting	X971	36.5					Transfer to 10958
	1101600 Regional Miscellaneous Capital - La Mesa Dial-a-Ride	Y058	2.0					Transfer to Misc. Cap
	1102000 Overhaul Rerail Equipment	0590	14.2					Transfer to Preventive Maintenance
	1102800 LRV HVAC Modification Phase III	0590	100.0					Transfer to 11400
	1103800 NCT Maintenance Office	Y058	35.0					Transfer to Misc. Cap
	1108300 Section Insulator Procurement	0655	41.3					Transfer to Preventive Maintenance
	1140300 Train Location (Centralized Train Control)	Y173/Y313	1,357.0					See Notes on Tab 2
	1140400 Tunnel Fleet Modifications	0655/0690	589.0					Transfer to Preventive Maintenance. All major contracts are encumbered. \$750 is left in the project. \$250 will be spent. \$500 available to transfer.
Note: Grant 0690 will require FTA approval. It is not an amendment but the changes will exceed the 20% allowable change in budget line items.								
Available Funding for FY 06 Capital Program			\$25,045	\$16,245	\$22,909	\$26,629	\$28,298	

Att. A, AI C2, 1/20/05, CIP 400

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY05	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
1	OTHER			Planning Studies	500.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	This item is a "placeholder" based on the funding for planning studies for MTS and AG in FY 05.
2	CVT	1		CVT Minor Bus Stop Hardware	0.0	0.0	5.0	0.0	0.0	0.0	7.0	0.0	
3	CVT	1		CVT Bus Stop Facility Improvements	195.0	0.0	25.0	0.0	30.0	40.0	50.0	50.0	
4	Regional	1		Regional Miscellaneous Operating Capital	1,546.0	0.0	1,426.0	0.0	30.0	30.0	30.0	30.0	Transfer to SDTI Misc Cap: \$45 from 10949 and \$35.9 from 10942. Transfer to MTS Misc. Cap: \$2 from 11016, \$3.5 from 10988, and \$35 from, 11038
5	CVT	1	1111900	H Street Transit Center Pavement Rehab	200.0	150.0	50.0	0.0	0.0	0.0	0.0	0.0	
6	MTS	1	1099400	Organizational Desktops	753.5	150.0	150.0	0.0	75.0	150.0	78.5	150.0	Transfer \$36.6 from 10955
7	Regional	1		MCS SVCC Capital Costs of Contracting	1,300.0	0.0	260.0	0.0	260.0	260.0	260.0	260.0	Operating Funding Support - Capital Cost of Contracting
8	SDTC	1	1049000	IAD CNG Fuel Station Purchase	2,500.0	2,100.0	400.0	0.0	0.0	0.0	0.0	0.0	SDTC project; related to buyout of SDGE ownership (asset value) of IAD Fuel Station
9	SDTI	1	1141300	Catenary Improvement - Phase II	2,372.0	1,312.0	1,060.0	0.0	0.0	0.0	0.0	0.0	
10	SDTC	1	1095800	IAD/KMD Underground Tank #10958	4,978.0	1,078.0	3,900.0	0.0	0.0	0.0	0.0	0.0	Transfer \$36.5 from 10996 and \$3,015 from 10993
11	MTS	2	1098100	Organizational Server Replacement / Upgrades	350.0	75.0	75.0	0.0	50.0	75.0		75.0	
12	Regional	2		MCS Operations Studies (MMO)	1,090.0	0.0	150.0	0.0	220.0	230.0	240.0	250.0	Operational studies/implementation (all MMO staff) Offset to operating budget. (Service changes, fare media information, ADA coordination, advanced technologies coordination)
13	SDTI	2	1106100	Broadway Track Replacement	875.0	300.0	575.0	0.0	0.0	0.0	0.0	0.0	New fy06 projects
14	SDTC	2	1097200	KMD CNG Expansion	4,200.0	3,203.0	997.0	0.0	0.0	0.0	0.0	0.0	Project will be submitted by Mike Ruth. Please refer to the MTDB submittal.
15	SDTI	3	1142100	Substation Standardization Phase 2	2,250.0	0.0	750.0	0.0	750.0	750.0	0.0	0.0	Transfer \$29 from 10897 and \$149 from 10749
16	MCS	3	1141800	MCS ADA Small Vehicles (127 +14 future)	9,680.0	3,680.0	1,000.0	0.0	2,500.0	1,500.0	1,000.0	0.0	Replaces 127 5-year light duty vehicles (6-7 years old) Significant operating cost impact if not funded in future years
17	SDTI	4	1140000	Rehab Traction Motors - Phase II (LRT-11400)	7,896.1	3,660.0	1,078.7	0.0	1,578.7	1,578.7	0.0	0.0	Transfer \$100 from 11028
18	SDTI	5	1142000	Catenary Contact Wire Replacement	14,930.0	310.0	1,000.0	0.0	3,620.0	3,820.0	3,795.0	2,385.0	Partially funded and unfunded fy05 projects
19	SDTI	10	1104200	LRV Body Rehabilitation	3,844.0	1,344.0	500.0	0.0	500.0	500.0	500.0	500.0	
20	SDTI	M	1069600	CCTV Surveillance Equipment (CV Bayfront,H, and Palomar stations and La Mesa Spring Street) - Need \$225k in FY 05	1,968.0	1,643.0	325.0	0.0	0.0	0.0	0.0	0.0	Transfer \$275 from 10842. Project would be matched 50% by Chula Vista and La Mesa.
21	SDTI	8		LRV Tires	1,440.0	0.0	360.0	0.0	360.0	0.0	360.0	360.0	
22	SDTI	9		Replace Senior and Disabled Lift - Phase I	250.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	
23	SDTC			KMD Roof and Tile Repair	203.0	0.0	203.0	0.0	0.0	0.0	0.0	0.0	
24	OTHER			Multimodal Building Seismic Retrofit	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	We are not subject to City codes (MWR per Tiffany Lorenzen)
25	OTHER			Capital Needs Assessment	250.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	
26			1049700	Grossmont Station Pedestrian Enhancements	2,700.0	1,670.0	1,030.0	0.0	0.0	0.0	0.0	0.0	
27				Integrated radio and furniture for ITCC (\$250 in the hole + \$350 to complete)			600.0	0.0	0.0	0.0	0.0	0.0	
28				Train Location			550.0	0.0	0.0	0.0	0.0	0.0	Transfer funds from Train Location
29				Lease lines (alternative = run fiber thru bayside and OT corridor)			2,500.0	0.0	0.0	0.0	0.0	0.0	(1140300) and Trolley Fiber Infrastructure
30			1140300	Centralized Train Control			2,400.0	0.0	0.0	0.0	0.0	0.0	(10498). See fab #2 for details
31				Shop Mods			300.0	0.0	0.0	0.0	0.0	0.0	
32	SDTC	6		SDTC Service Trucks	193.6	0.0	55.0	0.0	77.0		61.6	0.0	
33	OTHER		1045300	San Ysidro Intermodal Transportation Center	27,761.0	25,961.0	1,800.0	0.0	0.0	0.0	0.0	0.0	
34	SDTC	1		IAD/KMD Underground Tank #10958 - Soil Remediation	500.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	Project will be submitted by Mike Ruth. Please refer to the MTDB submittal.
35	MCS	5	1048500	South Bay Maintenance Facility (SBMF) Expansion	13,634.0	7,334.0	0	3,000.0	1,900.0	1,400.0	0.0	0.0	Recommend \$4.0 million request for Federal earmark (\$400.0K minimum for FY06)
36	MCS	6	1049600	East County Bus Maintenance Facility (ECBMF)	15,738.0	8,538.0	0	3,000.0	2,600.0	1,600.0	0.0	0.0	Recommend \$4.0 million request for Federal earmark (\$400.0K minimum for FY06)

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY06	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
37	SDTI	9		Replace Senior and Disabled Lift - Phase II	734.0	0.0	0	734.0	0.0	0.0	0.0	0.0	
38	MCS	3	1141800	MCS ADA Small Vehicles (127 +14 future)	12,180.0	3,680.0	0	6,000.0	0.0	1,500.0	1,000.0	0.0	Replaces 127 5-year light duty vehicles (6-7 years old) Significant operating cost impact if not funded in future years
39	SDTI	17		El Cajon Station Improvements	350.0	0.0	0	100.0	250.0	0.0	0.0	0.0	
40	SDTI	11		Blue Line Station Shelter Rehabilitation	2,630.0	0.0	0	2,630.0	0.0	0.0	0.0	0.0	
41				MTS Security Cameras (Buses)			0	6,500.0					
42	SDTI	M	1069600	CCTV Equipment Upgrade	5,093.0	1,643.0	0	690.0	690.0	690.0	690.0	690.0	Defer until Fiber project (10498) is complete.
43	MTS	3	1082100	Transit Watch	200.0	0.0	0	25.0	25.0	50.0	50.0	50.0	
44	MTS	26		Bullet Proof Glass (Transit Store)	60.0	0.0	0	60.0	0.0	0.0	0.0	0.0	
45	MTS	27		Counter Repairs (Transit Store)	1.1	0.0	0	1.1	0.0	0.0	0.0	0.0	
46	MTS	14		Cash Register System Replacement (Transit Store)	18.0	0.0	0	18.0	0.0	0.0	0.0	0.0	
47	MTS	15		Security System Equipment (Transit Store)	35.0	0.0	0	35.0	0.0	0.0	0.0	0.0	
48	MTS	16		Speaker System (Transit Store)	5.5	0.0	0	5.5	0.0	0.0	0.0	0.0	
49	MTS	17		Automatic Doors (Transit Store)	25.0	0.0	0	25.0	0.0	0.0	0.0	0.0	
50	MTS	13		ID Camera System Replacement (Transit Store)	5.0	0.0	0	5.0	0.0	0.0	0.0	0.0	
51	SDTI	22		Crowd control facilities for station	150.0	0.0	0	75.0	75.0	0.0	0.0	0.0	
52	SDTI	L	1100500	SDTI Security / Safety Equipment	90.0	30.0	0	0.0	15.0	15.0	15.0	15.0	
53	SDTI	M		Event Recorders - Phase I	795.0	0.0	0	0.0	265.0	265.0	265.0	0.0	
54	SDTI	M		San Ysidro Fence Replacement	160.0	0.0	0	0.0	160.0	0.0	0.0	0.0	
55	SDTI	13		SDTI Non Revenue Vehicles	1,600.0	0.0	0	320.0	320.0	320.0	320.0	320.0	Current vehicles exceed 100,000 miles.
56	SDTC	5		SDTC Relief Vehicle Replacement	481.5	0.0	0	99.0	86.6	90.6	100.1	105.2	
57	NCT	1		Jeepney	80.0	0.0	0	80.0	0.0	0.0	0.0	0.0	
58	NCT	2		Supervisor Vehicle	36.0	0.0	0	0.0	36.0	0.0	0.0	0.0	
59	MCS	2	1141900	MCS Medium/Small Flex Route Buses (15)	1,725.0	15.0	0	1,200.0	510.0	0.0	0.0	0.0	Replaces 5-year light duty vehicles (6 years old) (Flex 900)
60	Regional	3		Regional Bus Stop Signs and Improvements	1,055.0	0.0	0	200.0	205.0	210.0	220.0	220.0	50% of work would be done as part of operations; includes purchase of materials for new bus stop signs
61	Regional	4		Regional ADA Bus Stop Improvements	1,050.0	0.0	0	50.0	250.0	250.0	250.0	250.0	Discretionary - FY06 proposal is to handle only critical responses
62	SDTC	4		Artic Replacement (16)	8,534.0	0.0	0	200.0	8,334.0	0.0	0.0	0.0	
63	MTS	4		Database Storage	360.0	0.0	0	360.0	0.0	0.0	0.0	0.0	
64	MCS	4	1141700	MCS 30-35 foot CNG Low Floor Medium Size Buses (9)	3,015.0	15.0	0	2,325.0	675.0	0.0	0.0	0.0	Replaces 1995 and 1997 midsize El Dorado buses (2 Coronado Shuttle + 7 Airport) (Possible CMAQ funds as an optional funding source)
65	Regional	5		OTTC Bench Replacement and Shelter Rehabilitation	200.0	0.0	0	0.0	50.0	50.0	50.0	50.0	Some work can be done using Coast United bench revenue. None required in FY06
66	MTS	5		Organizational I.T. Infrastructure	105.0	0.0	0	30.0	10.0	25.0	10.0	30.0	
67	Regional	6		Trolley Station Signs	200.0	0.0	0	0.0	50.0	50.0	50.0	50.0	Used to update Trolley station and transit center signage; FY05 and FY06 covered under MVE Trolley Station Signs project
68	SDTI	6		Orange line protective relay calibration	400.0	0.0	0	200.0	0.0	0.0	200.0	0.0	
69	MTS	6		Ellipse ERP System Enhancement	380.0	0.0	0	280.0	50.0	25.0	0.0	25.0	
70	MCS	7		MCS Equipment (FY 06-10)	500.0	0.0	0	100.0	100.0	100.0	100.0	100.0	80% of items would be done under operations in FY06
71	SDTC	7	1105700	IAD KMD Parking Lot Resurface	1,265.0	150.0	0	207.5	207.5	700.0	0.0	0.0	
72	SDTI	7		Blue Line Tie Renewal	1,750.0	0.0	0	350.0	350.0	350.0	350.0	350.0	
73	MTS	7	1088700	SDTC/SDTI Financial System	4,113.0	3,613.0	0	500.0	0.0	0.0	0.0	0.0	This project managed by SANDAG
74	SDTC	8		SDTC Office Equipment Replacement	169.9	0.0	0	30.8	32.3	33.8	35.6	37.4	
75	MCS	8		MCS Service Truck - Bus Stops	75.0	0.0	0	75.0	0.0	0.0	0.0	0.0	Replaces historic contractor-owned vehicle that is beyond useful life
76	MTS	8	1081900	Joint Transportation Operations Center	20,231.0	3,195.0	0	4,000.0	4,000.0	9,036.0	0.0	0.0	This project managed by SANDAG
77	MCS	9		SBMF Bus Parking Lot Yard Asphalt Repairs	155.0	0.0	0	75.0	0.0	0.0	0.0	80.0	Emergency areas must be done under operations if not funded.
78	SDTC	9		SDTC Digital Radios (14)	208.4	0.0	0	92.9	0.0	0.0	0.0	115.5	
79	MTS	9	1049800	Trolley Station Fiber Infrastructure	11,000.0	7,450.0	0	3,550.0	0.0	0.0	0.0	0.0	This project managed by SANDAG
80	SDTC	10		SDTC Freon Recovery Machine	9.0	0.0	0	9.0	0.0	0.0	0.0	0.0	

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY06	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
81	MCS	10		MVE Grantville and 70th St. Station Driver Restrooms	90.0	0.0	0	90.0	0.0	0.0	0.0	0.0	FY06 Operating Impact to lease temporary facilities
82	MTS	10	1099500	Regional Scheduling System - Phase II	160.0	60.0	0	100.0	0.0	0.0	0.0	0.0	This project managed by SANDAG
83	MCS	11		MCS Non-revenue Vehicles (2)	62.0	0.0	0	30.0	0.0	32.0	0.0	0.0	
84	MTS	11	1094000	Regional Transit Management System - Phase I and II	24,875.0	16,675.0	0	4,100.0	4,100.0	0.0	0.0	0.0	This project managed by SANDAG
85	MCS	12		MCS 35-40 foot CNG Low Floor Buses Inland Breeze (7)	2,500.0	0.0	0	0.0	2,500.0	0.0	0.0	0.0	Inland Breeze (replaces 1997 mid size) Order for 7 buses; retire 6 buses; Option for heavy duty 35 or 40 foot buses. Possible CMAQ funds as optional funding source)
86	MTS	12		Integrated Telephone System	770.0	0.0	0	770.0	0.0	0.0	0.0	0.0	
87	SDTI	12		Station Track way Paving	3,100.0	0.0	0	1,000.0	700.0	700.0	700.0	0.0	
88	MCS	13		MCS 40 foot CNG Low Floor Buses (73) SOUTH CENTRAL	28,000.0	0.0	0	0.0	50.0	27,950.0	0.0	0.0	South Central SBMF (replaces CNG buses 1995)
89	MCS	14		MCS 35/40 Ft. CNG Low Floor Heavy Duty Buses (21) EAST COUNTY	8,000.0	0.0	0	0.0	50.0	7,950.0	0.0	0.0	East County ECBMF (replaces diesel mid size and large buses)
90	MCS	15		MCS Purchase Medium/Small Buses (7) 800 FLEX	775.0	0.0	0	0.0	775.0	0.0	0.0	0.0	Flex 800 (851, 853, 874)
91	SDTI	15		Rail Profile Grinding	606.0	0.0	0	303.0	0.0	0.0	303.0	0.0	
92	MCS	16		MCS Purchase 12 SVCC Vehicles	1,200.0	0.0	0	0.0	1,200.0	0.0	0.0	0.0	Replaces 11 vehicles owned by LTS; provides for two spares for 10 peak
93	SDTI	16		LRV shop equipment rehab. / replace	450.0	0.0	0	150.0	150.0	0.0	0.0	150.0	
94	MCS	17		MCS 30-35 foot Low Floor Medium Size Buses POWAY (7)	2,500.0	0.0	0	0.0	25.0	2,475.0	0.0	0.0	Poway (replaces LTS mid size)
95	MTS	18		Remodel and Expansion	100.0	0.0	0	100.0	0.0	0.0	0.0	0.0	
96	SDTI	18		Grade Crossing Improvements	2,100.0	0.0	0	700.0	700.0	700.0	0.0	0.0	
97	MCS	18	1049500	Spring Valley Transit Center	3,600.0	200.0	0	0.0	300.0	1,300.0	0.0	0.0	\$1.8 m federal earmark available (FY05/FY06). See entry under non-federally funded project below. Total project is \$3,600.
98	SDTI	19		Permanent Ticket Booth at Gaslamp / Old Town	80.0	0.0	0	80.0	0.0	0.0	0.0	0.0	
99	MTS	19		Centralized Filing System	100.0	0.0	0	100.0	0.0	0.0	0.0	0.0	
100	MTS	20		New Copier	17.0	0.0	0	17.0	0.0	0.0	0.0	0.0	
101	SDTI	20		LRV HVAC retrofit- replace R22	1,250.0	0.0	0	250.0	500.0	500.0	0.0	0.0	
102	MTS	21		Board Room Chairs	8.0	0.0	0	8.0	0.0	0.0	0.0	0.0	
103	SDTI	21		Commercial Street Switch Replacement and Removal	1,824.0	0.0	0	173.0	1,651.0	0.0	0.0	0.0	
104	MTS	22		Conference Room Chairs	2.5	0.0	0	2.5	0.0	0.0	0.0	0.0	
105	MTS	23		Refinish Conference Room Table	1.0	0.0	0	1.0	0.0	0.0	0.0	0.0	
106	SDTI	23		Substation Isolation Switches - Phase II	2,017.5	0.0	0	181.5	840.0	996.0	0.0	0.0	
107	MTS	24		Rental Fees - Digital Postal Machine	2.0	0.0	0	2.0	0.0	0.0	0.0	0.0	
108	SDTI	24		Blue Line Tie and Rail Replacement (10 miles)	17,350.0	0.0	0	1,350.0	8,000.0	8,000.0	0.0	0.0	
109	SDTI	25	1083100	Downtown Sub-Station Protection	1,150.0	150.0	0	0.0	1,000.0	0.0	0.0	0.0	SCADA project needs to be in place before this one
110	MTS	25		Color Copier	30.0	0.0	0	30.0	0.0	0.0	0.0	0.0	
111	SDTI	26	1081800	Rebuild U2 Camshaft, Phase II (LRT-10818)	4,570.0	1,470.0	0	0.0	775.0	775.0	775.0	775.0	
112	SDTI	27		LRV sand filling system	150.0	0.0	0	150.0	0.0	0.0	0.0	0.0	
113	SDTI	28		SDTI MOW Catenary Truck	90.0	0.0	0	90.0	0.0	0.0	0.0	0.0	
114	SDTI	L		LRT Shelter Grounding Program	560.0	0.0	0	0.0	80.0	480.0	0.0	0.0	
115	SDTI	L	1108500	Switch Indicator Modifications	872.0	70.0	0	0.0	802.0	0.0	0.0	0.0	
116	SDTI	L		LF LRV Station Mod. Project - O.T. & Bayside	4,186.0	0.0	0	0.0	4,186.0	0.0	0.0	0.0	This project can be delayed. FY 05 funding would help for special events service.
117	SDTI	L	1105400	Signal Plan Update	24.0	12.0	0	0.0	12.0	0.0	0.0	0.0	Risk: FRA citation
118	SDTI	L		Orange Line Tree Replacement	15.0	0.0	0	0.0	15.0	0.0	0.0	0.0	
119	SDTI	L	1078200	Mainline Drainage - FY 04	2,744.0	744.0	0	0.0	200.0	600.0	600.0	600.0	
120	SDTI	L		LRV Coupler Disconnects, Phase III	826.0	0.0	0	0.0	106.0	360.0	360.0	0.0	
121	SDTI	L		Orange Line TWC Activated Crossovers	1,436.6	0.0	0	0.0	58.5	637.0	641.1	100.0	
122	SDTI	L		Interlock and TWC Activate Switches 73 & 75	1,131.8	0.0	0	0.0	136.8	489.0	506.0	0.0	
123	SDTI	L		Blue Line Crossover - Phase II	2,075.0	0.0	0	0.0	240.0	1,835.0	0.0	0.0	
124	SDTI	L		Dynamic Signal Crossing Activation	260.0	0.0	0	0.0	260.0	0.0	0.0	0.0	
125	SDTI	L		Railroad Signaling System Upgrades	8,340.0	0.0	0	0.0	725.0	3,808.0	3,807.0	0.0	
126	SDTI	L		LFV Procurement	82,210.0	0.0	0	0.0	100.0	27,370.0	27,370.0	27,370.0	
127	SDTI	L	1083200	Configuration Management - Phase II	365.0	100.0	0	0.0	100.0	100.0	65.0	0.0	

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY06	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
128	SDTI	L		Orange Line Record of Survey - Phase II	285.0	0.0	0	0.0	115.0	115.0	55.0	0.0	
129	SDTI	L	1074000	Station Shelter Replacement Project (Civic Center)	999.0	537.0	0	0.0	86.0	376.0	0.0	0.0	
130	SDTI	L	1084200	Fenton Station Parking Lot (Construction)	3,300.0	1,005.0	0	0.0	2,295.0	0.0	0.0	0.0	
131	SDTI	L	1084300	Fenton Parkway Grade Crossing	570.0	100.0	0	0.0	470.0	0.0	0.0	0.0	
132	SDTI	L		Blue Line Curve Straightening	2,440.0	0.0	0	0.0	1,625.0	815.0	0.0	0.0	
133	SDTI	L		Qualcomm Station Elevator	1,050.0	0.0	0	0.0	150.0	900.0	0.0	0.0	
134	SDTI	L		Retaining Wall Rehabilitation	2,100.0	0.0	0	0.0	200.0	1,300.0	600.0	0.0	
135	SDTI	L		Drainage Study - Beyer Blvd	180.0	0.0	0	0.0	180.0	0.0	0.0	0.0	
136	SDTI	L		Replace Camshaft w/ Chopper	10,000.0	0.0	0	0.0	2,500.0	2,500.0	2,500.0	2,500.0	
137	SDTI	L		Digital voice system replacement-U2	300.0	0.0	0	0.0	300.0	0.0	0.0	0.0	
138	SDTI	M		Blue Line Crossover Switch Replacement	5,235.0	0.0	0	0.0	135.0	1,700.0	1,700.0	1,700.0	
139	SDTI	M		South Line Inverters	135.0	0.0	0	0.0	135.0	0.0	0.0	0.0	
140	SDTI	M		Signal Case/Equipment Replacement	1,796.3	0.0	0	0.0	212.3	792.0	792.0	0.0	
141	SDTI	M	1089700	Yard Switch Electrification, Phase II (LRT-10897)	1,027.5	857.5	0	0.0	170.0	0.0	0.0	0.0	
142	SDTI	M		C Street Track and Paving Improvements	2,000.0	0.0	0	0.0	500.0	500.0	500.0	500.0	
143	SDTI	M		Catenary Improvement - Phase III	1,430.0	0.0	0	0.0	140.0	645.0	645.0	0.0	
144	SDTI	M		Visual Message Signs - Phase II	0.0	0.0	0	0.0	519.0	1,446.0	1,446.0	0.0	
145	SDTI	M		LRT Station Paving Repairs	550.0	0.0	0	0.0	50.0	250.0	250.0	0.0	
146	SDTI	M		ADA Station Improvements	100.0	0.0	0	0.0	100.0	0.0	0.0	0.0	
147	SDTI	M	1073600	Fifth Ave Station Improvements	485.0	3.0	0	0.0	86.0	396.0	0.0	0.0	
148	SDTI	M	1095500	Anita Street Grade Crossing	575.0	50.0	0	0.0	90.0	435.0	0.0	0.0	
149	SDTI	M		LRT Station Enhancements (East Line)	1,700.0	0.0	0	0.0	250.0	1,450.0	0.0	0.0	
150	SDTI	M		Station Enhancements (South Line)	1,700.0	0.0	0	0.0	250.0	1,450.0	0.0	0.0	
151	SDTI	M		Rehab. electronic control circuits-U2	1,000.0	0.0	0	0.0	250.0	250.0	250.0	250.0	
152	SDTI	M		Replace low voltage train line wiring	750.0	0.0	0	0.0	250.0	250.0	250.0	0.0	
153	SDTI	M		Facilities equipment replacement	200.0	0.0	0	0.0	200.0	0.0	0.0	0.0	
154	SDTI	M		Maint. Facilities repairs on Building A	275.0	0.0	0	0.0	75.0	100.0	100.0	0.0	
155	SDTI	M		Crossing protection equipment replacement	1,650.0	0.0	0	0.0	550.0	550.0	550.0	0.0	
156	SDTI	M		Trans control relay replacement	900.0	0.0	0	0.0	300.0	300.0	300.0	0.0	
157	SDTI	M	1095600	San Ysidro Slope Repair	1,850.0	135.0	0	1,715.0	0.0	0.0	0.0	0.0	
158	SDTC			ST CNG (20)	8,297.0	0.0	0	0.0	0.0	0.0	8,297.0	0.0	Bus procurement budgets for FY08 and FY10 include 4% general inflation cost.
159	SDTC			ST CNG (20)	8,629.0	0.0	0	0.0	0.0	0.0	0.0	8,629.0	Bus procurement budgets for FY08 and FY10 include 4% general inflation cost.
160	SDTC			Artic Replacement (17)	9,430.0	0.0	0	0.0	0.0	9,430.0	0.0	0.0	Bus procurement budgets for FY08 and FY10 include 4% general inflation cost.
161	SDTC			SDTC Supervisor Cars	396.9	0.0	0	0.0	193.6	0.0	203.3	0.0	
162	SDTC			IAD/KMD Hazmat Storage Site	212.0	0.0	0	0.0	212.0	0.0	0.0	0.0	
163	SDTC			IAD/KMD Vacuum Replacement	497.8	0.0	0	0.0	497.8	0.0	0.0	0.0	
164	SDTC			IAD/KMD Forklift Replacement	43.2	0.0	0	0.0	0.0	43.2	0.0	0.0	
165	SDTC			IAD/KMD Bus Washer Overhaul	259.0	0.0	0	0.0	0.0	259.0	0.0	0.0	
166	SDTC			IAD/KMD HVAC Overhaul	305.0	0.0	0	0.0	0.0	305.0	0.0	0.0	
167	SDTC			IAD/KMD Compressor & Svc Equip	145.0	0.0	0	0.0	0.0	0.0	145.0	0.0	
168	SDTC			IAD/KMD Shop Hoist Overhaul	1,310.0	0.0	0	0.0	0.0	0.0	770.0	540.0	
169	SDTC			Mira Mesa/Miramar Transit Center	1,500.0	0.0	0	0.0	200.0	1,300.0	0.0	0.0	
170	SDTC		1140200	Kearny Mesa Transit Center	1,500.0	150.0	0	50.0	1,300.0	0.0	0.0	0.0	
171	OTHER		1106000	Spring Street Curves	745.0	600.0	0	145.0	0.0	0.0	0.0	0.0	
172	SDTI		1140500	LRV Shop Modifications	2,551.0	2,051.0	0	500.0	0.0	0.0	0.0	0.0	
173	OTHER			LF LRV Station Modification Project - MVW & Santee	531.0	0.0	0	531.0	0.0	0.0	0.0	0.0	
174	OTHER			Old Town Transit Center (OTTC) Parking Facility	11,200.0	0.0	0	1,000.0	6,500.0	3,700.0	0.0	0.0	
TOTAL					\$510,056.7	\$107,268.5	\$25,044.7	\$50,956.8	\$82,721.1	\$144,308.3	\$64,568.2	\$49,662.1	

Projects Not with Federal Formula Funds													DRAFT 10/15/04
TDA				MCS 800-Series Radio System	1,044.0	1,044.0	0.0		0.0	0.0	0.0	0.0	Should all be completed in FY05
TDA				MCS Cuyamaca College Bus Stop Improvement	50.0	0.0	50.0		0.0	0.0	0.0	0.0	College doing work now ????????
TDA				MCS County Suburban Shelter Project	100.0	0.0	0.0		40.0	40.0	10.0	10.0	Possible deferral
TDA				County Rural Bus Stops	305.0	225.0	0.0		80.0	0.0	0.0	0.0	Possible deferral

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY06	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
97	Federal Earmark	18	1049500	Spring Valley Transit Center	1.8	See Above	1.8		See Above	See Above	See Above	See Above	This entry only reflects the earmark to be received in FY 06. The amounts previously funded and requests for future years are reflected in the SVTC item above

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

1

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

## 1. INSTRUCTIONS

This Request to Speak form must be filled out and submitted in advance of the discussion of your item to the Clerk of the Board (please attach 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 2005 - 01 - 27Name (PLEASE PRINT) Clive RichardAddress 5153 La Dorna St, San Diego, CATelephone 619.582.4036Organization Represented (if any) Se G.

Subject of your remarks: \_\_\_\_\_

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.\*\***



***Fiscal Year 2006 Transit  
Capital Improvement Program  
(CIP)***

*January 27, 2005*

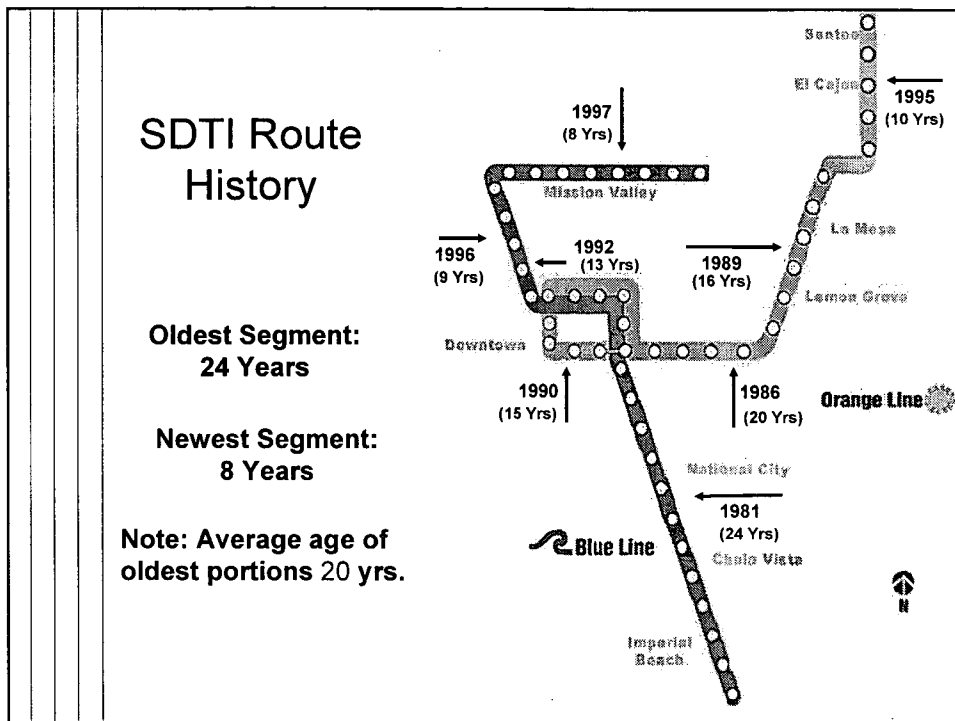
*Staff Contact: Kimberly York, (619) 699.6902, kyo@sandag.org*

1

***Fiscal Year 2006 Transit  
Capital Improvement Program  
(CIP)***

MTS FY 2006 Capital Improvement Program  
is a constrained balance of funding versus  
infrastructure and replacement needs.

2



- ## Types of Infrastructure:
- Light Rail Vehicles
  - All facility buildings
  - All transit station structures
  - Transit station equipment (TVMs)
  - Signal and switch equipment
  - Communication Equip.
  - Traction Power Substations / Equip.
  - Grade crossing equipment
  - Track & structures (incl. rail & ties)
  - Overhead catenary equipment
  - Misc. other (wayside)
  - Misc. Shop Equip.
- 4

## **How Aging Infrastructure Impacts an Agency**

- Impacts safety and service reliability
- Increases maintenance intervals and level of effort
- Requires increased staffing & equipment
- Adversely impacts regulatory compliance; FRA, CPUC, FTA and CHP

5

## **Current Status: (LRT only)**

- Current infrastructure value - \$775 million, with Mission Valley East - \$1.28 billion
- 77 percent of system infrastructure 20 years old
- Increases in frequency and magnitude of major component failure
- 71 LRVs of total fleet 24 years old, no mid-life rehabilitation
- Capital resources trending lower each FY

6

## Examples of Infrastructure System Elements

(Not all Illustrated)

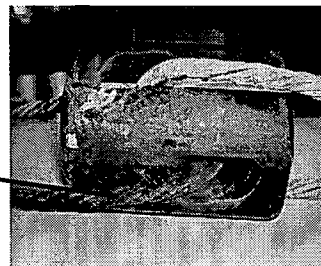
7

### Cross-span Catenary Wire System



**View of Cross-Span  
Catenary Wire Assembly**

**Cross-Span Porcelain Insulator  
(Wire Corrosion)**

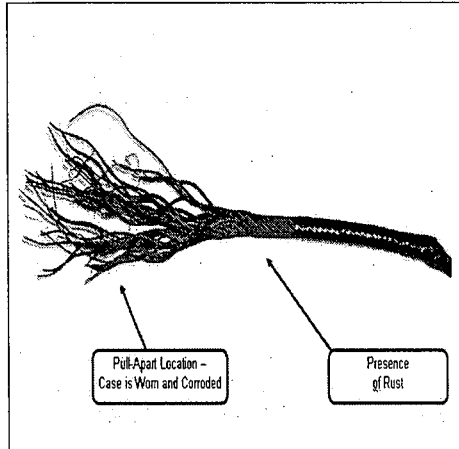


8

## Constant Tension Balance- Weight

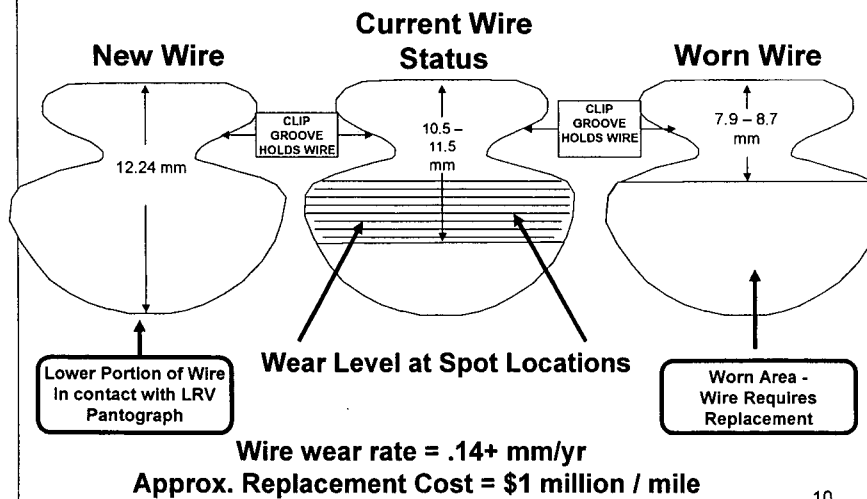


## Connecting Wire



9

## Catenary Wire Cross Section



10

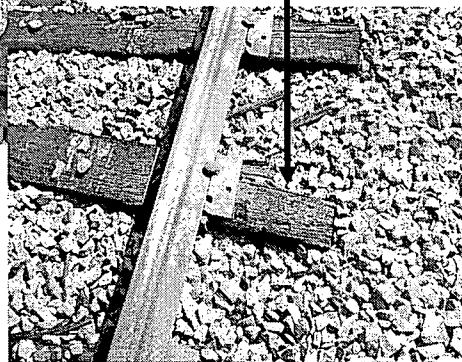
## Cross Ties and Rail



90 lb. Rail

Split Tie

↑  
Rehabilitation of 12 miles  
of track - \$3-\$5 million

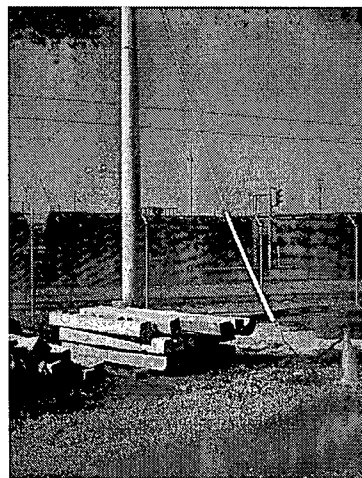


11

## Down Guy Wires

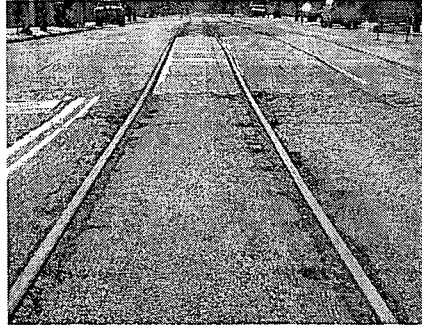


Corrosion Present



12

## Asphalt Pavement Heaving



**Condition Present At All  
Locations With Asphalt**

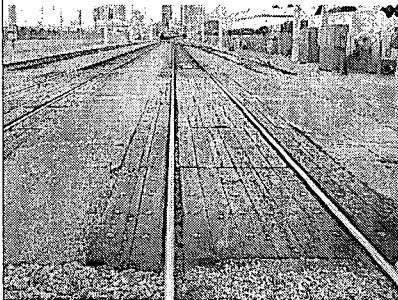
**Cost to Repair Approx. \$350-\$**

**Est. Cost to Correct - \$350-\$500,000 / block**

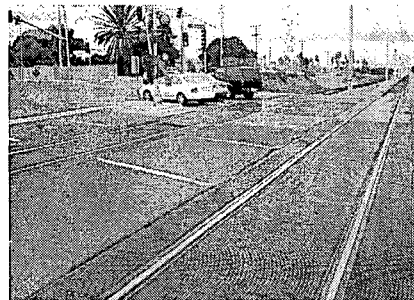
13

## Grade Crossing Status

**Typical crossing  
requiring rehabilitation**



**Rehabilitated Crossing**

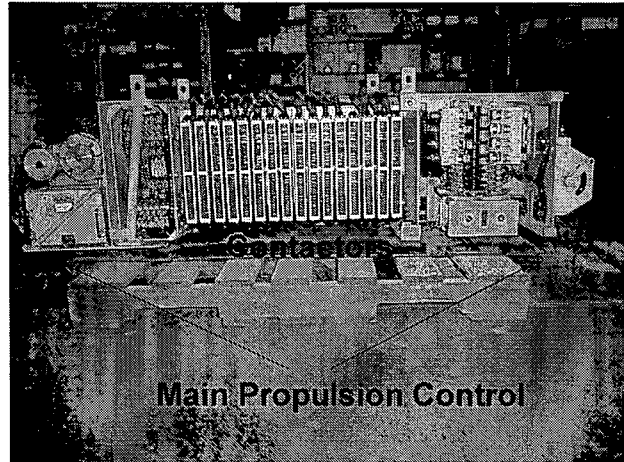


**83 crossings system-wide**

**Single Crossing Replacement - \$350-\$500,000**

14

## Camshaft Control Unit – U-2 LRV

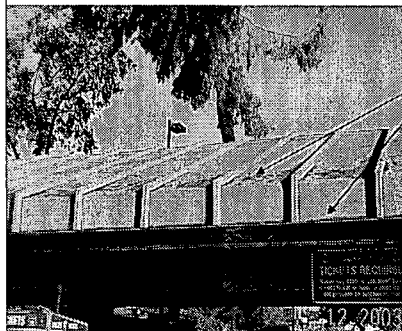


Major Component Units Require Total Rebuilds

15

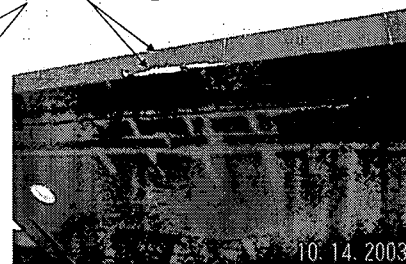
## Station Shelters

Euclid Ave. Transit Center



El Cajon Transit Center

Rust damage



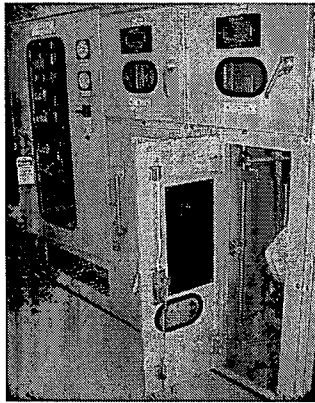
Shelters require rebuilding – Est. \$250,000+/- station

16

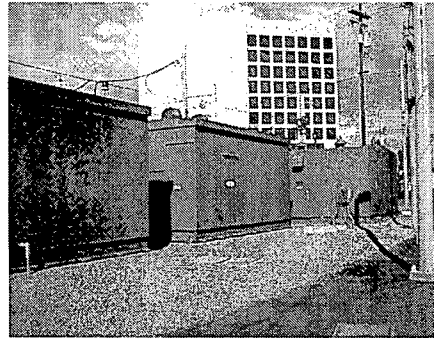


## Traction Power Substations

### Electrical Cabinets



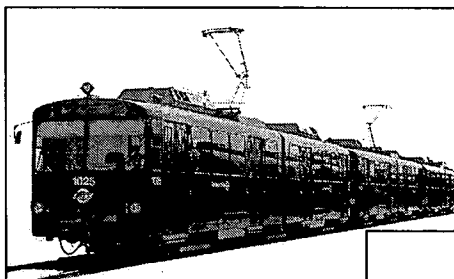
### Traction Power Substation



52 power substations

Est. Cost to Rehabilitate One Substation = \$250-\$350,000<sup>17</sup>

## Light Rail Vehicles



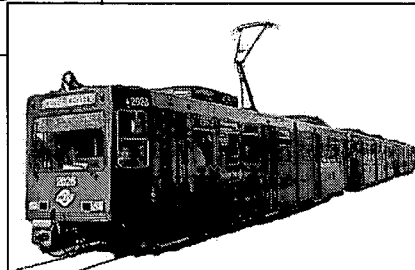
### SD-100 LRV

52 Vehicles  
One order: 1994-1995

New Vehicles \$4+ Million

### U2 LRV

71 Vehicles  
Five orders: 1980-1989



18

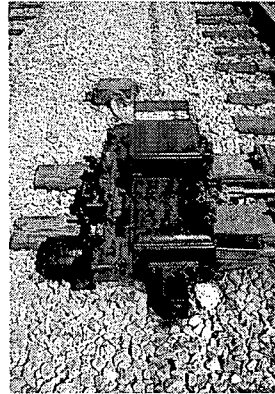
## Wayside Signals & Switches

### Signals



183 wayside signals

### Switches

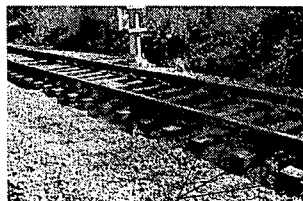
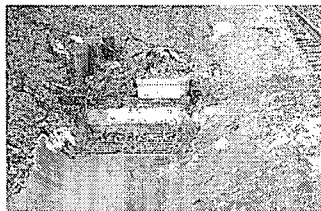


125 switch machines

19

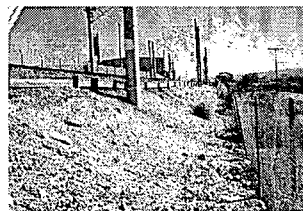
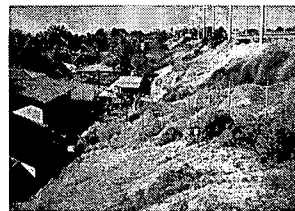
## Wayside Slope & Drainage Status

### El Cajon Drainage Block Flooded Station



Grossmont Flood Location  
2002 Washed Ballast Away

### San Ysidro Slope Erosion

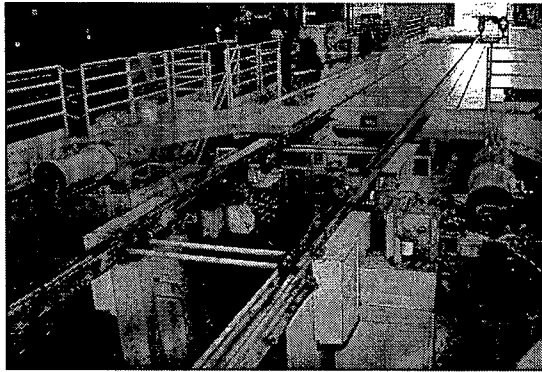


San Ysidro Slope

20

## Miscellaneous Shop Equipment

### Wheel Truing Machine



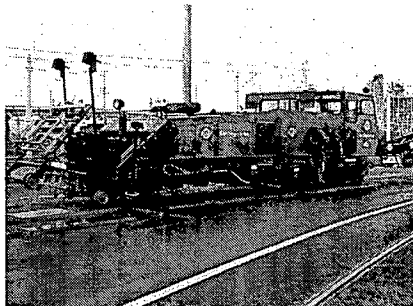
20 yrs old

Replacement Cost \$2 million

21

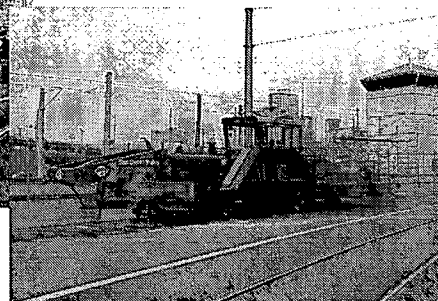
## Misc. On-Track Equipment

### Tie Tamper



Replacement Cost  
\$750,000

### Ballast Regulator



Replacement Cost \$350,000

## Other Examples of Aging Infrastructure & Capital Replacement Needs

### MTS Bus Operations

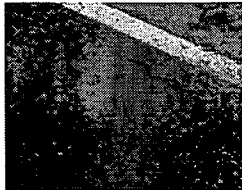
23

#### MTS/SDTC Bus Fleet

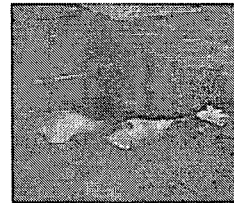
- 711 buses in combined fleet, MTS, SDTC, CVT, NCT
- Average age 8-10 yrs.
- Approx. 49% of fleet at or near replacement age
- Est. cost / bus - \$350K
- Need \$15 million / yr.



### **Imperial Ave. Division Bus Lot Condition**



**Entire IAD Bus  
Lot Requires  
Reconstruction**

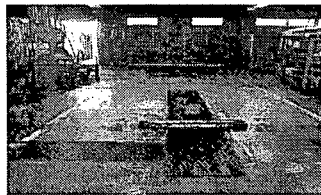


**Currently not funded**

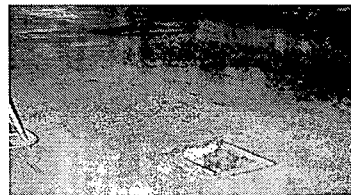
25

### **SDTC Maintenance Facility Capital Needs**

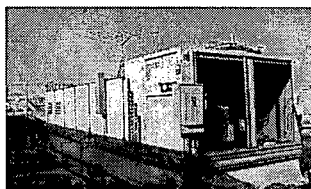
**4 of 7 Floor Hoists  
Inoperative**



**Exhaust Extractors  
Improperly Located**



**Shop Equip. Replacement cost = \$1 million**

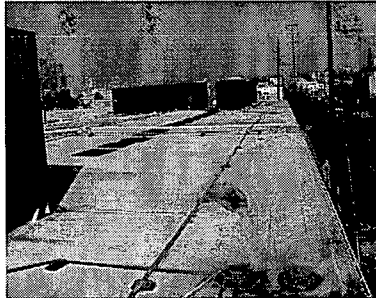


**HVAC Replacement cost = \$300,000**

26

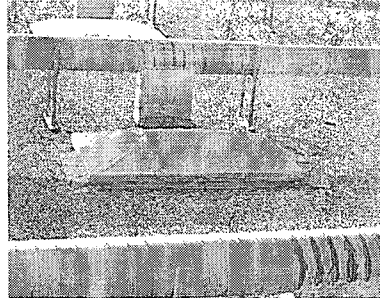
### **SDTC Maintenance Facility Capital Needs (cont.)**

**KMD Roof**



**Roof Resurfaced  
Once**

**Leaky Skylight**

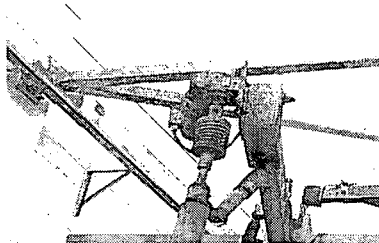


**Roof Replacement  
\$350,000 est.**

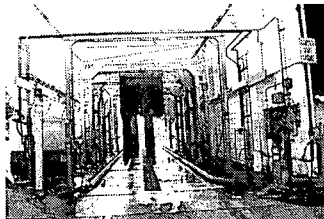
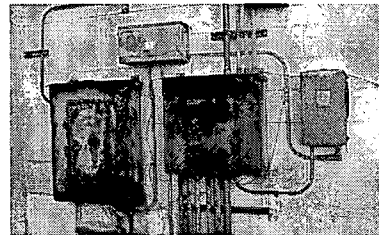
27

### **Bus Wash Status (KMD)**

**17 year old Bus Washer**



**Rusted  
Components**

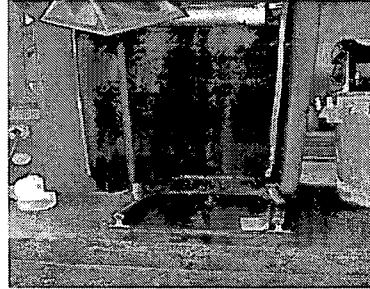


**Replacement  
Cost  
\$300,000+**

28

## SDTC Bus Interior Cleaning Equipment Status

In Service 16 years



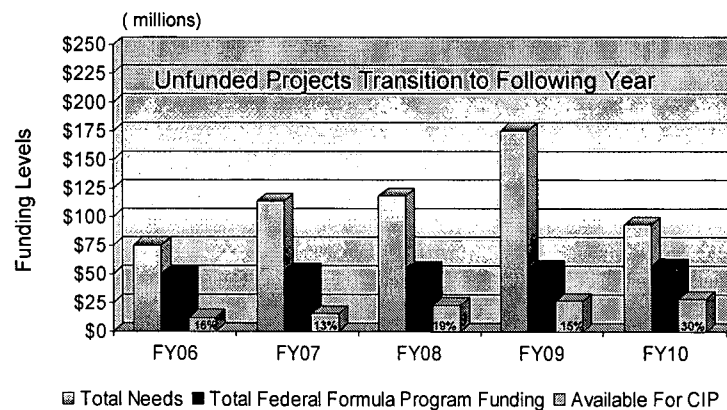
Replacement Cost = \$150,000

29

## MTS Capital Projects

Funding vs. Needs Comparison

(All Projects / All Modes)



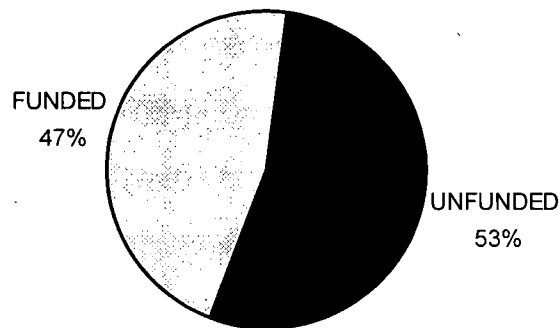
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**FY 2006 CIP  
FUNDING SOURCES**  
(in 000's)

5307 Urbanized Area	\$32,977
5309 Rail Modernization	7,750
Local Match	10,182
Capital Project Funds Transfer	11,483
 TOTAL:	 <u>\$62,392</u>

31

**FY 2006 CIP  
FIVE YEAR CAPITAL NEEDS**



Five Year Capital Needs:	\$579,899
Estimated Funding FY 05 - 09:	<u>270,281</u>
Unfunded Capital Needs:	\$309,618

32



FY 2006 CIP CAPITAL PROJECT TRANSFERS			
Project No.	Project Name	Funding Source	Transfer Amount \$ 000's
1040800	Rail Yard Expansion (MVEast) - Phase III	TransNet	\$419.0
1049800	Trolley Fiber Infrastructure (Network Communications)	Y313/0655	5,300.0
1074900	Substation Catenary Switches	0525	149.0
1084200	Fenton Parkway Station	Dev. Fees	275.0
1089700	Yard Switch Electrification Phase II	0525	29.0
1094200	Grade Crossing/Standby Power Improvements	0541	35.9
1094900	Crossing Protection Indicators	0541	45.0
1095500	Anita St. Crossing Widening (design)	0541	36.6
1098800	Articulated Bus AC Retrofit	X971	3.5
			33

FY 2006 CIP CAPITAL PROJECT TRANSFERS			
Project No.	Project Name	Funding Source	Transfer Amount \$ 000's
1099300	IAD Land Purchase	X971	3,015.0
1099600	IAD/KMD Yard Lighting	X971	36.5
1101600	Regional Miscellaneous Capital - La Mesa Dial-a-Ride	Y058	2.0
1102000	Overhaul Rerail Equipment	0590	14.2
1102800	LRV HVAC Modification Phase III	0590	100.0
1103800	NCT Maintenance Office	Y058	35.0
1108300	Section Insulator Procurement	0655	41.3
1140300	Train Location (Centralized Train Control)	Y173/Y313	1,357.0
1140400	Tunnel Fleet Modifications	0655/0690	589.0
TOTAL			34 \$11,483.0

## **FY 2006 CIP RECOMMENDATION**

1. Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of federal Section 5307 and 5309 applications for the MTS FY 06 Capital Improvement Program (CIP) shown in Attachment A.
2. Recommend that the SANDAG Board of Directors approve the transfer of \$11,483,000 from the indicated projects to the FY 06 CIP program.
3. Recommend that the SANDAG Board of Directors approve the amendment of the Regional Transportation Improvement Program (RTIP) in accordance with the FY 06 CIP recommendation.

35

## **FY 2006 CIP SCHEDULE**

FEB 18, 2005: SANDAG TRANSPORTATION COMMITTEE:  
INFORMATION

FEB 4, 2005: SANDAG BOARD OF DIRECTORS MEETING:  
APPROVAL

36



# **Metropolitan Transit System**

## **AGING INFRASTRUCTURE / CAPITAL NEEDS REPORT**



**January 2005**



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## ***EXECUTIVE SUMMARY***

Over the last decade there has been increased scrutiny on the status of Metropolitan Transit System (MTS) capital needs and the degree to which infrastructure elements are funded. This report has been prepared to evaluate certain needs and compare or contrast those needs against current and future funding levels.

It is apparent that the mature status of all MTS operating systems, including San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC) and MTS Contract Services demonstrates significant financial needs to address infrastructure issues and miscellaneous capital needs. Despite the presence of various federal funding sources and an internal process of identifying annual capital projects for enhancement, as well as maintenance of infrastructure, overall needs far outweigh all available funding sources.

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## ***INTRODUCTION***

### **SAN DIEGO TROLLEY, INC.**

As 2005 approaches, SDTI will enter its 24<sup>th</sup> year of light rail service in San Diego County. Since the inception of service on July 26, 1981, the system has expanded eight times, reaching over 100 total track miles, including miscellaneous yard tracks, and 48 transit stations. Overall, the system has a current infrastructure value (combined project costs) of approximately \$775 million. With the completion of the Mission Valley East (MVE) extension, this will increase to \$1.25 billion.

These milestones and related characteristics place SDTI into the status of a "mature" light rail transit (LRT) system, compared to similar systems in the United States. With SDTI representing the rebirth of light rail, the system will find itself confronted with significant issues that involve the status of its infrastructure. In assessing the current state of the system, it has been determined that the lower cost/incremental approach to expansion has made SDTI a model for LRT systems, and one that has been emulated in many other cities as LRT has become increasingly popular. Indeed, the "less is more" approach has served SDTI reasonably well over the years and has provided us with a strong hands-on approach in all aspects of the operation.

### **SUMMARY OF CURRENT LRV STATUS**

- Value of LRV infrastructure exceeds \$775 million (\$1.25 billion with MVE).
- Thirty-three percent of system infrastructure is 14 - 24 years old.
- Age of systemwide elements increases the frequency and magnitude of major component failures and level of maintenance effort.
- Significant specialty equipment (i.e., wheel truing machine, tie tamper, etc.) that support the maintenance programs is approaching 25 years.
- Funding shortfalls in capital and operating categories require some deferral of major component rebuilds, major component replacement, or equipment replacement.



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Prior to the system reaching the current level of maturity, all efforts were directed at providing periodic maintenance and repairs at levels deemed appropriate by manufacturers or based on established industry standards. Despite these efforts, substantial rehabilitation, component replacement, and system element upgrades are required. This is standard, as part of an approach to maintaining systemwide elements. This requires both an increase in staffing and increased funding in the capital program to replace equipment that is nearing the end of its useful life.

### **SAN DIEGO TRANSIT**

SDTC began in 1886 as the San Diego Streetcar Company before Jesse Haugh acquired it in 1948 and renamed it San Diego Transit Corporation. The City of San Diego purchased SDTC in 1967 and subsequently transferred ownership to the Metropolitan Transit Development Board (MTDB) in 1985. Based on this historical information and background, it is quite apparent that SDTC bus operations and related facilities can be classified as mature with significant infrastructure issues and capital needs in order to sustain operations.

### **MTS CONTRACT SERVICES**

While MTS Contract Services are not nearly as mature as SDTC facilities, there are similar capital needs and issues that involve maintenance and renewal of infrastructure elements that support operations. In addition to SDTC and MTS Contract Services, two primary subsidiary organizations, Chula Vista Transit (CVT) and National City Transit (NCT) are included in the MTS family of regional operators.

Although not widely recognized, the privately contracted service infrastructure is very similar to the directly operated service infrastructure's funding needs. The predominant business model is to privately contract the operation of transit service while maintaining the ownership of both the operating assets and the facilities. Operating under this structure has produced operating cost savings, while at the same time allowing greater control over service quality.

Contract Services operates a fleet of vehicles in a combination of MTS and contractor-owned facilities. Over the past 15 years, an effort to expand the MTS owned facilities in order to reduce overall operating costs has been undertaken. As a result, the South Bay facility (Chula Vista) and the East County Facility (El Cajon) have incrementally expanded in order to accommodate more vehicles.

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The South Bay facility operates on 4 acres of land which has been partially adapted for transit use. Although MTS has had a presence at this location for over 15 years, the contractor still operates without traditional bus washes and uses a sprayer to keep the vehicles clean. As the facility has been in operation on an incremental basis, a need for infrastructure rehabilitation and development has surfaced. Funding for the acquisition of an additional acre of land and improvements to this facility is currently being sought.

In East County the maintenance facility has been developed in a similar incremental fashion by purchasing adjoining parcels, totaling 5.2 acres. A small portion of this land has been adapted for transit use. Funding is currently being sought for additional improvements.

The outstanding funding needs for completion of both of the above facility projects is \$13.5 million.

The Contracted Service Fleet consists of a variety of large and small vehicles; 187 large buses and 161 smaller vehicles. The large buses have an average age of 7.5 years as compared to the useful life of 12 years. The smaller vehicles have an average age of 4.8 years as compared with the useful life of 5 to 8 years, depending on vehicle type. The most significant challenge we are approaching is that 119 of the 120 vehicles used to operate on the ADA Access/Suburban services will have exceeded their useful life by 2006. The process has begun to replace a portion of these vehicles, however a funding gap of \$6 million still exists.

A funding need also exists for replacing mid-sized and contractor-owned vehicles used to operate service on the I-15 corridor. Currently these services operate with a combination of 13 MTS-owned mid-size vehicles that have exceeded their useful life of 8 years along with over-the-road coaches which are owned by a contracted private company. The estimated fiscal impact of replacing only the MTS vehicles is estimated to exceed \$350,000 per vehicle depending on vehicle type.

#### **SUMMARY OF CURRENT SDTC/MTS CONTRACT SERVICES STATUS**

- The 86,300 sq. ft. Imperial Avenue Division (IAD) facility was built in 1972 and is 33 years old.
- The 51,166 sq. ft. Kearny Mesa Division (KMD) facility was built in 1989 and is 16 years old.
- The 50,000 sq. ft. Richard A. Murphy (RAM) Maintenance facility is the newest of the maintenance facilities and was completed in 2000 and is five years old.

- 
- MTS Contract Services currently operates out of two maintenance facilities; South Bay and East County.
  - SDTC has a fleet consisting of 275 buses operating on 29 routes. These buses range in age from 4 – 14 years, averaging 8.4 years old.
  - MTS contract services currently has a fleet of 392 buses operating on 65 routes with vehicles that range in age from 4 – 12 years old; averaging 6.3 years old.
  - Chula Vista Transit operates 35 buses on 11 fixed routes and with vehicles ranging in age from 4 – 15 years old; averaging 7.1 years old.
  - National City Transit operates 16 buses on three fixed routes with vehicles that are four years old.

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## ***AGING INFRASTRUCTURE AFFECTS ON RAIL SYSTEMS***

The general representation of infrastructure elements consist of a wide variety of categories and is the underlying foundation or basic framework of a system including buildings, structures, and equipment required to support an activity or operation.

Since infrastructure represents the basic framework of a system or operations, and core elements essential for continued operation, any level of deterioration by virtue of age or performance generates a wide range of potential negative impacts. An aging infrastructure has the potential of affecting LRT operations in the following ways:

- Adversely impact system safety.
- Increase maintenance frequency and level of effort.
- Increased need for staffing and support equipment.
- Increased need for operating, maintenance and capital funds.
- System failures, adversely impacting service performance and reliability.
- Compromise regulatory compliance (FRA, FTA, CPUC, CHP, etc.).

## **LRT SYSTEM MAP**

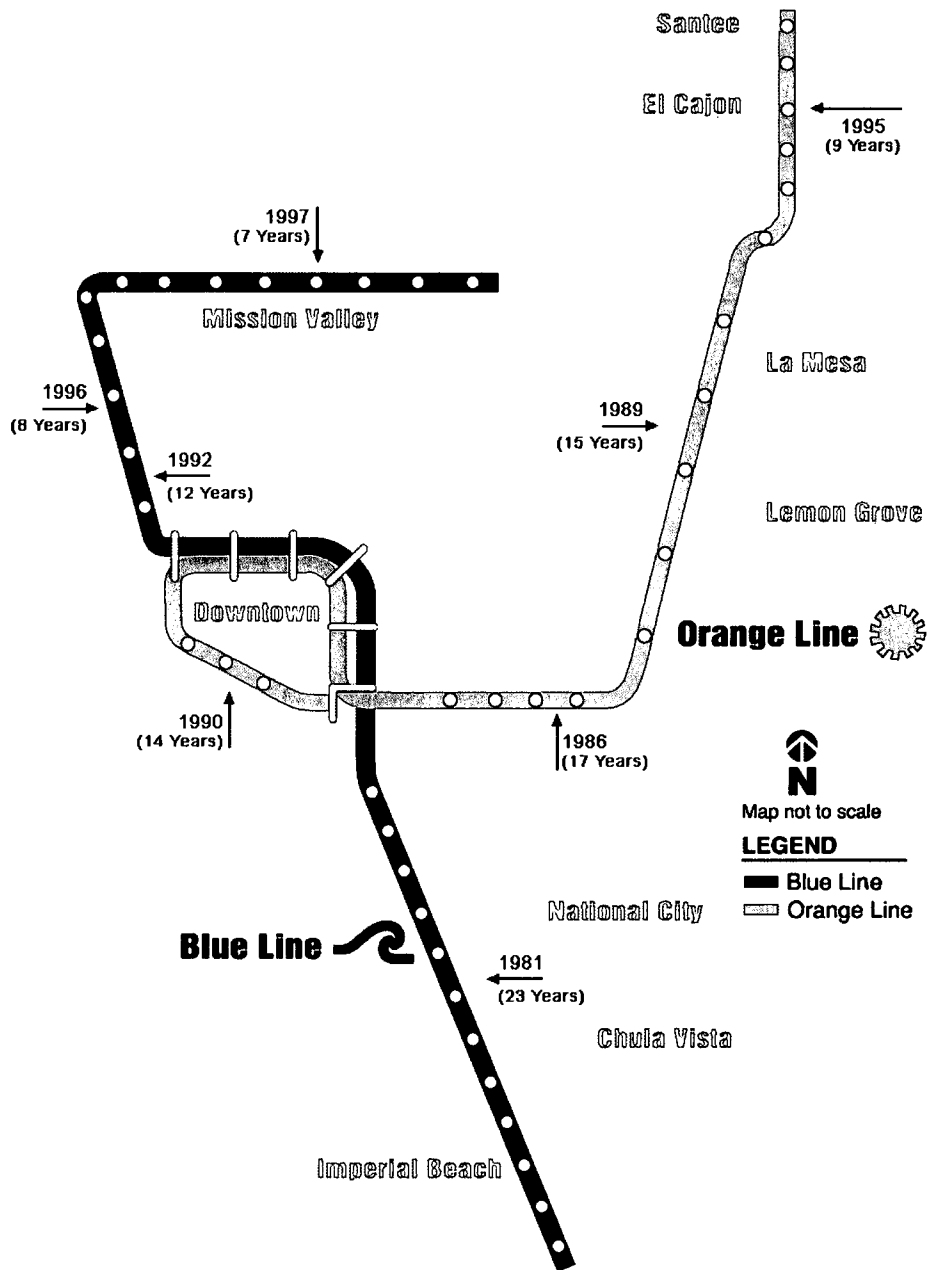


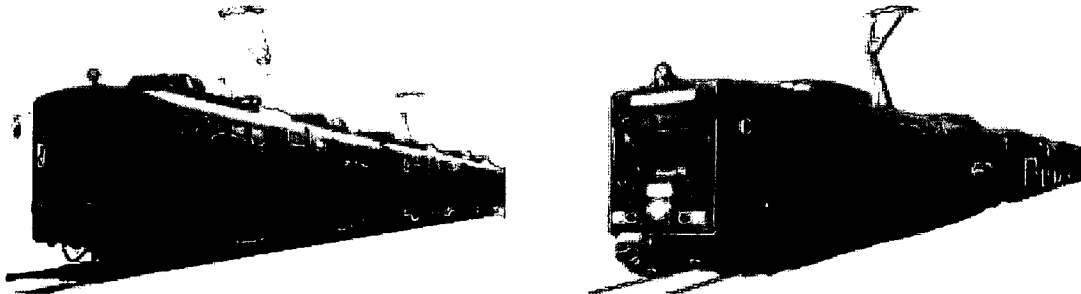
Figure 1: The oldest line segment on the SDTI system is 23 years old; the most recent expansion is seven years old.

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## ***RAIL INFRASTRUCTURE CATEGORIES***

### **LIGHT RAIL VEHICLES**

SDTI currently has a fleet of 123 LRVs with 71 older U2s ranging in age from 15 to 25 years and 52 SD-100s, which are ten years old (Figure 3). Both vehicle categories require substantial levels of maintenance effort based on their age (U2s) or by virtue of newer technology, which requires a more intense level of effort (SD-100s). The older LRVs have all exceeded one million miles; however, certain major maintenance efforts were delayed due to capital or operating fund limitations. This issue involves



*Figure 2: The U2 vehicle (left) was procured in five installments from 1980-1989, for a total of 71 vehicles. The SD-100 LRV (right) was procured in a single order of 52 vehicles from 1994-1995.*

significant mid-life rehabilitation of most, if not all, car-borne components. The SD-100 LRVs use a more sophisticated level of technology in most component areas, and this requires increased levels of maintenance effort, especially in the brake-component area. Aside from staffing issues, as previously addressed with the Board during the FY 04 budget preparation, funding to cover contract services or procurement of significant component parts could easily exceed \$500,000 each fiscal year for the next decade; this is in addition to funding for standard or preventive maintenance efforts. Some of these areas have been identified as part of the Capital Improvement Program (CIP) funding process. The highest mileage LRV has 1,600,000 miles while the lowest has 1,000,000. The average vehicle mileage is 1,200,000 at this writing.

With the oldest of the LRVs being 25 years of age, and exceeding half of their anticipated useful life (40 years), it is essential to initiate substantial coupler-to-coupler major component rehabilitation. While

preventive and corrective maintenance efforts have been performed at appropriate intervals, the necessary substantial funding and personnel to support major overhaul efforts has not been available. Due to the considerable car miles of each LRV, the actual car years (as measured by mileage), far exceeds their current age and therefore justifies an aggressive rehabilitation program.

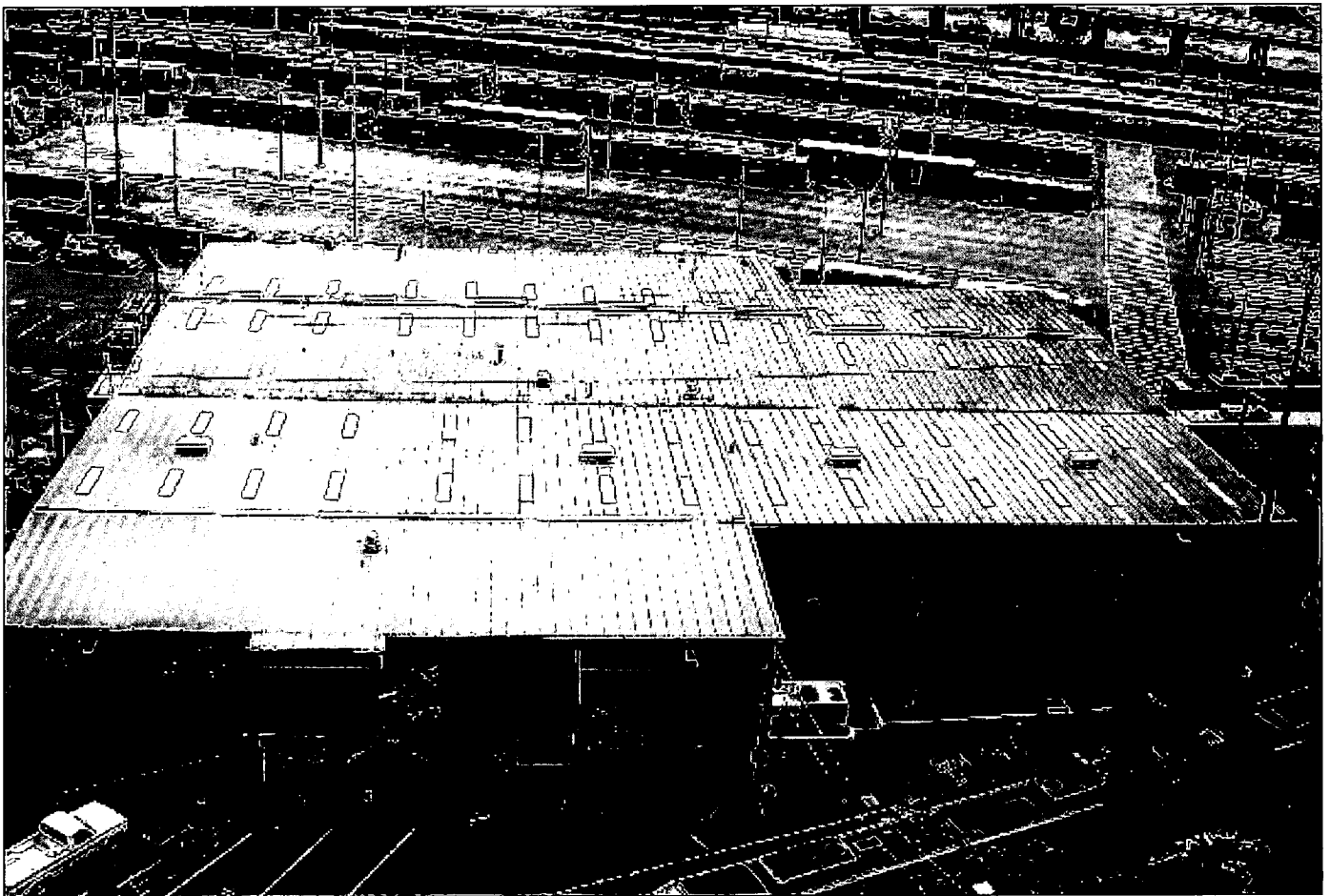
An alternative to this is to initiate procurement of 71 new low-floor LRVs according to a timetable and delivery consistent with replacement of the oldest of the U2 cars and then as the newer U2s reach replacement age. While this approach saves the estimated cost of a coupler-to-coupler rehabilitation, estimated to cost \$750,000 per car, it will require increased cost in the range of \$3.7 to \$4.0 million per year for five years. The rehabilitation cost for the entire U2 fleet would be in the range of \$28 - \$30 million overall, while replacing the entire fleet would cost approximately \$284 million or more. In order to generate a comprehensive rehabilitation program, the process should be outsourced so as not to interfere with regular programmed maintenance.

Vehicles Procured	Year Procured	Vehicle Type
24 LRVs	1980	U2
6 LRVs	1985	U2
19 LRVs	1989	U2
22 LRVs	1990	U2
52 LRVs	1995	SD-100
Total Fleet = 123 LRVs		

*Figure 3: LRV Fleet Procurement History*

## **FACILITY BUILDINGS AND MISCELLANEOUS STRUCTURES**

SDTI has four primary buildings at Imperial/Commercial Avenue. Some buildings are 25 years old (Figure 4) while others are somewhat newer. Building B (Figure 5) and Building C (Figure 6) were remodeled from existing warehouses functioning in business that were unrelated to LRT services. Their age exceeds 50 years. Although difficult to estimate without the benefit of a professional assessment, each building will likely need significant structural and support system improvements such as new roofing, electrical services, heating, ventilation, air-conditioning (HVAC) systems, or structural elements. It is difficult to place an accurate estimate on funding necessary to maintain these buildings given their age, but staff estimates it would be more than \$100,000 for several consecutive fiscal years.

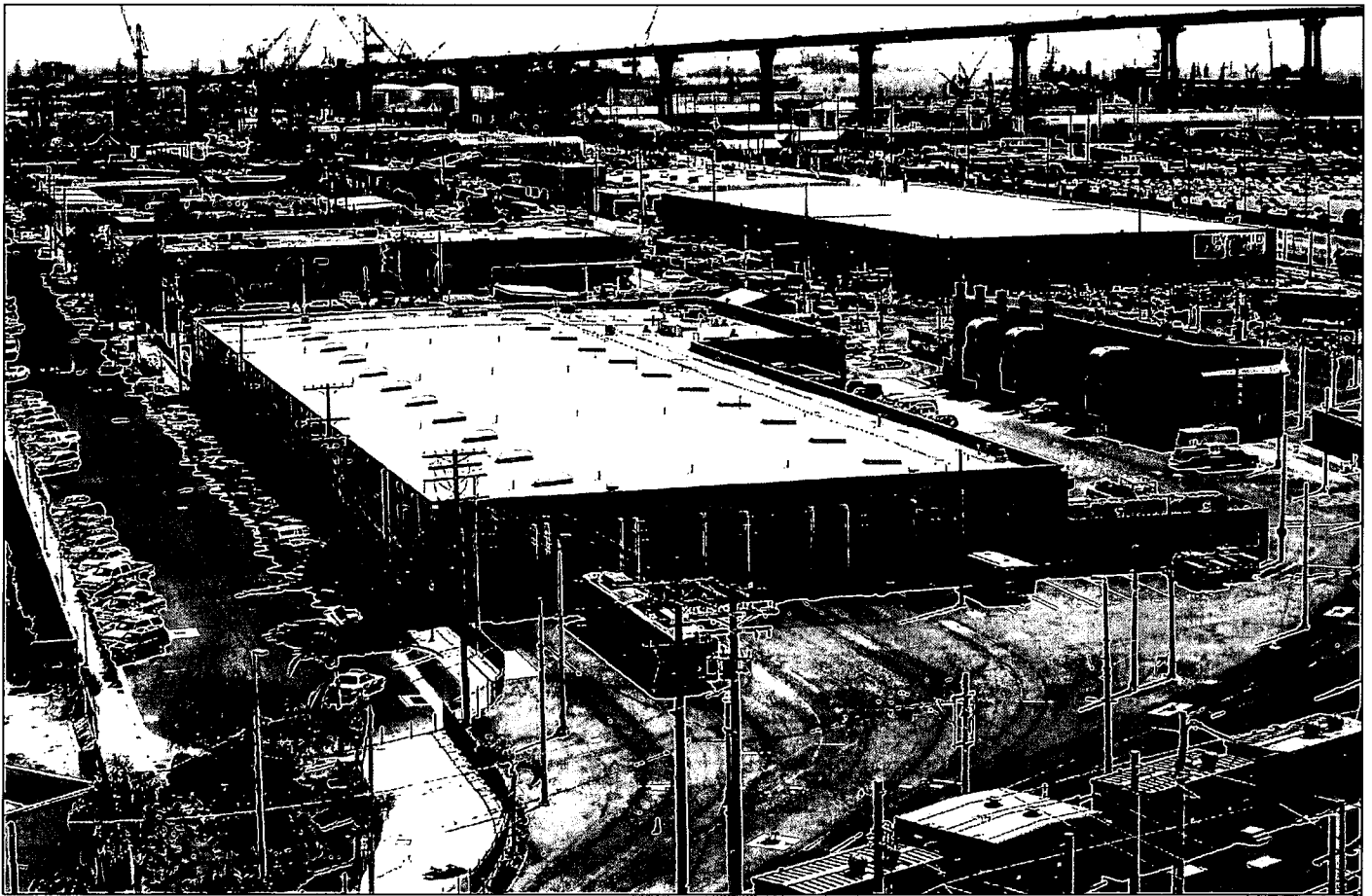


*Figure 4: Building A was part of the original LRT plan in 1980. The second (lower portion) was added in 1986. Both structures are “butler buildings”, by construction type and are in need of significant rehabilitation.*





*Figure 5: Building B (Facilities, Revenue, and Stores Departments) was purchased for expanded storeroom use and revenue processing in 1990. The structure is over 50 years old and the existing building systems, electrical systems, and general facilities remained in an unimproved condition when converted by SDTI.*



*Figure 6: Building C (Main LRV Maintenance facility) is a converted warehouse (previously owned by Krugen Auto Parts) and was placed in service in 1995.*

### **STATIONS (SHELTERS AND BUILDINGS)**

Many of the transit stations, especially in South Bay, have shelters that are 25 years old. Still others (Orange Line) have shelters that are 17 years old. While existing programs have involved light maintenance and spot restoration, many of the structures require significantly increased funding in order to address structure or component/facility deterioration. Some funds for shelter restoration have been identified in the past, and were partially funded; however increased competition for projects has resulted in failure of this category to rise above the funding line. In order to address this issue, a minimum of \$250,000 would be necessary for at least five consecutive years. Many shelter roof structures are in need of replacement (Figure 7), while other shelters require more significant rehabilitation due to termite

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infestation or other structural issues. Further, two of the larger station center structures (El Cajon and Old Town) require significant rehabilitation and/or refurbishment at an estimated cost of \$250,000 - \$350,000 each.



*Figure 7: Euclid Avenue Roof*



Figure 8: El Cajon Transit Center



Figure 9: El Cajon Transit Center

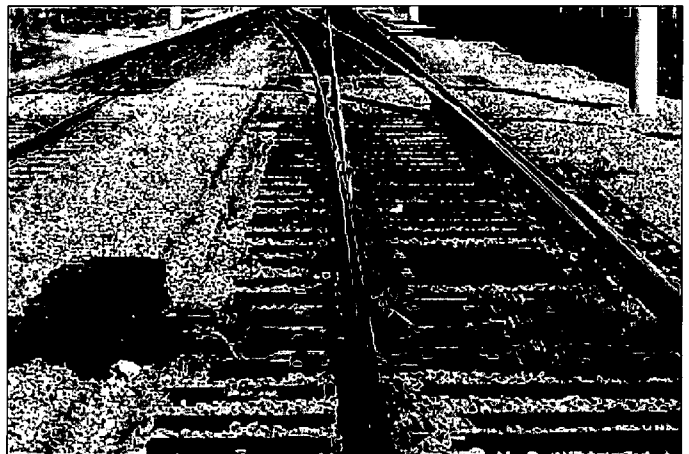
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## **COMMUNICATIONS EQUIPMENT**

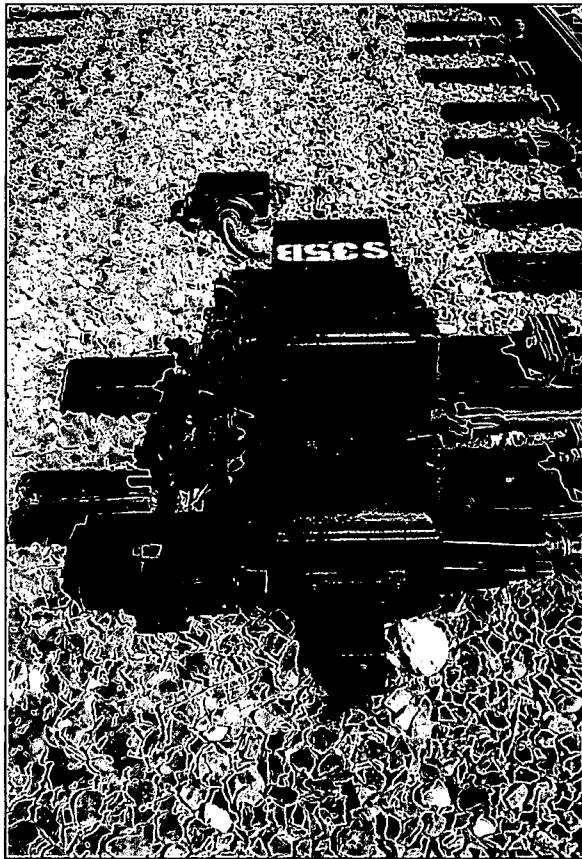
The existing primary communications system is a 23 plus year-old VHP, two-way radio network. This includes five to six primary receiver/repeater locations and main transmitting sites, hundreds of portable two-way radios, and approximately 350 fixed mobile units mounted in LRVs, field patrol, and maintenance vehicles. While some newer portable units were purchased for line extensions and major events like Super Bowl XXXVII, the backbone of the system has not been upgraded. The maximum useful life of this communications equipment was seven to eight years. Audio recording equipment for two-way communications and telephone systems requires replacement in Central Control. Replacement of all communications inventory would require a capital project exceeding \$2 million. The total cost, given the higher level of technology desired, would range from \$5 - \$7 million. These estimates do not include any replacement or maintenance efforts that generated from closed-circuit television (CCTV) equipment.

## **SIGNAL/SWITCH EQUIPMENT**

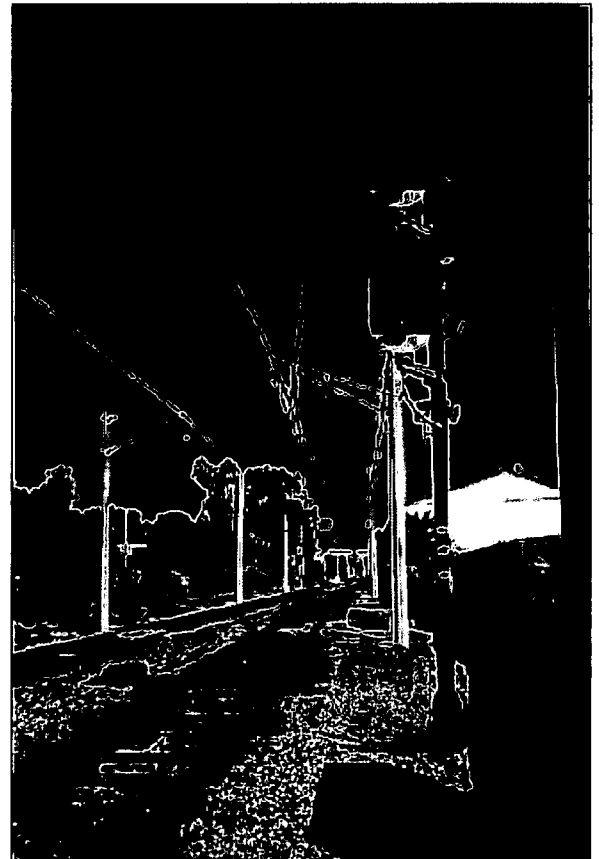
SDTI currently has hundreds of wayside signals/indicators and crossover switches. While this equipment is of heavy-duty railroad quality, it does require increased maintenance efforts as the components age. In the case of powered switches after a period of 20 years, they require removal/rehabilitation or replacement. With each single crossing having two switches, the cost to replace older switches amounts to \$50,000 for the mechanisms only. Given the total number of powered switches in the system, the capital budget needs to allocate \$200,000 annually for no less than five years.



*Figure 10: Track*



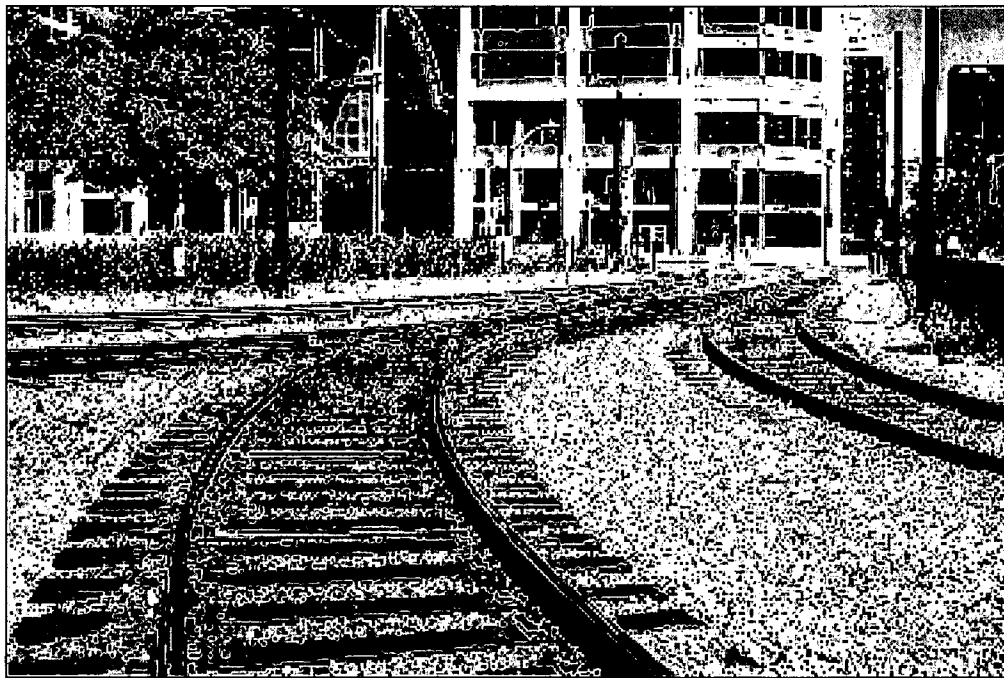
*Figure 11: Track Switch*



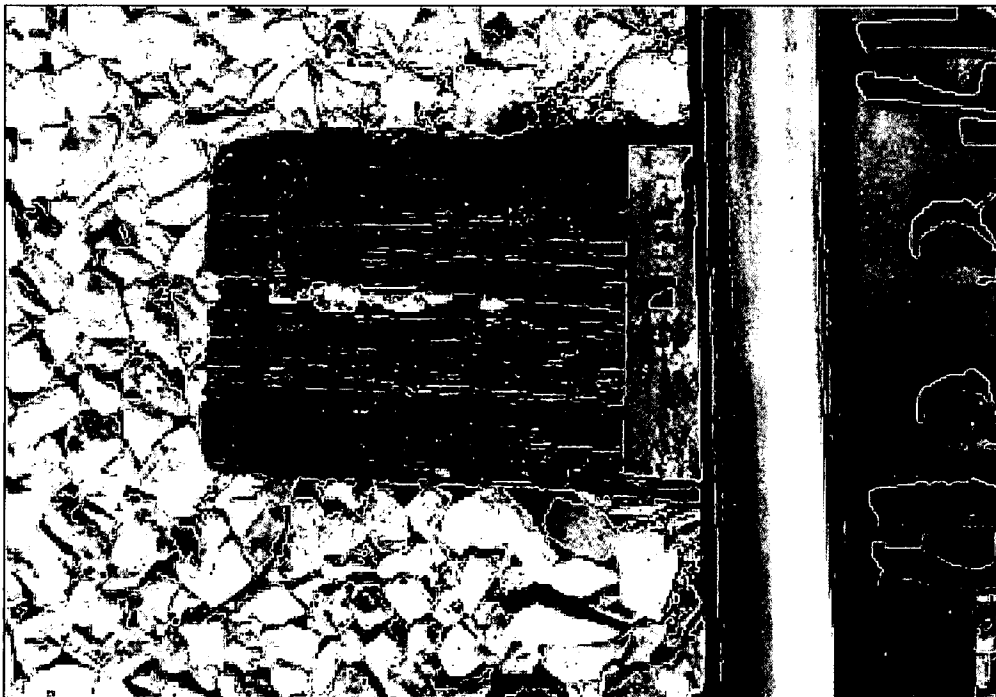
*Figure 12: Signal Equipment*

### **MISCELLANEOUS TRACK**

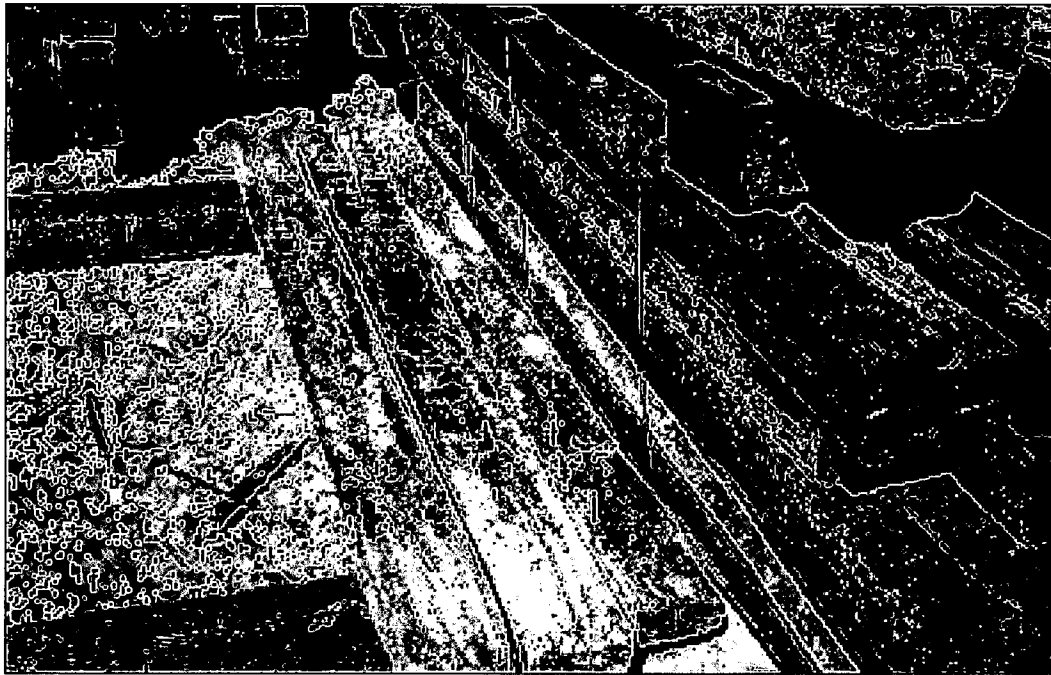
Approximately every three years, the operating tracks (rails) require grinding and re-profiling. An outside contractor that utilizes a highly specialized piece of on-track rail equipment performs this essential periodic maintenance effort. The purpose of periodic rail grinding and profiling is to eliminate any railhead surface irregularities, corrugations, or any evidence of minor cracks. The re-profiling also contours the railhead surface to the optimum configuration and corrects for rail wear and other general irregularities. By performing this periodically, the ride quality improves, noise is reduced, and less lateral motion is felt as the train operates along the track. This process also reduces the likelihood of railhead cracks and other deficiencies. This should be performed every three years; however, due to funding shortfalls and the expense, it usually remains unfunded. Cost to grind the entire system is approximately \$400,000.



*Figure 13: Worn Curve*



*Figure 14: Cracked Tie*

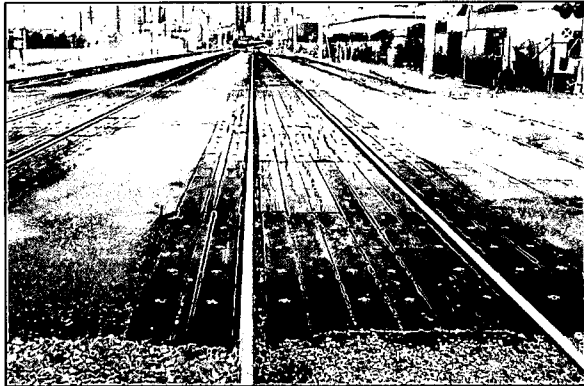


*Figure 15: Old Ties Removed*

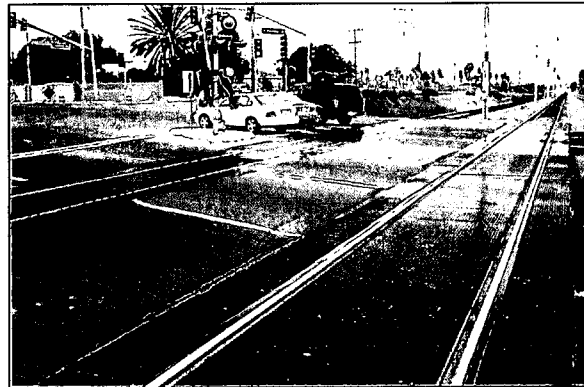
### **GRADE CROSSING TRACKWAY IMPROVEMENTS**

SDTI has 83 grade crossings on the system. Many of the older crossings that were not rehabilitated as part of the initial system opening in 1981 require complete removal and resurfacing. The issues requiring attention involve crossing locations that are over 50 years old, pavement and asphalt that is eroded, presence of old crossing timbers instead of rubber or other smooth surfaces and, in isolated cases, older light duty rail that is not consistent with newer standards. On the south portion of the Blue Line, six crossings were done as part of a multi-year phased CIP. Each double-track crossing costs approximately \$350,000 to complete. Given the status of many of these crossings, it would be appropriate to allocate a minimum of \$700,000 per year for at least four years.





*Figure 16: Crossing Requiring Rehabilitation*

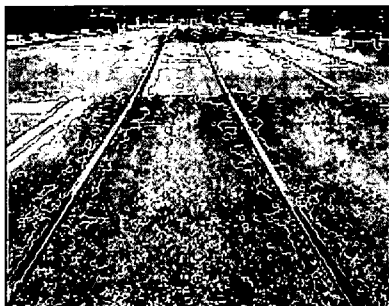


*Figure 17: Rehabilitated Crossing*

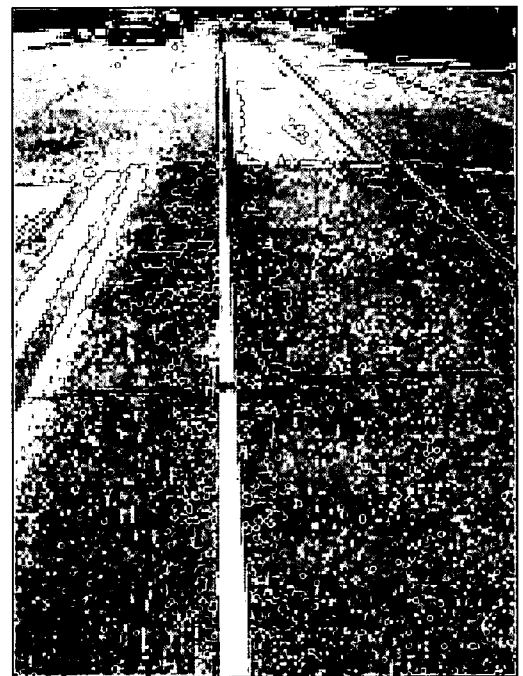
## **PAVED TRACKWAY IMPROVEMENTS**

During the initial development, due to limited available funds, it was necessary to apply asphalt pavement around all in-street tracks and in stations where tracks are connected to station shelters. Due to the dynamic nature of the track structure (vertical, longitudinal, and lateral) and the porous nature of asphalt, numerous locations in the downtown area, along Commercial Street, and stations in the South Bay have significant heaving of asphalt along the rails. Our effort to mitigate this problem has, to date, involved shaving off the irregular asphalt to create a smoother surface. The long-term

effect of this action results in significant erosion with an unsightly/irregular appearance. In many cases, the resultant increased space between the



*Figure 19: Heaving Asphalt*



*Figure 18: Heaving Asphalt*

effect of this action results in significant erosion with an unsightly/irregular appearance. In many cases, the resultant increased space between the railhead and adjacent surface creates a hardship for wheelchair movement across the tracks and potential tripping hazard for others. Several locations have been upgraded with concrete (Iris Avenue and Tenth/Eleventh Avenues and C Street). Additionally, several newer

stations where concrete has been used (Iris Avenue, Palomar, and Beyer Blvd.) require complete renewal due to sub-grade deficiencies as this effort was minimal and significant surface cracking is present and raised sections have appeared. Given the total number of locations where this condition exists, it would be appropriate to allocate \$350,000- \$500,000 each fiscal year per location.

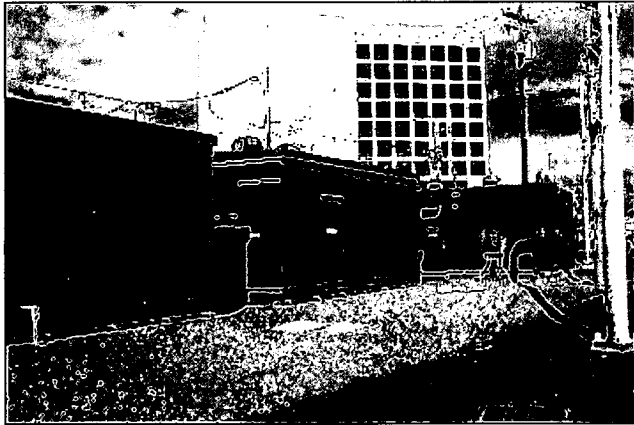
### **TRACTION POWER SUBSTATIONS**

Traction Power Substations (TPSS) are small wayside electrical power distribution facilities that transition high-voltage (13 KV) AC power from the primary regional power source (SDG&E) to high-voltage DC power for train operation. They also provide low-voltage AC power to certain wayside functions, e.g., signals, grade crossing equipment, and station lighting. SDTI has 45 TPSS facilities and this number will soon increase by six with the opening of MVE. The electrical/electronic components are housed in small steel structures located approximately one mile apart along the wayside. They contain very specialized high- and low-voltage feeder cable connections, transformers, breakers, contactors, control and protective relays and other protective features.

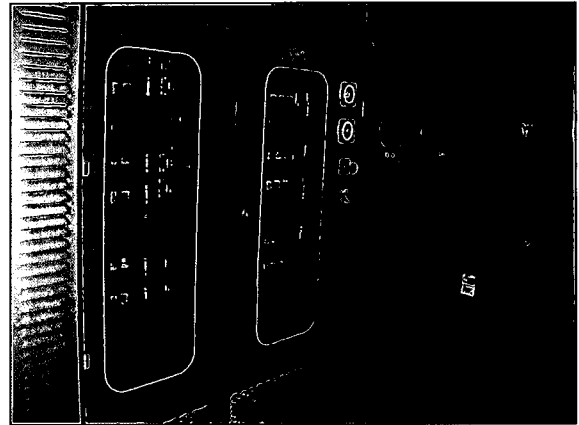
The overall circuitry and hardware components are heavy duty and substantial but do require rehabilitation after extended periods of continuous operation. This work usually involves contractor involvement and removal, rebuilding, and replacement of major components. The full replacement value of a TPSS is approximately \$750,000 - \$1,000,000 depending on the feeder size as measured in megawatts.



*Figure 20: Substation Interior*



*Figure 21: Traction Power Substations*



*Figure 22: Substation Interior*

While TPSS facilities receive regular periodic maintenance, after the extended period they have been in operation, a thorough rehabilitation is warranted. With the oldest of these units being 24 plus years old, a regular program to address the rehabilitation of the TPSS facilities is warranted. It is estimated that each TPSS location would require approximately \$100,000 - \$150,000 to rebuild and replace worn components. Given the number of units involved, this program would require approximately \$5 million to complete (see Figures 20, 21, and 22).

### **CONTACT WIRE REPLACEMENT**

The older portion of the Blue Line (South Bay) has the original contact wire, which is a thinner gauge than the newer sections of the system. The newer wire is 350 mm and lasts substantially longer. SDTI staff conducts annual measurement of the wire, and according to the most recent measurement, thickness varies from 10.5 mm - 11.5 mm. In addition, there are numerous locations known as "hard spots" (locations where the wire is connected to support clips) where thickness has reached minimum acceptable limits. In these locations, immediate repairs are made and short sections of wire are installed. Contact wire in the range of 7.9 mm to 8.7 mm requires immediate replacement and should not be used for regular service. Approximately 30 miles of wire is worn to a point where replacement will be necessary in the next several years. Staff recommends developing a schedule that allows for a multi-year/multi-phase project for replacement wire prior to the actual thickness reaching minimum levels. SDTI has allocated \$310,000 in the FY 05 capital budget for design elements for catenary wire replacement. According to rough estimates,

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it will cost approximately \$400,000+ per mile to replace a single wire, or \$12 million to replace contact wire on the South Bay portion of the Blue Line. Moreover, when completed, issues related to replacement of the Orange Line contact wire will require addressing (Figures 23 and 24).



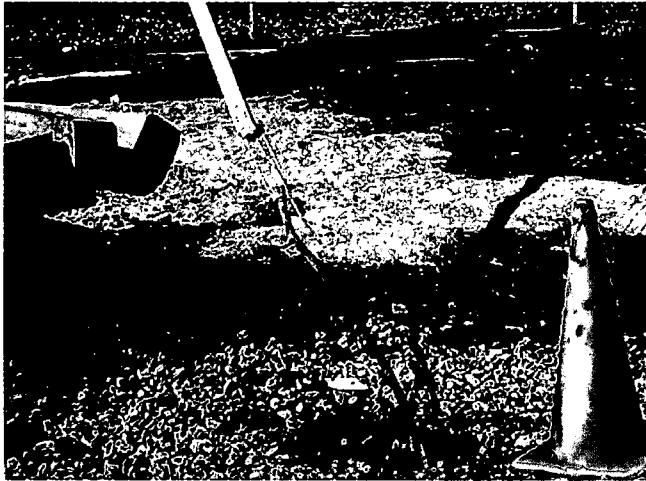
*Figure 23: Contact Wire*



*Figure 24: Worn Contact Wire*

### **DOWN GUY WIRES**

Over the last several years, SDTI has experienced several occurrences where catenary pole down-guy wire anchors have broken due to sub grade corrosion. This condition was not observable due to the anchors being placed below the ground surface. These events have resulted in service disruptions and significant overhead wire repair/replacement. MTS' General Engineering Consultant (GEC) has created a plan to correct this condition over the next several years. Each location costs an estimated \$10,000 and there are hundreds of wire failures due to corrosion. The cross-span wire assemblies support contact and messenger wires over both tracks and connect to adjacent poles. The hardware utilizes porcelain insulators to isolate sections of the wire from adjacent sections for safety. Given the dynamic nature of this wire assembly and proximity to the salt air, connecting wires have corroded in some locations. According to professional contractors, we have determined that the useful life of such wire connectors, in our climate, is in the range of 20-25 years. Of the 57 locations that were identified for replacement, 19 have been done utilizing portions of funds from existing capital projects of a related nature. Remaining locations will be scheduled in the next several capital budget cycles in the range of \$250,000 annually (Figure 25).



*Figure 25: Down Guy Wire*

### **BALANCE WEIGHT ASSEMBLIES**

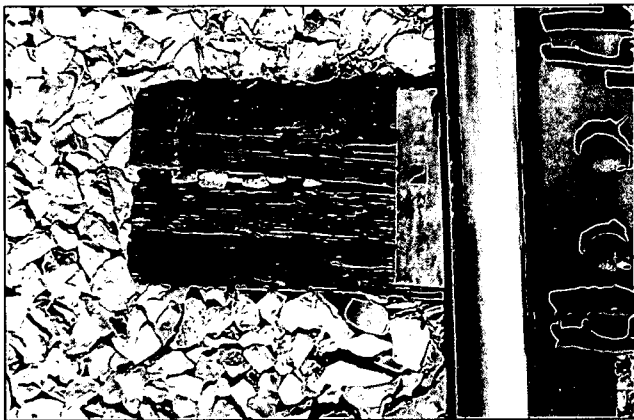
The balance weight assemblies represent a short section of connecting wires in the catenary wire system which attach counterweights to the messenger and contact wire through a pulley assembly. Counterweight assembly is dynamic, in that there is constant movement to maintain proper tension. SDTI has experienced two failures within the past 12 months due to salt air corrosion, each resulting in substantial service interruptions. Because the level of repair effort does not require contractor support, we have initiated an internal program to replace the wire connections. While this project does not require a substantial outlay of capital funds, nor does it require contractor support, it does require considerable additional funding in the wayside maintenance budget as approximately 67 locations must be done. Material associated with this effort amounts to approximately \$150,000 (Figure 26).



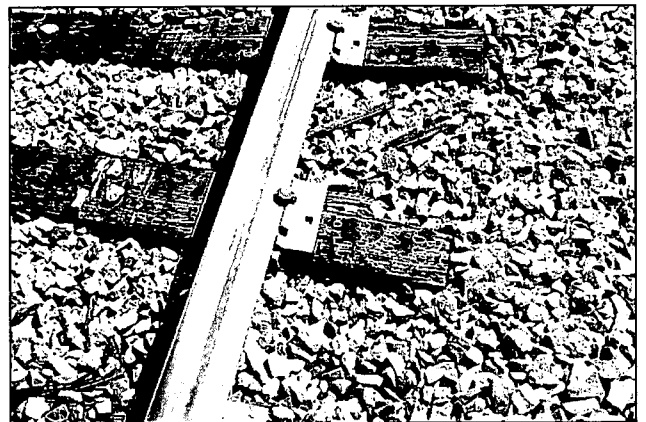
*Figure 26: Balance Weight Assembly*

## **RAILROAD CROSS TIE REPLACEMENT**

Railroad ties last for approximately 50 years, depending on the climate, and then require replacement. Ties on the vast majority of the older portion of the Blue Line (South Bay) were not replaced when the line originally opened in 1981. On the South Bay portion of the Blue Line, there are over 75,000 ties currently in place. The SDTI Track Crew has removed dated spike nails when individual ties have been replaced that date back to 1927. These are the older ties and the majority date back to the 1940s. Given the age of the ties (older than 60 years), a more aggressive program (capital project) should be initiated over several years. The projected estimate for this work is approximately \$260,000 per track mile or \$8.3 million for the entire South Bay section of the Blue Line (Figures 27 and 28).



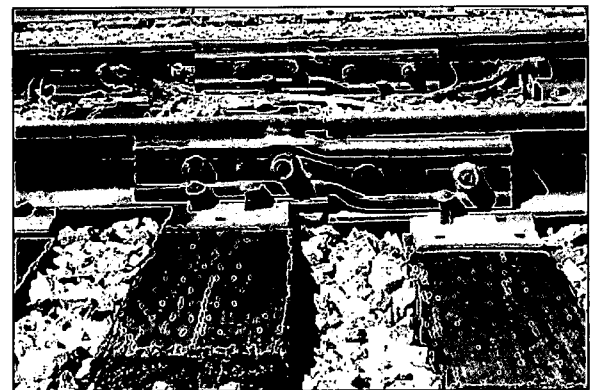
*Figure 27: Cross Ties and Rail*



*Figure 28: Cross Ties and Rail*

## **RAIL REPLACEMENT (90 LB.)**

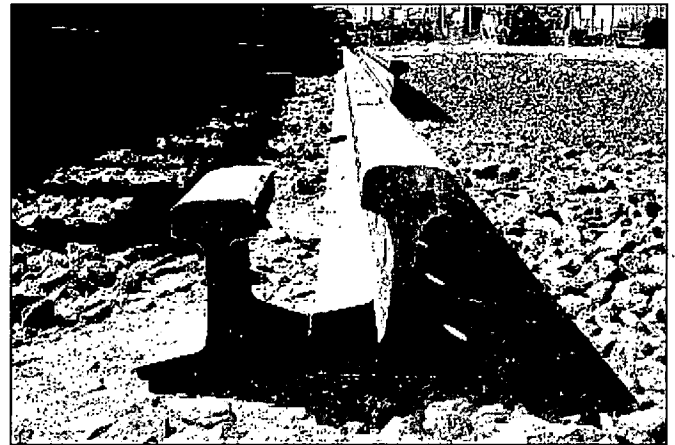
There are two primary categories related to this issue. The first involves replacement of portions of the South Bay line that still have 90 lb. rail in place. Not all running rail was replaced when the initial segment of the South Line was completed in 1981. Many locations were retained, as the overall condition of ties and rail was acceptable for LRT service. Rail of this weight (90 lbs. every three feet) is among the lightest rail used with the exception of 75. lb. rail typically used in yard areas. While the rail is not worn



*Figure 29: Compromised Joint – 90 lb. rail to 115 lb. rail*

to the point where it requires replacement at this time, retaining the lighter rail has an adverse impact on crossover switch parts inventory, requires specialized compromise joints for rail-to-rail connections, and prevents the effective use of concrete ties when tie replacement is undertaken. Replacing double-track running rails for the 12-mile distance with heavier rail will likely require a multi-year/multi-phase capital project in the magnitude of \$4 million.

The second issue related to rail status involves a number of locations on the system where rail is wearing at an accelerated rate due to extreme curves. We have recently replaced rail at America Plaza, City College, and San Ysidro. There are several other locations where rail is nearing the point where replacement will be necessary on both the Blue and Orange Lines. Locations such as curves west of Spring Street and the Broadway Wye are two that will require rail replacement based on current wear patterns. The need for replacement has been accelerated due to the tight radius of the curved track involved. Projects of this nature involve specialty rail and precise curvature resulting in per project costs in the range of \$1 - \$3 million each.



*Figure 30: 115 lb. vs. 90 lb. rail*

### **MISCELLANEOUS HEAVY-DUTY SHOP AND WAYSIDE EQUIPMENT**

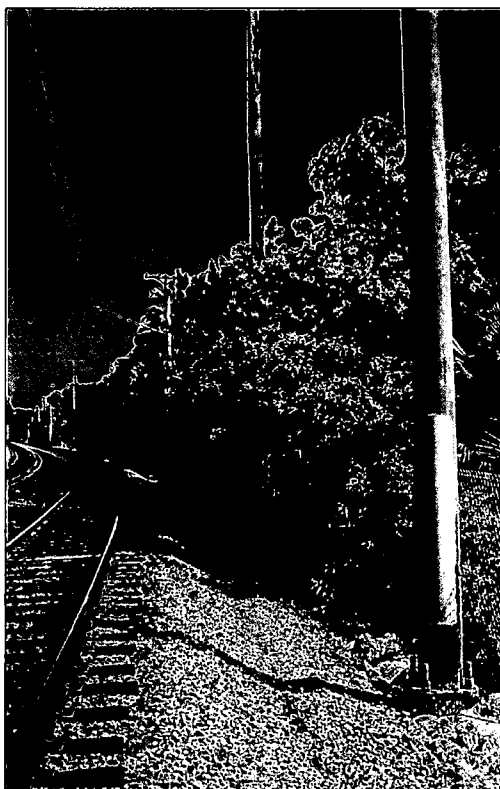
San Diego Trolley has a significant investment in major specialized equipment. Given the age of this equipment, significant rehabilitation or replacement must be considered, including the following:

- Wheel truing machine: \$ 2,000,000
- Tie tamper: \$ 750,000
- Ballast regulator: \$ 300,000
- Catenary inspection/work platform vehicle: \$ 250,000

- Crane: \$ 250,000
- Axle Press Rehabilitation, Total: \$85,000
- Tire Press Rehabilitation, Total: \$ 50,000
- Miscellaneous Shop Equipment (tire press, lathe, axle press): \$ 175,000
- Total: \$ 3,860,000

### **RIGHT-OF-WAY LANDSCAPING AND VEGETATION**

Although not part of traditional equipment or system components, aging infrastructure in the form of maturing wayside vegetation creates a variety of challenges. In this category, wayside vegetation is overgrown in many areas and trees (especially eucalyptus) are very mature causing a threat of being uprooted during heavy rains or other extreme weather (Santa Ana winds). This category alone requires a



*Figure 31: Wayside Vegetation*



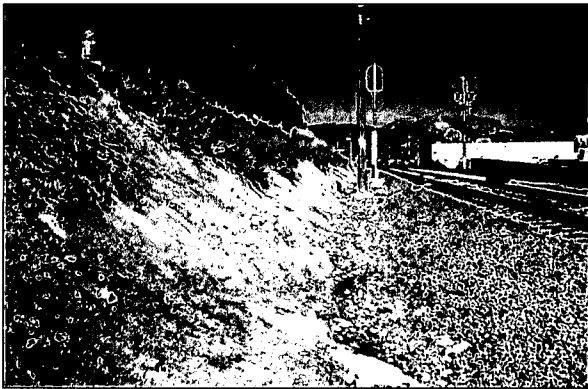
*Figure 32: Overgrown Trees Interfere with Catenary Wires*



combination of increased maintenance effort, larger workforce or significant outsourcing, and specialized equipment. With the total track miles nearing 100, this issue is becoming increasingly important in the budgeting and capital project process. Costs associated are estimated at \$300,000

### **EROSION CONTROL/SLOPE STABILIZATION/WAYSIDE DRAINAGE**

Since the inception of service, there have been recurring incidents involving disruptions to service associated with trackway erosion and flooding; these usually involve slope erosion where vegetation is



*Figure 33: Lack of Erosion Control*



*Figure 34: Erosion*

lacking or substantial drainage capability has not been provided. Since the LRT alignment for virtually its entire length (except for portions of elevated structure) rests on raised fill alignment or at grade, numerous locations contain a variety of conditions that contribute to these events. These include significant slopes without stabilizing walls or other features to prevent erosion of soil, poor or inadequate drainage, or lack of proper storm weather run-off culverts and connections to high-volume outlets. Over the course of 24 years, some efforts have been undertaken to identify locations and correct the problem using federal capital grant funds. While this has made some positive impact on the condition, unfortunately most of the submitted projects in this category never move above the funding line. Due to the substantial nature of work needed in this area, it is estimated that approximately \$5 – 7 million would be required, spread over a period of several years.

### **REVENUE COUNTING/SORTING/PROCESSING EQUIPMENT**

SDTI collects, sorts, and processes its own revenue from field ticket vending machines daily. Additional

revenue is collected and processed from special event manual ticket sales kiosks. In order to carry out this function, specialized equipment is used in a high security revenue processing facility. While heavy-duty in nature, this equipment has an effective life span of 5 - 7 years before replacement is necessary. Cost associated with this equipment is approximately \$100,000.

## **ELEVATORS**

Currently two stations on the Mission Valley West segment have elevators (Fashion Valley Transit Center and Qualcomm Stadium stations). Although currently under a separate maintenance agreement that is renewed annually, this only includes the cost of periodic inspections, preventive maintenance, and minor repair parts. The elevators are both heavily utilized and exposed to the elements; therefore, programmed rehabilitation is required when the units are approximately ten years old. Costs associated with such rehabilitation are estimated at \$60,000 - \$75,000.



Figure 35: Elevator at Qualcomm

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## ***BUS INFRASTRUCTURE CATEGORIES***

### **IMPERIAL AVENUE DIVISION FACILITIES**

The Imperial Avenue Division (IAD) structures consist of the Administration Building, Bus Maintenance Building, Service Lanes, and Brake Inspection Pit and Bus Washer. All structures, with the exception of the Bus Maintenance Building and Brake Inspection Pit, are in a state of decline. Repairs and renovations to all structures are scheduled within the next five years and will continue annually thereafter.

### **ADMINISTRATION BUILDING**

Built in 1972, the Administration Building initially served as both the administrative office (2nd Floor), and the bus repair facility (1st Floor). After construction of the Annex in 1986, office space was effectively increased to 87,000 sq. ft.

Considering the years and type of service, the building exterior is in excellent condition. Minor corrosion and some surface oxidation over 33 years indicate the quality of workmanship and materials built into this



*Figure 36: SDTC Administration Building. The cars parked in front of the maintenance bays are out-of-service.*

structure. However, the existing fabric roofing system, HVAC equipment, and bus maintenance bays require considerable repair and renovation. Without immediate attention, this structure will fall into disrepair and more maintenance bays will become storage areas.

An aggressive roof maintenance program is necessary to defer a complete roof replacement (including the removal of the two existing roof layers). Annual roof maintenance estimates range from \$5,000 - \$10,000. Roof system demolition and replacement is estimated at \$315,000 and is not scheduled at this time.

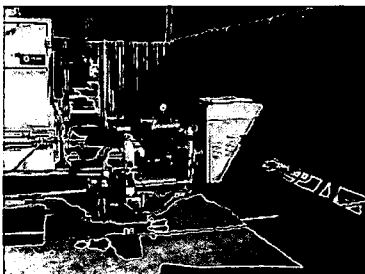
While the building boasts plentiful office space, its mechanical systems are both inefficient (utilizing re-heat boilers for temperature control) and at the end of their expected service lives. The three main HVAC units are 18 years old and all have had a major system failure in the last two years.



*Figure 37: Two Layers of Roof Must Be Removed.*



*Figure 38: Main HVAC Unit*



*Figure 39: Rooftop HVAC Equipment*

The average service life of rooftop HVAC equipment (Figure 38) is 20 - 25 years. Due to coastal exposure and corrosion, it is unlikely that this equipment will be operational beyond 20 years. Operational expenditures on these units will range from \$10,000 - \$15,000 annually until replaced. Direct replacement of these units will cost \$375,000 and is scheduled for fiscal year 2008.

When the Administration building was constructed in 1972, it was difficult to anticipate the type of bus that would be in service 30 years later. It comes as no surprise that only 3 of the 13 maintenance bays in this building are suitable for bus repair. Four of the seven bus hoist units are non-operational with defects ranging from piping leaks to major structural damage. The replacement cost for all hoists is estimated at \$750,000. This work has been deferred until additional renovations can be completed.

Engineering controls preventing this space from being fully utilized include the improperly located engine exhaust extractors and the lack of CNG detection equipment or fire sprinklers. The existing exhaust gas extractor system was built into the floor (Figure 40), while modern buses exhaust upwards. Lacking a CNG detection or fire sprinkler system, CNG buses must be completely purged of fuel before entering the building. An initial estimate to install and upgrade this equipment totaled \$185,000.

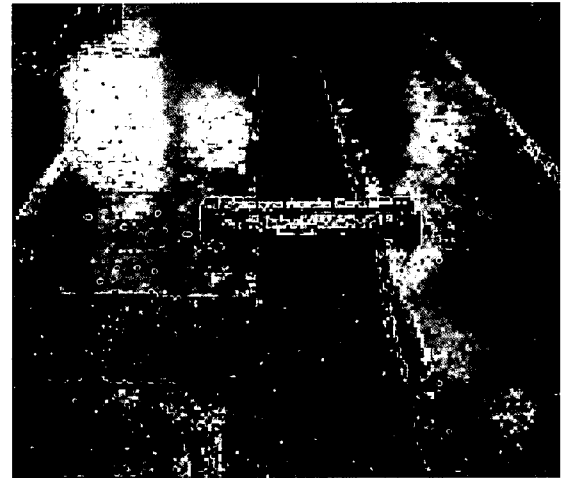


Figure 40: Bus Hoist

To renovate the existing Administration Building in such a way that would allow for the full use of all maintenance bays and assure years of service from the roofing and HVAC systems will be a considerable task with an estimated cost of \$1.6 million. Before major repair, an assessment of the long-term use of this structure is recommended. Renovation and repair options must be weighed against new construction costs. The benefits of new construction include the option to improve bus and vehicle parking, dramatically improve building mechanical system efficiency, and construct dedicated maintenance bays for a bus service life extension program.

### **SERVICE LANES**

The Service Lanes structure is generally well maintained and serviceable. However, its fuel and product distribution system was poorly installed and inadequately maintained. Considerable regulatory fines have prompted the immediate repair of all tanks and underground piping. Figure 42 illustrates a tank sump that abuts the manhole assembly. This construction defect caused sump cracks and constant sump flooding in wet weather.

Figure 43 shows a leaking dispenser containment box; the sensor does not comply with positive shut down requirements established in 2003. Attention to detail and an educated



Figure 41: Exhaust Gas Extractor

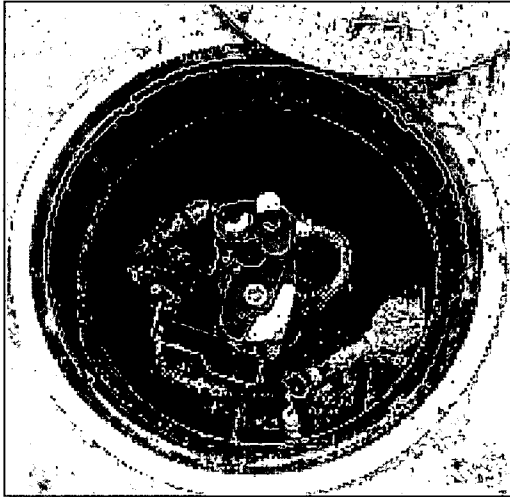


Figure 42: Sump Pump

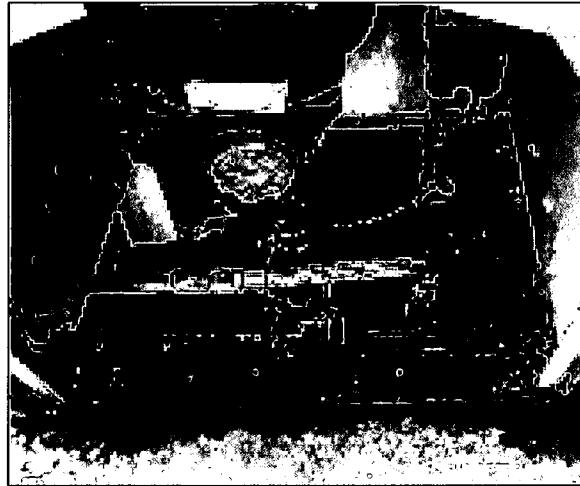


Figure 43: Dispenser Containment Box

construction design team will yield an easier-to-maintain 100% compliant tank system. A third party contractor will conduct all required tank tests throughout the warranty period.

In Figure 44, standing rainwater can be seen in this coolant tank fill box (one of many tank regulatory issues stemming from construction defects). All tanks, dispensers, and piping systems are scheduled for repair in fiscal year 2005. The cost of this project is estimated at \$2.5 million. The current total of fines to be offset with CNG bus purchases exceeds \$3.2 million.

The Service Lanes bus vacuum system (Figure 45) is poorly designed, and compensated with excessively powerful equipment. In each of the three lanes, a 40-horsepower motor propels the 6-foot diameter turbine, literally sucking debris from bus interiors. Unfortunately, the debris is then blown into a trash bin at the end of each service lane where dust and debris exit through a mesh screen floor.

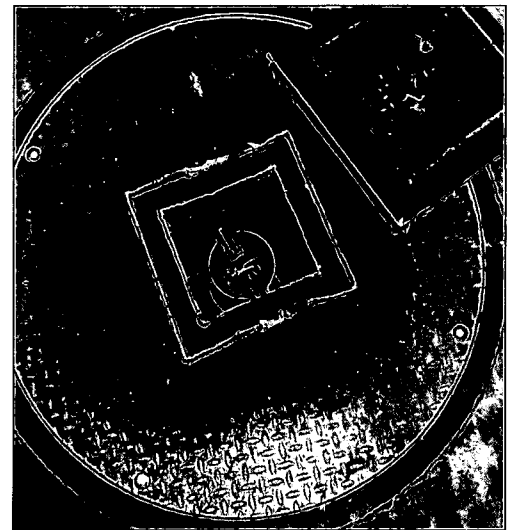
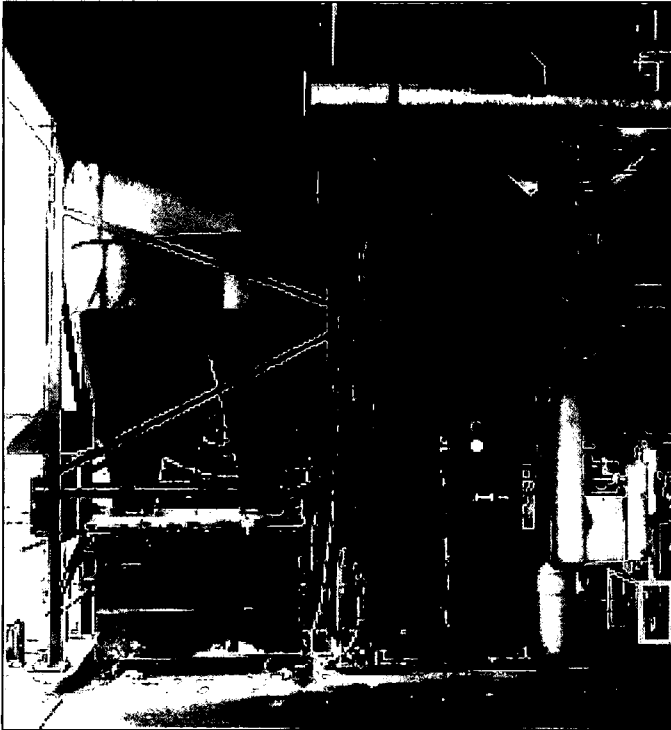


Figure 44: Coolant Tank Fill Box



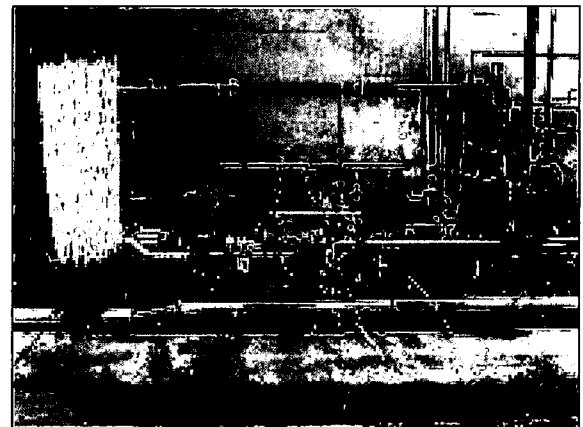
*Figure 45: Bus Vacuum System*

This dust is deposited on all horizontal surfaces, blown back inside the buses and frequently inhaled. Compressed air is used to blow trash towards the vacuum in a most inefficient manner. Safe use of compressed air requires bulky protective equipment, further hindering the cleaning process. In summary, the existing bus vacuum system is an occupational health nightmare. It is expensive to operate and does not effectively clean bus interiors. Replacement cost of this equipment is expected to be \$225,000 and is scheduled for funding in fiscal year 2008.

### **BRAKE INSPECTION PIT AND BUS WASHER STRUCTURE**

The Brake Inspection Pit and Bus Washer were constructed and installed in 1995. The condition of the Brake Inspection Pit is serviceable and requires only minor maintenance. In sharp contrast, the bus washer requires constant maintenance to remain in service. During fiscal year 2005 all bus washer pumps and motors were replaced or overhauled

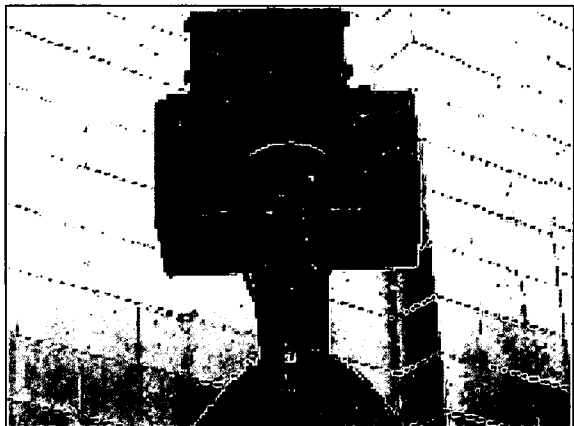
. All brushes, air cylinders, and brush bearings were also replaced during this period. This maintenance was completed to extend the equipment's service life to 13 years. A plan to replace this equipment in 2008 will ensure uninterrupted service.



*Figure 46: Bus Washer*

Further service life extension is not advised due to new bus configurations and high maintenance costs. Built for high-floor buses, the washer's guide rails and brushes damage low-floor buses. Operation and

maintenance costs exceed \$10,000 annually. Replacement cost is \$150,000. This project is scheduled for funding in Fiscal Year 2008.

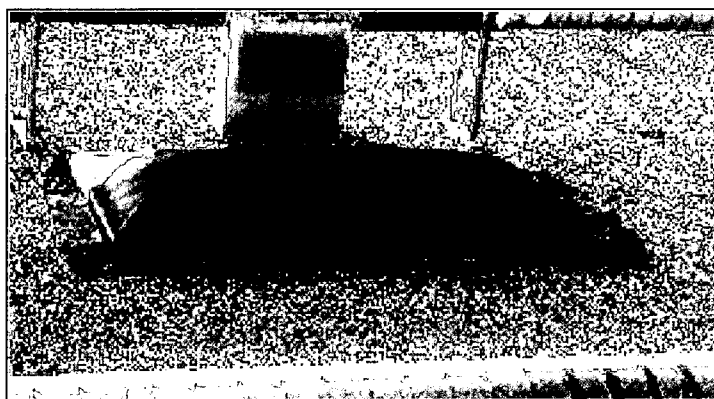


*Figure 47: Washer Built for High-Floor Buses*

#### **KEARNY MESA DIVISION FACILITIES**

Placed into service in 1989, the Kearny Mesa Division (KMD) bus yard has been plagued with defects and equipment malfunctions since constructed. Though built relatively recently, all of these structures appear to be in an advanced state of decline. Four main structures exist including Maintenance, Transportation, the Service Lanes, and the Bus Washer & Brake Inspection Pit. One of the most difficult aspects of planning infrastructure restorations at KMD is the fact that all structures are of equal age. Many assets are nearing their major overhaul or renovation cycle at the same time.

Building Roof Systems, HVAC & Electrical Service, and Bus Cleaning and Servicing Equipment rank high on our priority repair list. A major failure of any of these systems will result in considerable lost service. Maintaining these systems in their present condition requires diligent efforts and significant resources. However, a comprehensive roofing system repair is beyond our current operational capabilities.

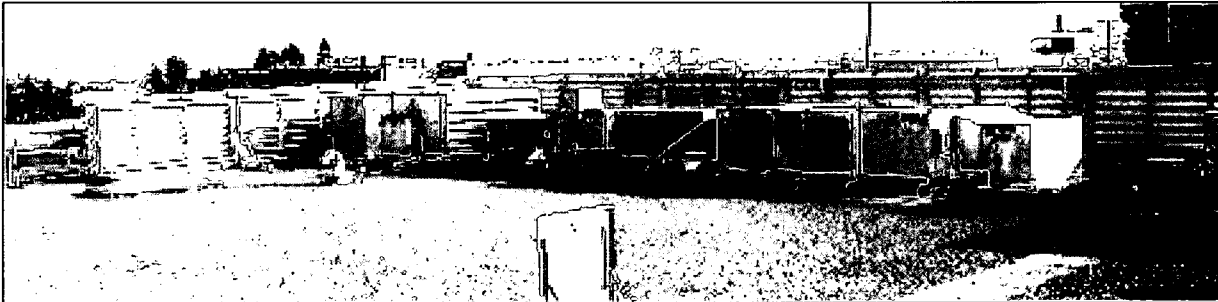


*Figure 48: Roofing Repairs Needed*



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## **MAINTENANCE BUILDING**



Like all KMD structures, the Maintenance Building has leaked since construction. Not one or two skylights—all of them. Flashing has been ripped off by recent storms and HVAC roof penetrations actually channel the rain inside. Considerable surface damage to the asphalt flooring and structural damage to rafters has resulted. This structural damage has accelerated the roof leak issue from an annoying drip to a priority repair. This project is scheduled for fiscal year 2007 at a cost of \$203,000.

HVAC controls and major components are generally in good condition in all structures at KMD; however, the equipment enclosures and ducting are in poor condition. Corrosion and water damage to hinges, panels, and plenums is extensive. An intensive HVAC corrosion treatment program is required to extend the service life of this equipment to 25 years. These units have received little or no major service for the last 16 years. An additional investment of \$15,000 to maintain the reliability and efficiency of these machines is money well spent.

The electrical components of the Maintenance Building's main service panel are in good condition (Figure 54). Like the rooftop HVAC equipment, this unit's enclosure is deteriorating due to corrosion and water intrusion. The doors can no longer be properly secured and hang off the hinges. The base shows the severe corrosion damage prevalent throughout the enclosure. Replacement will cost \$35,000. This improvement has not been scheduled.

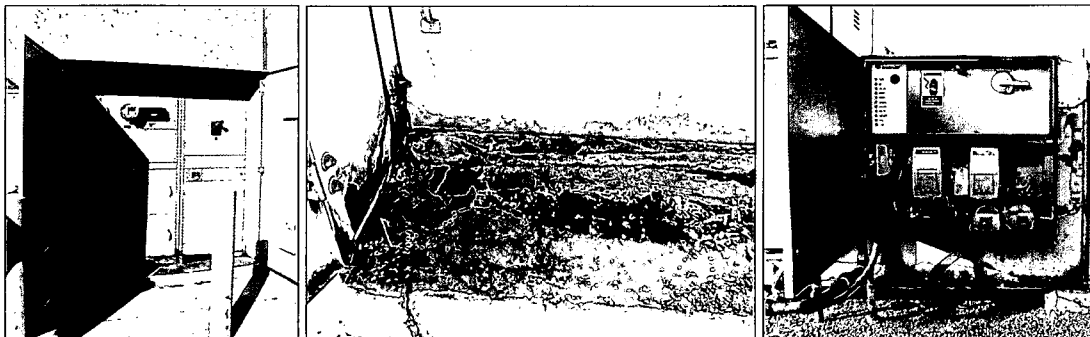


Figure 49: Corrosion and Water Damage on Enclosures

## **SERVICE LANES**

The Kearny Mesa division is less adequate than the Imperial Avenue division, in that the vacuum equipment is ineffective, unsafe, and falling apart. Corrosion is eating away at the bellows structure (Figure 51) and the dumpster floors are rusted out. The linear bearings that allow for bellows extension are unsuitable for this environment and must be removed, cleaned, and lubricated weekly.

Replacing this equipment with a festooned hose vacuum system will result in much greater cleaning efficiency and employee safety. There is no economical payoff in extending the service of this equipment. The new bus vacuum system will cost \$225,000 and is scheduled for funding in fiscal year 2008.



Figure 50: Bus Vacuum System



Figure 51: Bellows Structure

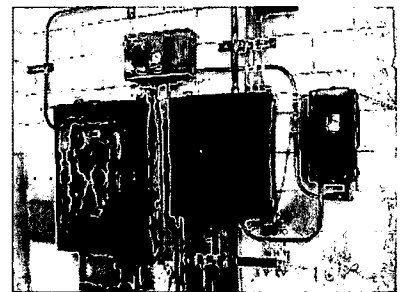
The KMD phase of the underground fuel and product distribution system project will remove nine leaking tanks from service and construct an above ground storage tank farm. The \$2.5 million project is scheduled for fiscal year 2006. Upon completion, maintenance and testing requirements will be greatly reduced. The possibility of contaminating the soil and groundwater will be also be significantly reduced.

## **BRAKE INSPECTION PIT AND BUS WASHING STRUCTURE**

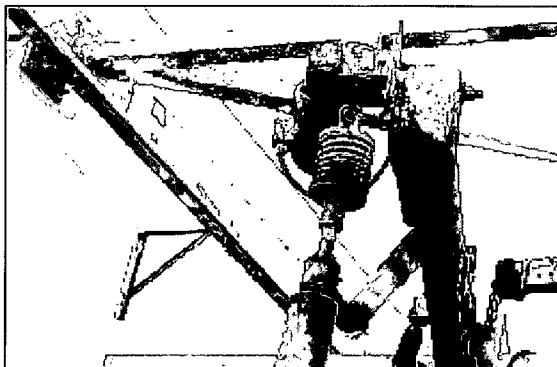


The general condition of the Kearny Mesa Brake Inspection Pit is similar to the structure at Imperial Avenue. The Kearny Mesa Bus Washer is in much worse condition, however. Extensive corrosion on electrical panels (Figure 53), reduction motors, and pump assemblies caused a recent fire that destroyed two light fixtures and placed the washer out of service.

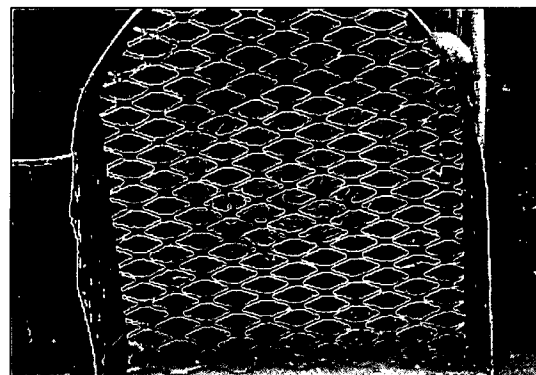
The spring-loaded brush drive assemblies (Figure 54) have caused major body damage to two buses (Figure 55) within the last six months, and completely destroyed a \$5,000 brush tube. Design shortfalls, limited parts availability, and corrosion damage make overhauling this equipment uneconomical. Capital funds in the amount of \$150,000 will be utilized to fund replacement in fiscal year 2008.



*Figure 52: Electrical Panels*



*Figure 53: Spring-loaded Drive Assembly*



*Figure 54: Damage Caused by Spring-loaded Drive Assembly*

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## ***COMPRESSED NATURAL GAS FUEL STATIONS***



### **IMPERIAL AVENUE**

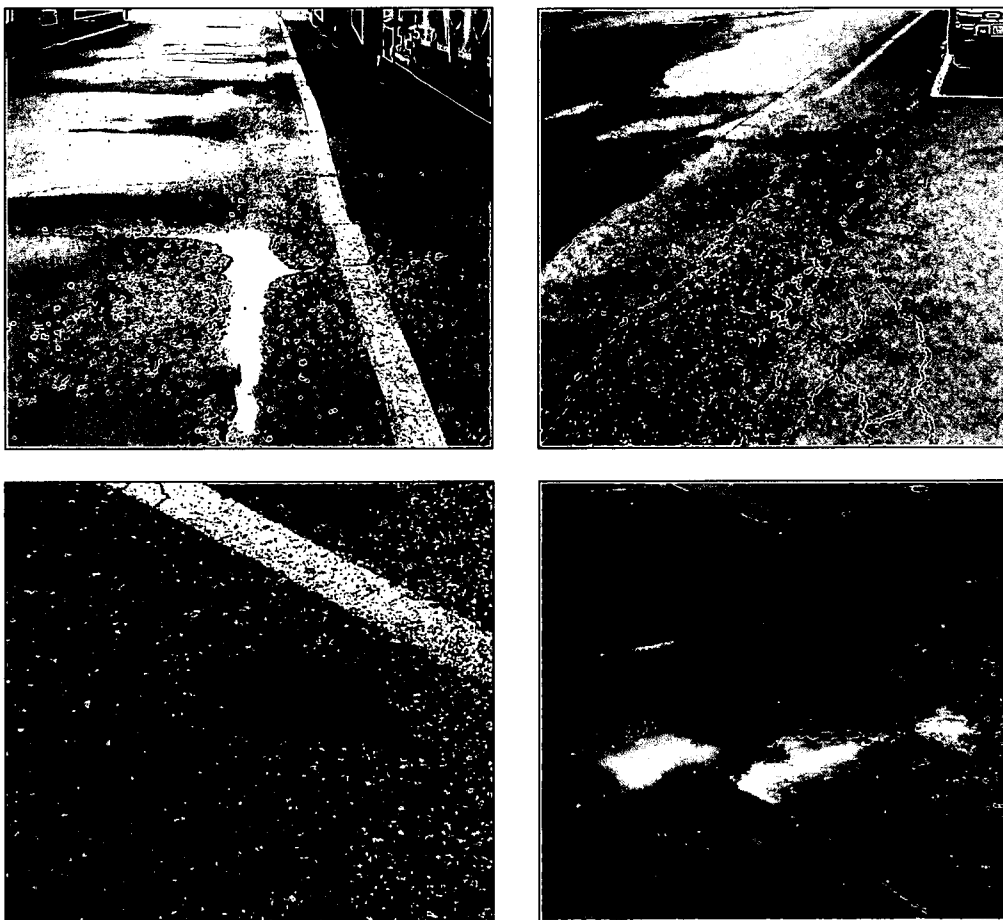
Two Gemini Compressors were installed in 1998 and are currently maintained under contract. Recent modifications to the oil system were made to address the general lack of dependability experienced this year. During a major overhaul, it would be advisable to replace the existing two-shaft compressor block with a single shaft block for less vibration and increased dependability. This work will require funding of approximately \$225,000.

Two Ariel compressors were installed in 2003 have been nearly flawless in their operation thus far. Though very dependable, the Ariel compressor packages have limited storage capacity. Adding two additional storage vessels will help to reduce fueling times to six minutes per bus at a cost of \$125,000 each.

### **KEARNY MESA**

Two Gemini Compressors were installed in 1994 and provide fairly dependable service. Oil cooling system modifications were recently made at this station as well. To further increase compressor dependability, shifting to a single shaft block is also advisable. Again, this maintenance action will cost approximately

\$225,000. Increasing the storage capacity at this station will become an issue as the CNG Bus Fleet continues to increase in numbers. Faster fuel times and less overtime may justify the installation of an additional storage vessel at this site for \$125,000.



*Figure 55: Asphalt Defects*

### **BUS PARKING LOTS**

At both the Imperial Avenue and Kearny Mesa Divisions there are major defects in the parking lot areas. Figure 60 illustrates several examples of asphalt defects ranging from crazing to major potholes and sink holes. While the concrete surfaces at Kearny Mesa Division are generally stable, several areas have large sections that heave up beneath moving buses. The worst of these areas will be repaired during the Paint Booth Renovation in 2005.

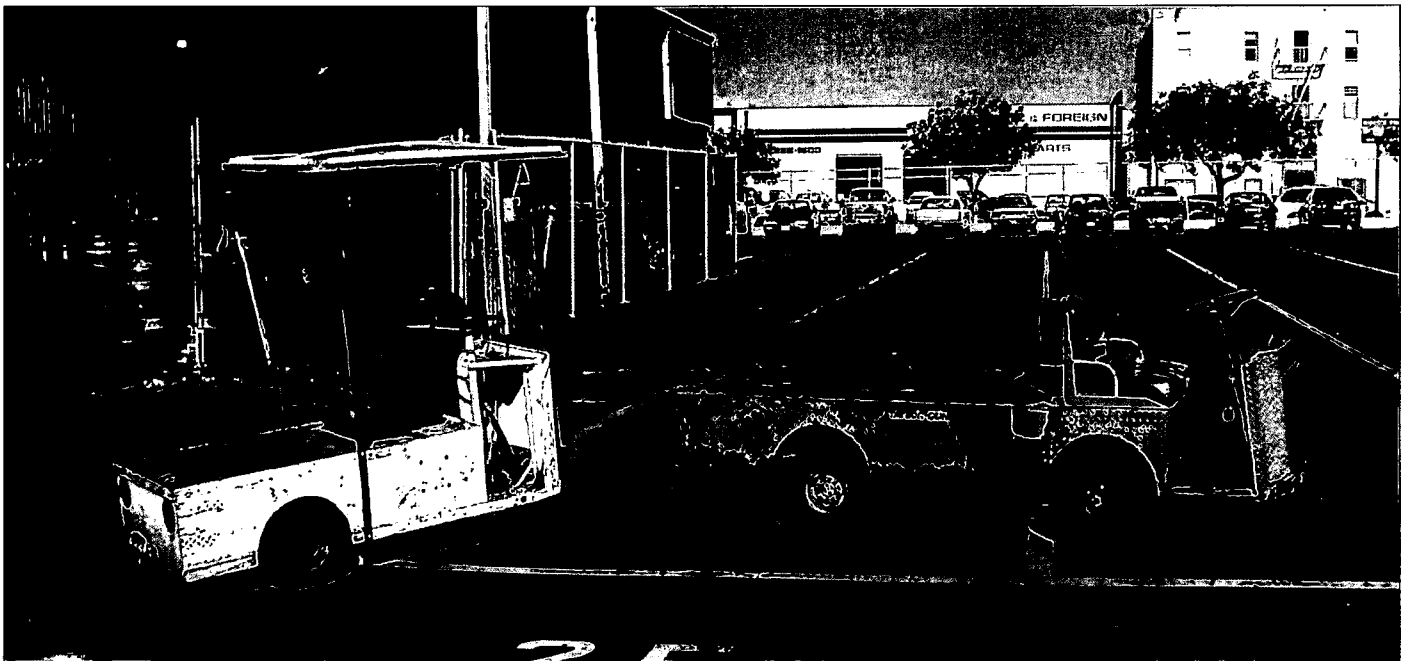
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The current funding strategy is to provide up to \$250,000 per year for the next two years. This money will be used to make repairs as add items to existing projects, saving considerable administrative costs as opposed to a stand-alone repair project. In fiscal year 2008, a major funding stream of \$700,000 has been scheduled to complete all remaining repairs to both IAD and KMD.

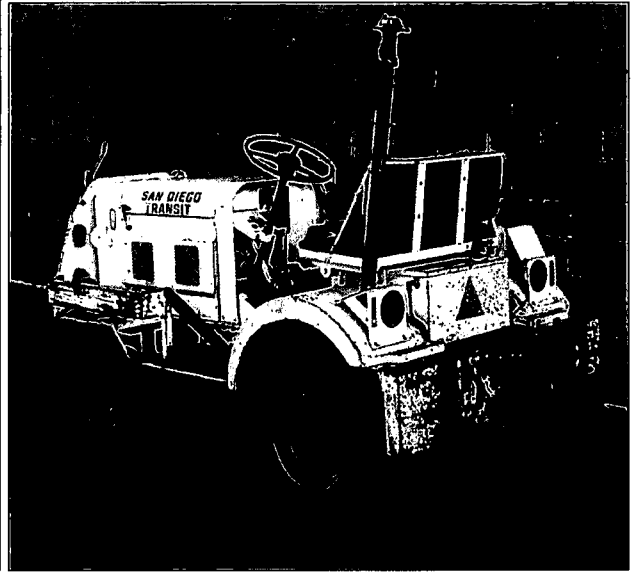
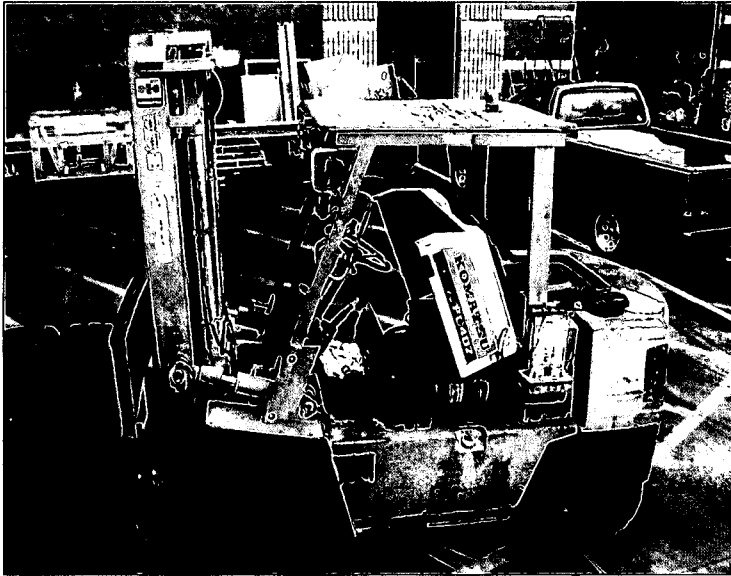
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## ***MISCELLANEOUS CAPITAL EQUIPMENT***

Three forklifts and two bus tow tractors have been in service for more than 23 years. Our fleet of 6 Electric carts has nearly 16 years of service. All of this equipment is in disrepair and past due for replacement. The carts have considerable rust and many panels have been plated to allow accessories to be properly fastened. The orange cart to the left was rusted so badly that an operator fell through the seat.



It is not uncommon to see the forklift pictured below with the hood up. After several attempts, the mechanic left to search for another forklift. This equipment drains resources and robs labor-hours. Twenty year-old hydraulic systems are used to transport whole engines and transmissions daily. A hydraulic failure while carrying this type of load would create a very serious situation.



Only two forklifts are scheduled for replacement funding in 2008 for the amount of \$43,000. Add four electric carts, two tow tractors, and a forklift and both bus yards could be properly outfitting with new support equipment for approximately \$120,000. Depreciated over 20 years of service that equates to approximately \$6,000 annually. Currently that amount equals the facility operational funds spent to keep these machines running during fiscal year 2004.



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## ***PROJECTED FIVE-YEAR COST ESTIMATE***

The overall issue related to infrastructure needs is difficult to assess to an accurate level without the benefit of a comprehensive needs assessment performed by professionals. The effort as part of this report involved rough order of magnitude cost estimates prepared by staff and does not include cost escalators nor does it include costs associated with SANDAG engineering costs performed by the General Engineering Consultant for significant projects. Therefore, the estimated future year capital needs for the next five years are roughly estimated in the range of \$350 million - \$500 million.

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## ***CONCLUSION***

Based on the forgoing, it is apparent that the mature status of all MTS operating systems, including San Diego Trolley, San Diego Transit and MTS Contract Services demonstrates significant financial needs to address infrastructure issues and miscellaneous capital needs. Despite the presence of various federal funding sources and an internal process of identifying annual capital projects for enhancement as well as maintenance of infrastructure overall needs far outweigh all available funding sources.

The current policies with regard to the degree which projects are funded and the application of critical infrastructure and capital needs are held in direct competition with high ticket Intelligent Transportation Systems (ITS) projects (such as fare technology) must be reevaluated. It is anticipated, based on internal processes, that a review of project approval methods will generate the essential changes to project funding and ranking.

Additionally, when the overall magnitude of capital and infrastructure needs is compared with funding levels, it is patently obvious that additional funding sources from federal, state or local sources must be aggressively pursued. The critical nature of this need and potential adverse impact on safety and reliability warrants an intense pursuit of these funding avenues. These and other related issues will require close coordination and cooperation between San Diego Association of Governments (SANDAG) and MTS in the interest of addressing both short- and long-term capital needs and infrastructure elements.



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## Agenda

Item No. 31

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

ADM 150.3 (PC 30100)

January 27, 2005

### Subject:

MTS: UNIFIED SALARY RANGE SCHEDULE FOR THE METROPOLITAN TRANSIT  
SYSTEM, SAN DIEGO TRANSIT CORPORATION, AND SAN DIEGO TROLLEY, INC.

### RECOMMENDATION:

That the Board of Directors approve the unified Metropolitan Transit System (MTS)  
Salary Range Schedule (Attachment A).

#### Budget Impact

None.

#### Executive Committee Recommendation

At its meeting on January 20, 2005, the Executive Committee recommended forwarding  
this item to the Board for approval.

### DISCUSSION:

As you know, the Metropolitan Transit Development Board (MTDB), San Diego Trolley  
Inc. (SDTI), and San Diego Transit Corporation (SDTC) had separate Boards of  
Directors until October 2003. Consistent with the independent status at the time, all  
three Boards adopted different salary range schedules to compensate their employees.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

At the Board of Directors meeting in August 2004, the Board directed staff to conduct a comprehensive compensation and salary range study with local governmental agencies and transportation properties of comparable size.

The study has been completed, and the attached unified MTS Salary Range Schedule is the product of that research.

### Goals

The goals of the study were:

1. to create consistency and fairness by placing comparable positions among MTS, SDTI, and SDTC in the same salary ranges;
2. to ensure that MTS is competitive with other employers in the San Diego County job market; and
3. to more closely align the salary ranges at MTS with those at the San Diego Association of Governments (SANDAG) given the close relationship between agencies.

### Methodology Used to Determine Ranges

The Human Resources Department sent questionnaires to the cities within San Diego County and to dozens of comparably sized transportation agencies (mostly in the Western United States). Because other agencies title their job classifications differently, the questionnaire briefly outlined the duties of the approximately 100 job classifications at MTS, SDTI, and SDTC. The respondents listed their salary range, the actual salary of the incumbent, and indicated if their positions had similar, less, or more responsibility than the MTS equivalent.

Approximately 20 agencies responded to our survey. When analyzing the data, we gave more weight to the agencies that are in San Diego County, as they are a more accurate reflection of our market. The cities and counties that responded are as follows: Chula Vista, Coronado, El Cajon, La Mesa, National City, Poway, and San Diego County. The transportation agencies that responded are as follows: SANDAG, North County Transit District, Orange County Transit Authority, Los Angeles Metropolitan Transit Authority, Bay Area Rapid Transit, OMNITRANS, Utah Transit Authority, Chicago Transit Authority, Dallas Area Rapid Transit, Denver Regional Transit District, Massachusetts Bay Transit Authority, Metropolitan Atlanta Regional Transit Authority, New Jersey Transit, and Port Authority of Allegheny County.

### Recommendation

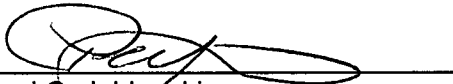
Since the consolidation, MTS is more closely aligned with SANDAG than ever before. Both agencies have sought to unify their benefit levels to achieve cross-agency parity. Consistent with that goal, MTS has used SANDAG's salary ranges as the rough basis for MTS's salary ranges. While some of the comparable classifications at both agencies are in higher or lower ranges, the majority of the classifications in the proposed salary ranges are more or less consistent.

Additionally, the salary range study also identified a few classifications that are paid at below market value. The Chief Executive Officer will determine if and when specific adjustments for certain classifications are necessary.

Board approval of the unified MTS Salary Range Schedule will take us one step closer to achieving our goal of cross-agency parity. Additionally, it will allow MTS to remain competitive in the San Diego job market, which has an unemployment rate of less than 3.5%.

Although a few classifications have been placed in proposed salary ranges that are lower than their previous range, no employees are negatively impacted. Their actual salaries are either significantly below the top of the range, or it is anticipated that they will be promoted or transferred into a new classification.

In order to stay competitive and consistent with comparable agencies, the Human Resources Department will closely monitor the salary ranges and propose adjustments in the future.



Paul G. Jablonski  
Chief Executive Officer

Key Staff Contact: Jeff Stumbo, 619.557.4509, [Jeff.Stumbo@sdmts.com](mailto:Jeff.Stumbo@sdmts.com)

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Attachment: A. Salary Range Schedule **(Board Only)**

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



## Agenda

Item No. 45

Joint Meeting of the  
Metropolitan Transit System,  
San Diego Transit Corporation, and  
San Diego Trolley, Inc.

OPS 920.1, 960.5, 970.5  
(PC 30101, 102, 103)

January 27, 2005

### Subject:

MTS: NOVEMBER MONTHLY PERFORMANCE INDICATORS

### RECOMMENDATION:

That the Board of Directors receive a report on MTS operators' performance for the month of November 2004.

#### Budget Impact

None.

### INTRODUCTION:

This report is the inaugural issue of the consolidated monthly reporting scheme. The report has been designed to focus on the performance of the MTS system as a whole, with appropriate service subdivisions by mode and further by type of bus service; e.g., express, Americans with Disabilities Act (ADA)/paratransit, etc. This reporting structure shifts the emphasis from the performance of individual operators to the performance of the system and its service types as they pertain to our customers. This report will continue to be refined, as data collection becomes more consistent among operators and as input is received from the Board.

### DISCUSSION:

The following represents a combined report of the performance of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and MTS Contract Services (MCS) in each of the following areas.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

## MONTHLY REPORTS

### Service Effectiveness

How effective MTS's services meet the region's travel needs by virtue of the number of people using the services.

- Indicators used: system ridership, ridership by fare type, and passengers per revenue hour.

### Service Reliability

MTS's ability to provide service based on published (schedule) information.

- Indicators used: on-time performance, missed trips, and mean distance between failures.

### Quality of Service

Customer satisfaction—feedback on whether MTS's interpretation and provision of services is satisfying the customer.

- Indicators used: customer complaints, and collision accidents per 100,000 miles.

## QUARTERLY REPORTS

In addition to the aforementioned indicators, the following will also be reported:

### Cost-Efficiency

How MTS is able to maximize the amount of service provided given funding constraints.

- Indicators used: subsidy per passenger and farebox recovery ratio.

Performance indicators are evaluated primarily on two levels—systemwide and by route type. The accompanying charts provide a comparison between the current and past fiscal years. A complete set of performance charts are included for the system as a whole and for individual operators.

As the first combined MTS monthly report, every effort was made where possible to standardize the data definitions and categorization of data amongst operators to present uniform data. Any data sets in this report that contain varying definitions are duly noted. The Planning Department is working to standardize data collection and definitions for future reports.

## SERVICE EFFECTIVENESS

### System Ridership, Ridership by Fare Type

Attachment A provides the system ridership as a whole and details the patronage by fare type. Although system ridership decreased by 10.7% from October to November 2004, it represents an increase of 5.9% when compared to November 2003. The decrease

experienced from October seems to be a seasonal trend consistent with the ridership pattern from the previous fiscal year. Year-to-date, the mean number of riders per month has also increased compared to last fiscal year. Ridership increased most significantly in the 'free' category, and pass ridership has increased by 7.9% across all monthly pass categories. Cash, tickets, and token ridership showed significant decreases since last year.

#### Passengers per Revenue Hour

Productivity, as measured by the number of passengers carried per revenue hour, is provided in Attachment B. The bus system shows an overall decline of 10.3%, from 25.3 in November 2003 to 22.7 passengers per revenue hour in November 2004. The suburban/feeder and the urban/limited stop routes are above the bus system's performance, but both show declines in passengers per revenue hour. The express, ADA/paratransit, and rural services all show declines and are below the system performance. In the same period, the rail system showed an increase of 13.1%, from 174.4 to 197.3 passengers per revenue hour.

### SERVICE RELIABILITY

#### On-Time Performance

The data collected for on-time performance for MCS is unavailable on a monthly basis. As such, the quarterly statistics for both MCS and SDTC were used to compile the system performance. Additionally, rail and bus statistics are calculated separately to account for the difference in operating environments, as presented in Attachment C. The systemwide on-time performance has improved overall to 88.1%, representing a 2.2% increase over last November. By mode, MTS bus stands at 85.0%, which increased by 5.3% (relative to last fiscal year) for the current fiscal month. In addition, the fiscal year mean (85.1%) is 2.9% higher than that achieved for FY 2004 (82.7%). In contrast, MTS rail on-time performance dropped by 2.9% in November when compared to the previous fiscal year, and its current fiscal year mean is lower than that of last fiscal year (93.9%, compared to 95.3%); however, rail on-time performance has improved since the beginning of the current fiscal year, recovering slightly from a downward trend.

#### Missed Trips

Currently, the definition of a missed trip varies by contract and operation. Efforts are underway to standardize these definitions for consistency. Attachment D presents the number of missed trips by mode. For MTS bus, the number of missed trips has increased by 64.8% during the current fiscal year, from 142 in July 2004 to 234 in November. The month-to-month changes during FY 2005 to date show similar trends when compared to the first half of FY 2004, alluding to seasonality. The number of missed trips on MTS rail service shows an increase compared to the beginning of the fiscal year, but is lower than the number of missed trips for the previous fiscal year. The data for November of fiscal year 2004 seems an anomaly compared to the general trend of that year.

#### Mean Distance Between Failures

Attachment E provides the statistics for the mean distance between failures of both service interruption and nonservice interruption failure types. This data was not available for SDTC until August 2004, limiting the comparison between fiscal years. For



the current fiscal year, there is a steady increase in the mean distance between failures for MTS bus with a marked improvement between August and November of 22.5%. While MTS rail shows a 2.9% improvement over the previous November, it has experienced a decline in the mean distance between failures since the beginning of FY 2005, trending downward by 17.6%.

## QUALITY OF SERVICE

### Customer Complaints

Since a systemwide reporting system for customer complaints is not currently available, the complaints shown in Attachment F represent the statistics provided by SDTC and MCS only. A consolidated system for recording passenger complaints for all operations is currently being developed.

For the purpose of this report, ADA complaints are considered separately from the rest of the system complaints so as not to skew the results. MTS bus service complaints are trending downward compared to last fiscal year. November 2004 shows a 9.6% decrease in the number of complaints reported. ADA complaints are also trending downward, although the mean number of complaints per month has increased compared to last fiscal year. This trend is primarily due to the month of September, which recorded a significant number of complaints, the highest recorded in either fiscal year. As a percentage of the ridership, however, there is a marked decline in the complaint rate for November with a mean decrease between fiscal years of 3.6%.

### Collision Accidents (Per 100,000 Miles)

Attachment G provides a report on the final performance measure total collision accidents per 100,000 miles. The statistics for preventable collisions will be provided at a later date when data is consistently available for all operators. The November statistic for MTS bus is 1.92 accidents per 100,000 miles, showing a gradually downward trend that is 19.1% lower than that recorded for November 2003. MTS rail shows an increase in the collision rate for November to 0.36 per 100,000 miles, representing an increase from three to nine actual accidents comparing the first half of FY 2004 to the same period in FY 2005.



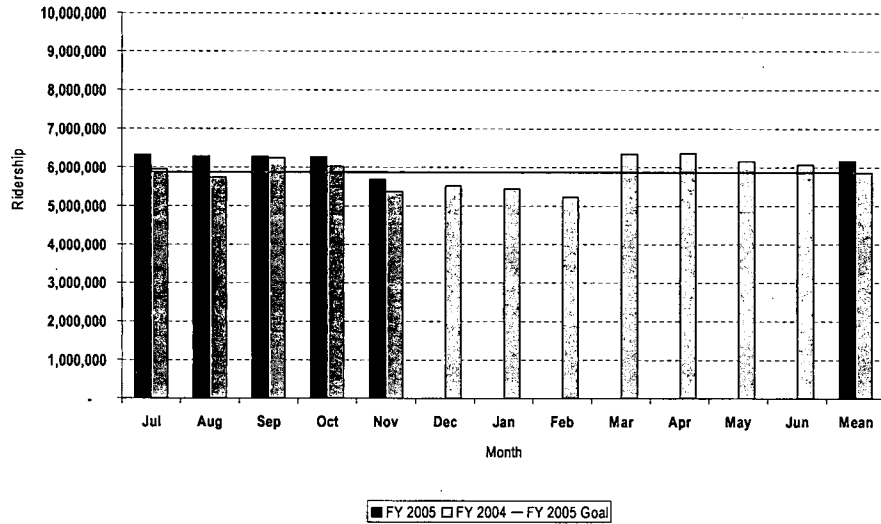
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Conan Cheung, 619.515.0933, [conan.cheung@sdmts.com](mailto:conan.cheung@sdmts.com)

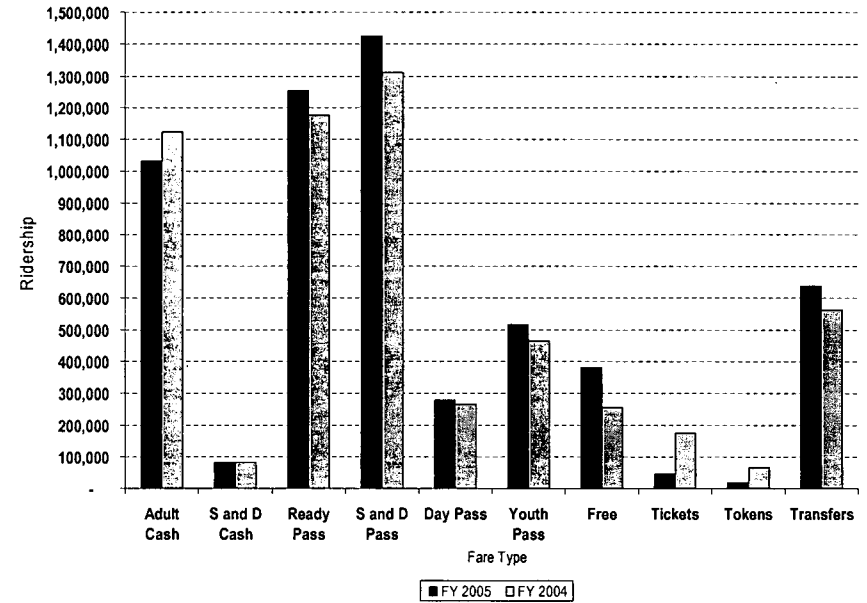
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- Attachments:
- A. MTS System Ridership
  - B. MTS System Passengers per Revenue Hour (Bus, Rail)
  - C. MTS System On-Time Performance (Bus, Rail)
  - D. MTS Missed Trips (Bus, Rail)
  - E. MTS Mean Distance Between Mechanical Failures (Bus, Rail)
  - F. MTS Customer Complaints
  - G. MTS Collision Accidents (Bus, Rail)
  - H. SDTC System Reports
  - I. SDTI System Reports
  - J. MCS System Reports

MTS System Ridership  
FY 2005 vs. FY 2004



MTS System Ridership By Fare Type  
FY 2005 vs FY 2004, Month To Date

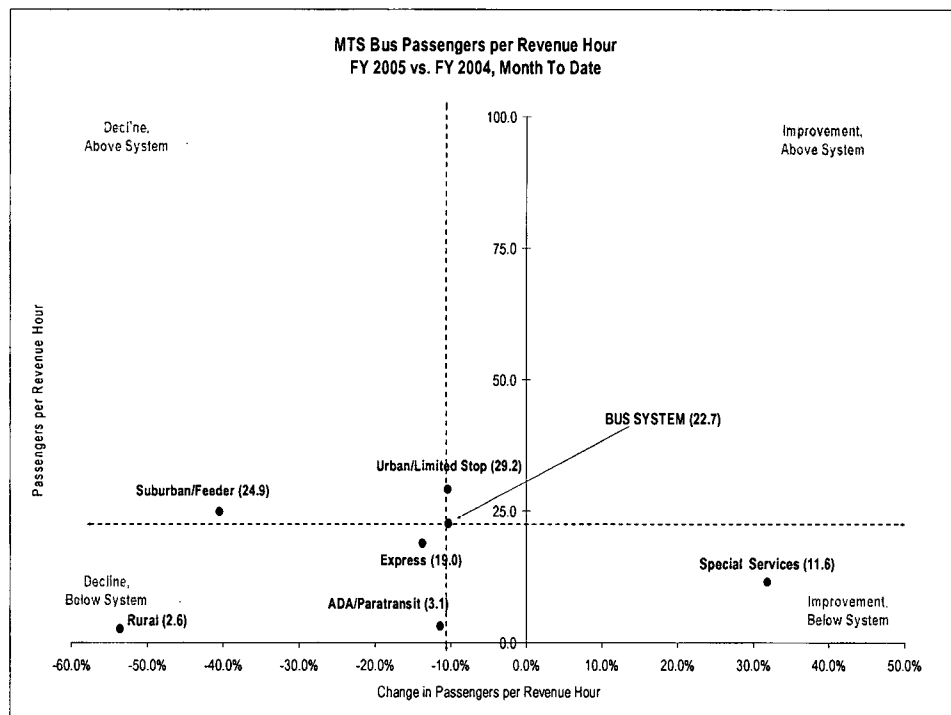
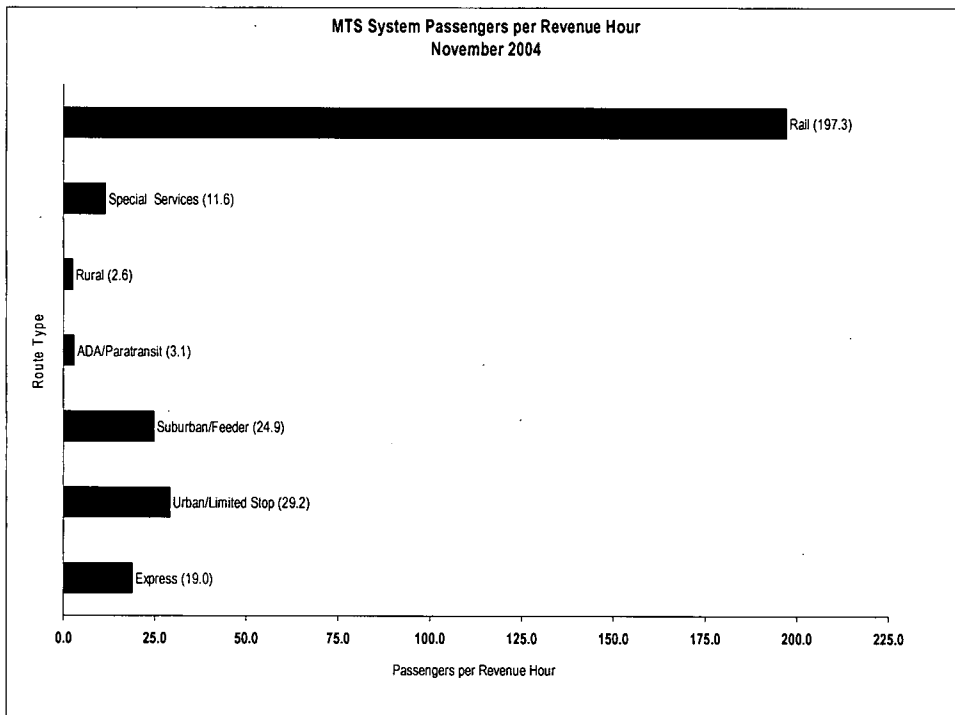


MTS System Ridership

Month	FY 2005	FY 2004	%
	Total Passengers	Total Passengers	
Jul	6,327,355	5,947,249	6.4%
Aug	6,292,927	5,731,591	9.8%
Sep	6,286,699	6,239,788	0.8%
Oct	6,272,545	6,016,532	4.3%
Nov	5,690,306	5,374,305	5.9%
Dec		5,517,210	
Jan		5,433,779	
Feb		5,228,286	
Mar		6,346,415	
Apr		6,367,396	
May		6,158,210	
Jun		6,065,594	
Mean	6,173,966	5,868,863	5.2%

MTS System Ridership by Fare Type

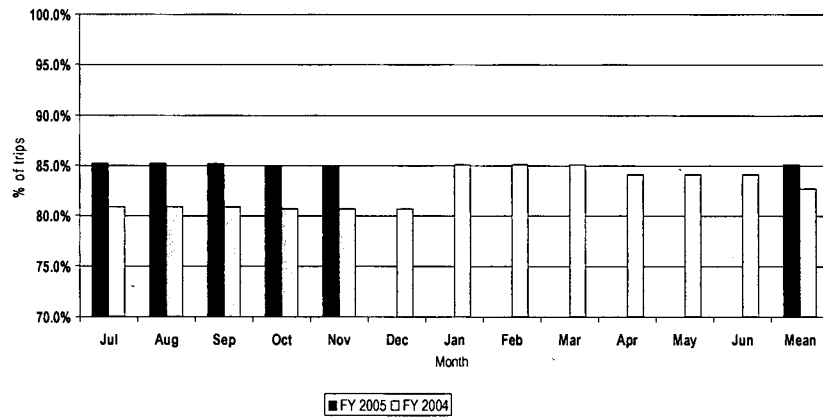
Fare Component	Month to Date		
	Nov-04	Nov-03	Change
Adult Cash	1,031,604	1,123,163	-8.2%
S and D Cash	82,222	82,481	-0.3%
Ready Pass	1,253,710	1,175,604	6.6%
S and D Pass	1,425,340	1,312,683	8.6%
Day Pass	278,701	265,625	4.9%
Youth Pass	516,006	464,125	11.2%
Free	382,067	255,716	49.4%
Tickets	47,302	175,139	-73.0%
Tokens	20,421	67,547	-69.8%
Transfers	640,933	563,582	13.7%
System Total	5,678,306	5,485,665	3.5%



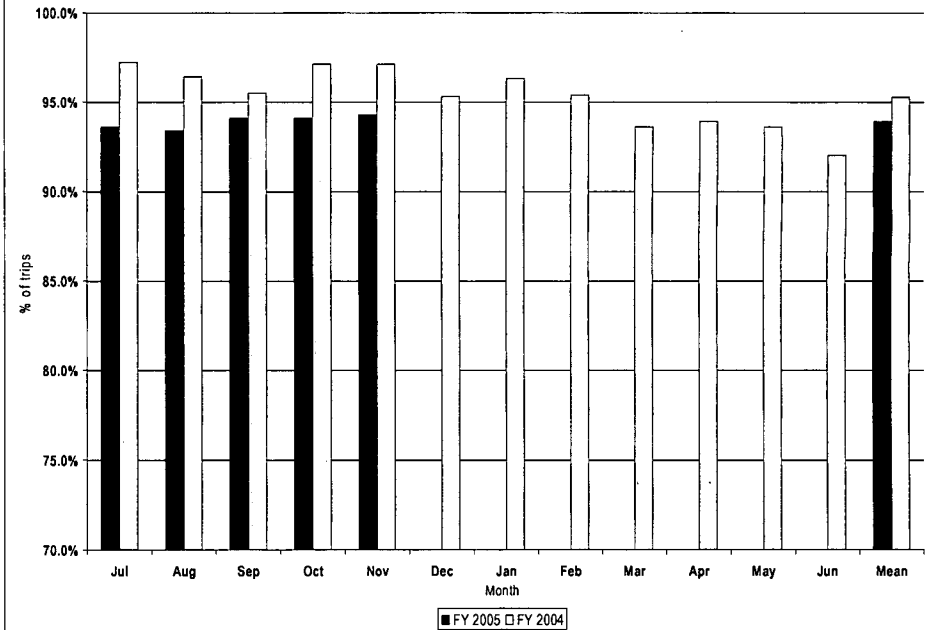
**MTS System Passengers per Revenue Hour**

Route	% Change	Pax/Hour
Express (19.0)	-13.7%	19.00
Urban/Limited Stop (29.2)	-10.4%	29.20
Suburban/Feeder (24.9)	-40.5%	24.90
ADA/Paratransit (3.1)	-11.4%	3.10
Rural (2.6)	-53.6%	2.6
Special Services (11.6)	31.8%	11.6
Rail (197.3)	13.1%	197.30
BUS SYSTEM (22.7)	-10.3%	22.7

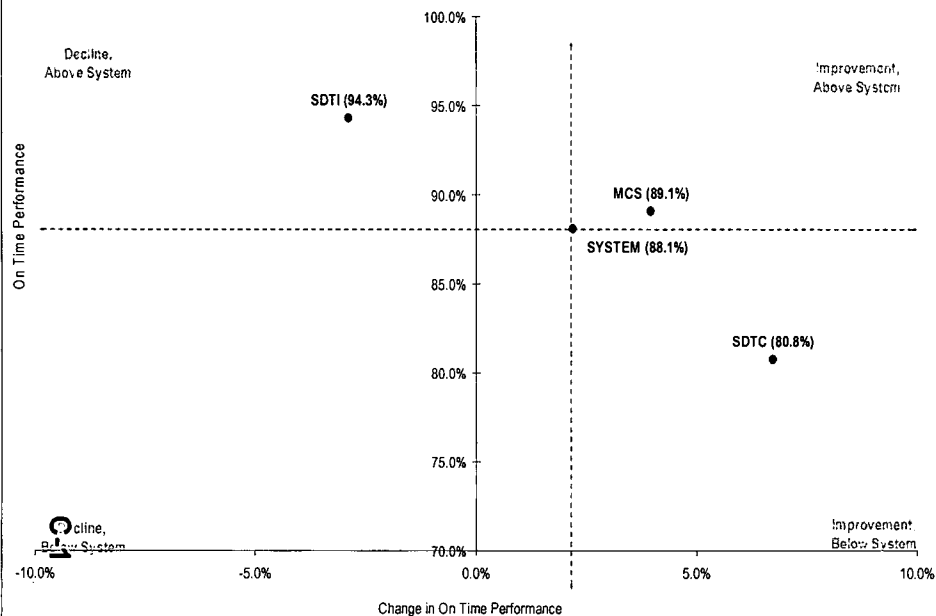
MTS Bus On Time Performance  
FY 2005 vs. FY 2004



MTS Rail On Time Performance  
FY 2005 vs. FY 2004



MTS System On Time Performance  
FY 2005 vs. FY 2004, Month To Date



On Time Performance Statistics

MTS Bus On Time Performance

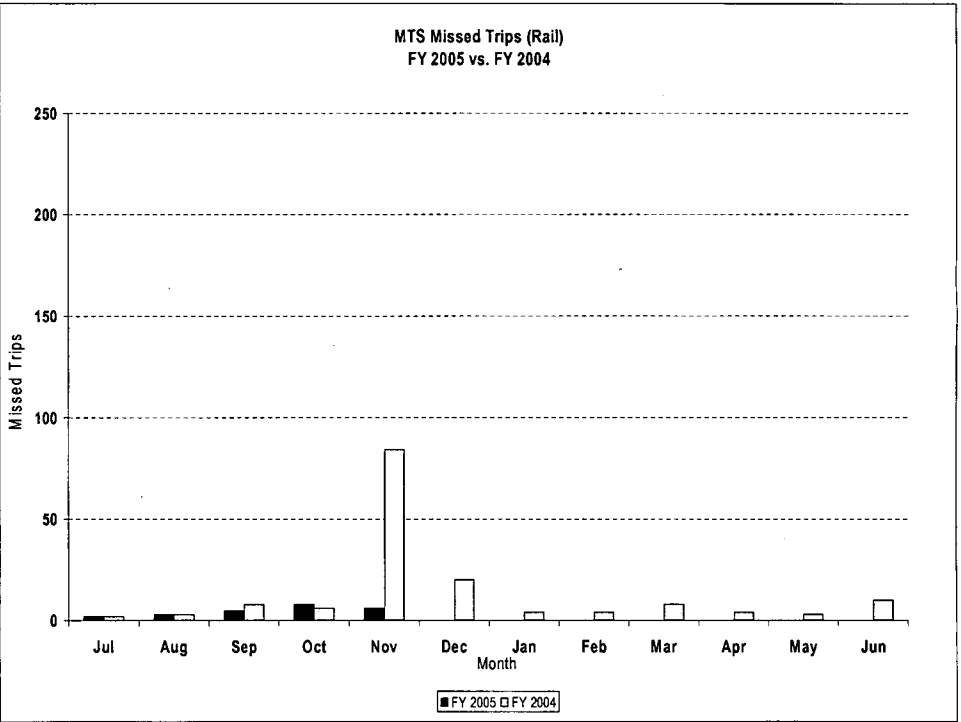
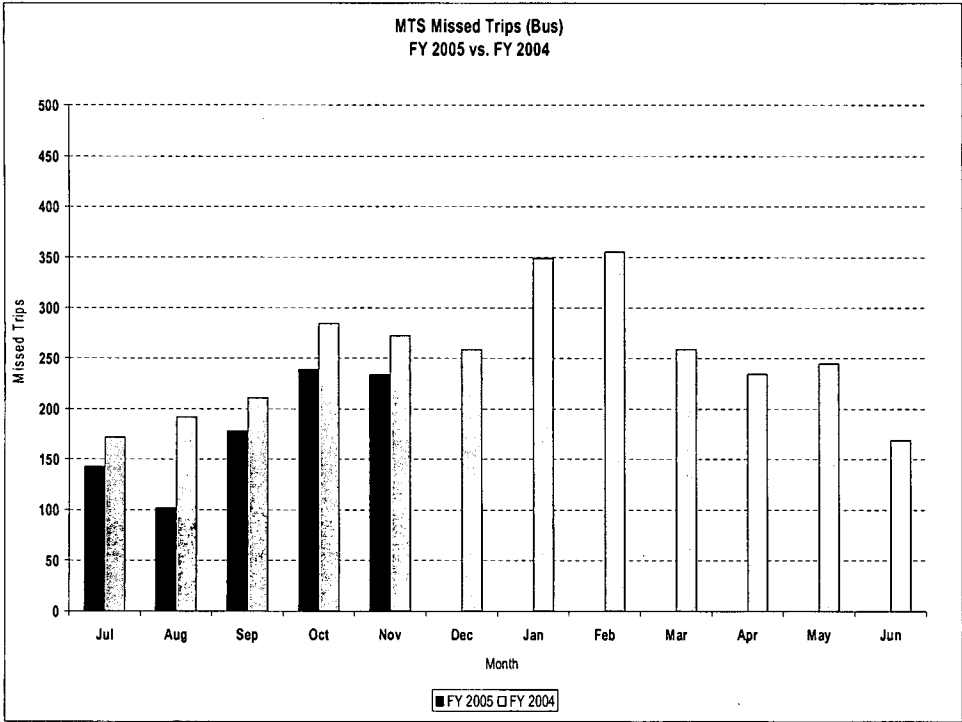
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	85.2%	85.2%	85.2%	85.0%	85.0%								85.1%
FY 2004	80.9%	80.9%	80.9%	80.7%	80.7%	80.7%	85.1%	85.1%	85.1%	84.1%	84.1%	84.1%	82.7%
% change	5.4%	5.4%	5.4%	5.3%	5.3%								2.9%

MTS Rail On Time Performance

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	93.6%	93.4%	94.1%	94.1%	94.3%								93.9%
FY 2004	97.2%	96.4%	95.5%	97.1%	97.1%	95.3%	96.3%	95.4%	93.6%	93.9%	93.6%	92.0%	95.3%
% change	-3.7%	-3.1%	-1.5%	-3.1%	-2.9%								-1.5%

MTS System On time Performance

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	88.0%	87.9%	88.2%	88.0%	88.1%								88.0%
FY 2004	86.3%	86.0%	85.7%	86.2%	86.2%	85.6%	88.8%	88.5%	87.9%	87.4%	87.3%	86.7%	86.9%
% change	2.0%	2.2%	2.8%	2.1%	2.2%								1.3%

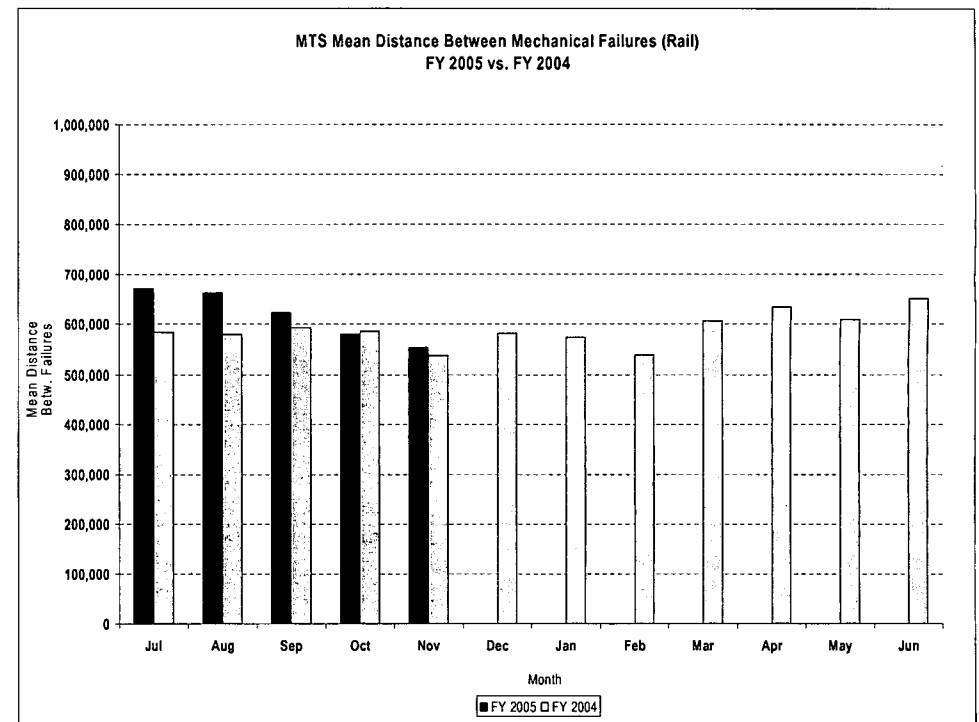
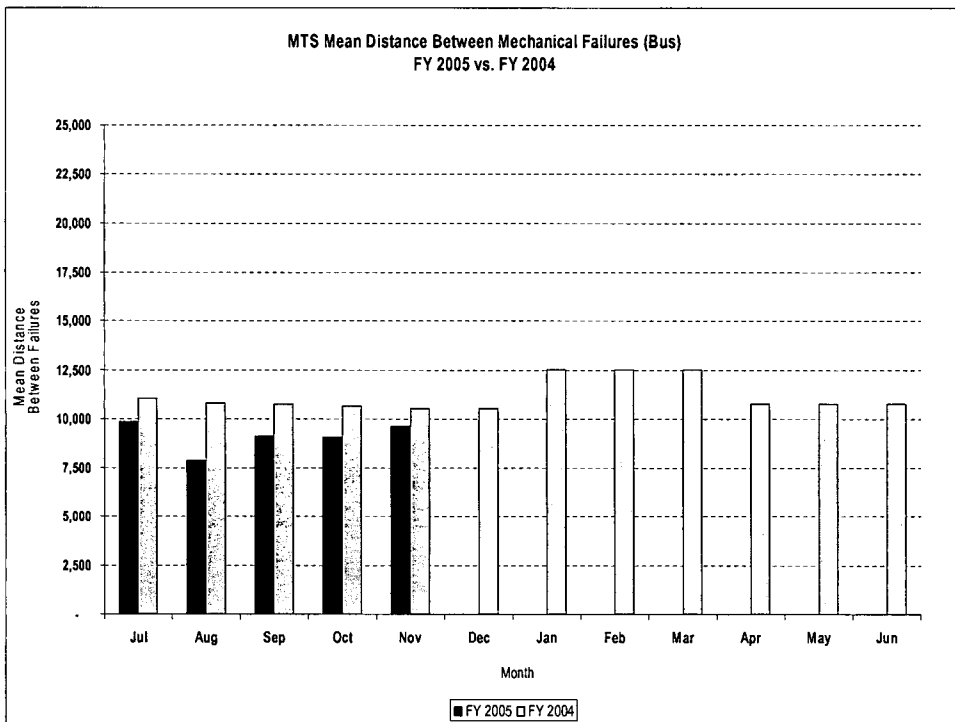


**MTS Bus Missed Trips**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	142	102	178	239	234							
FY 2004	172	192	211	284	272	258	349	355	259	234	244	168
% change	-17.3%	-46.8%	-15.5%	-15.9%	-14.1%							

**MTS Rail Missed Trips**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	2	3	5	8	6							
FY 2004	2	3	8	6	84	20	4	4	8	4	3	10
% change	0.0%	0.0%	-37.5%	33.3%	-92.9%							



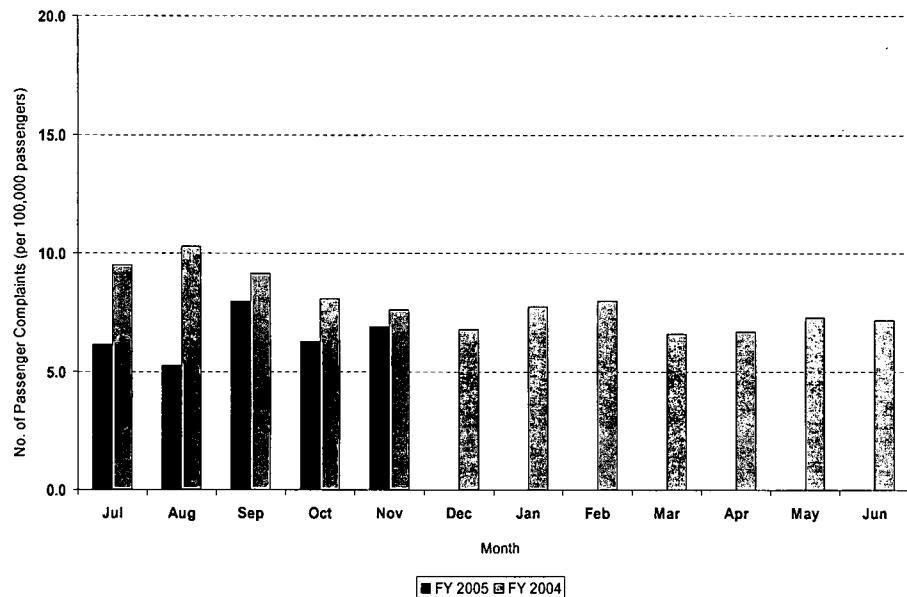
**MTS Bus Mean Distance Between Mechanical Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	9,864	7,872	9,105	9,060	9,643							
FY 2004	11,042	10,808	10,756	10,672	10,532	10,532	12,542	12,542	12,542	10,794	10,794	10,794
% change	-10.7%	-27.2%	-15.3%	-15.1%	-8.4%							

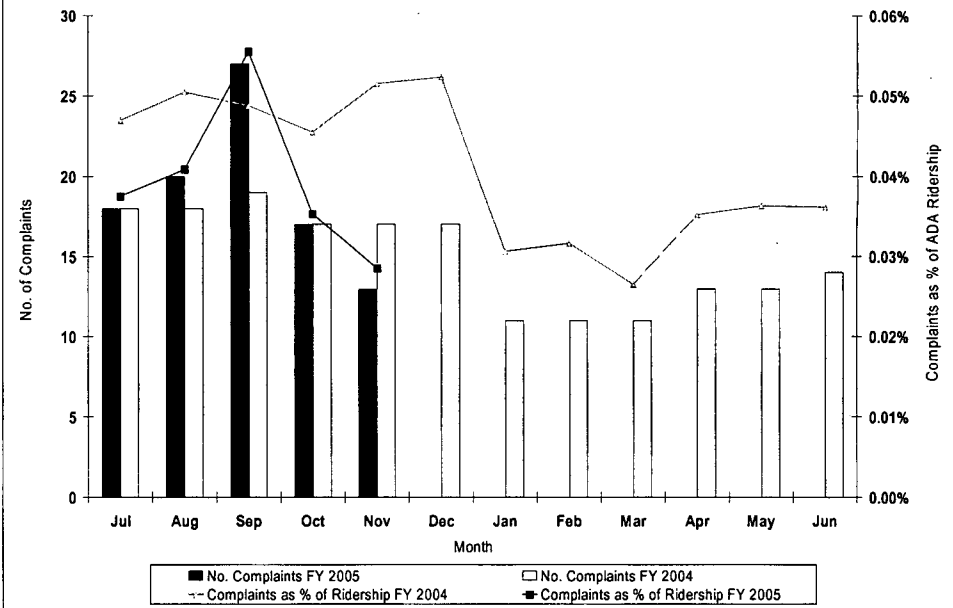
**MTS Rail Mean Distance Between Mechanical Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	672,229	663,057	622,891	580,016	553,736							
FY 2004	584,171	579,617	592,789	585,501	538,057	581,313	573,706	539,557	606,565	635,283	609,681	652,420
% change	15.1%	14.4%	5.1%	-0.9%	2.9%							

MTS System Customer Complaints (excluding ADA/Paratransit)  
FY 2005 vs. FY 2004



MTS ADA/Paratransit Customer Complaints  
FY 2005 vs. FY 2004



MTS System (excluding ADA/Paratransit)

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	6.2	5.3	8.0	6.3	6.9							
FY 2004	9.5	10.3	9.1	8.1	7.6	6.8	7.7	8.0	6.6	6.7	7.3	7.2
% change	-35.2%	-48.8%	-12.7%	-22.4%	-9.6%							

NOTE: No data available for SDTI

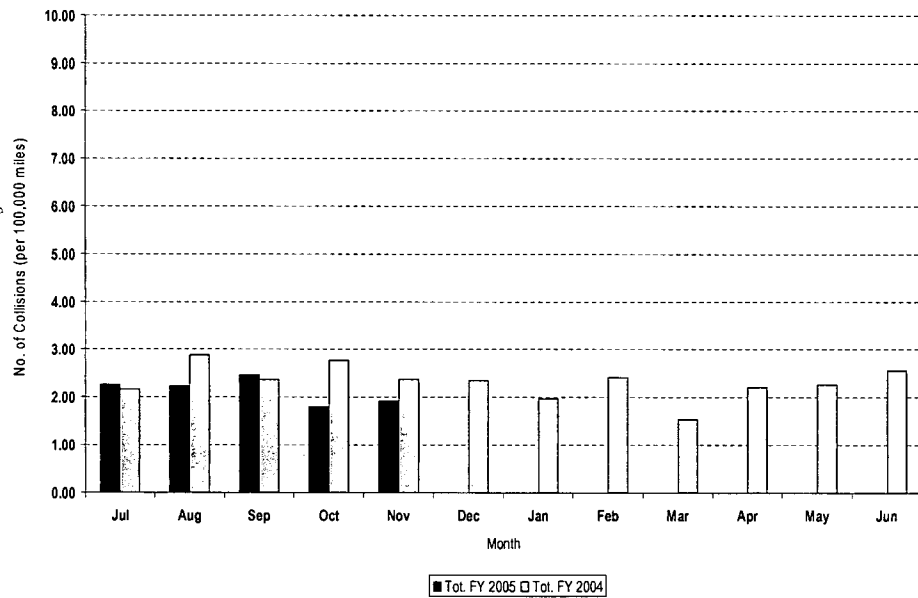
No. of ADA/Paratransit Complaints

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	18	20	27	17	13							
FY 2004	18	18	19	17	17	17	11	11	11	13	13	14
% change	0.0%	11.1%	42.1%	0.0%	-23.5%							

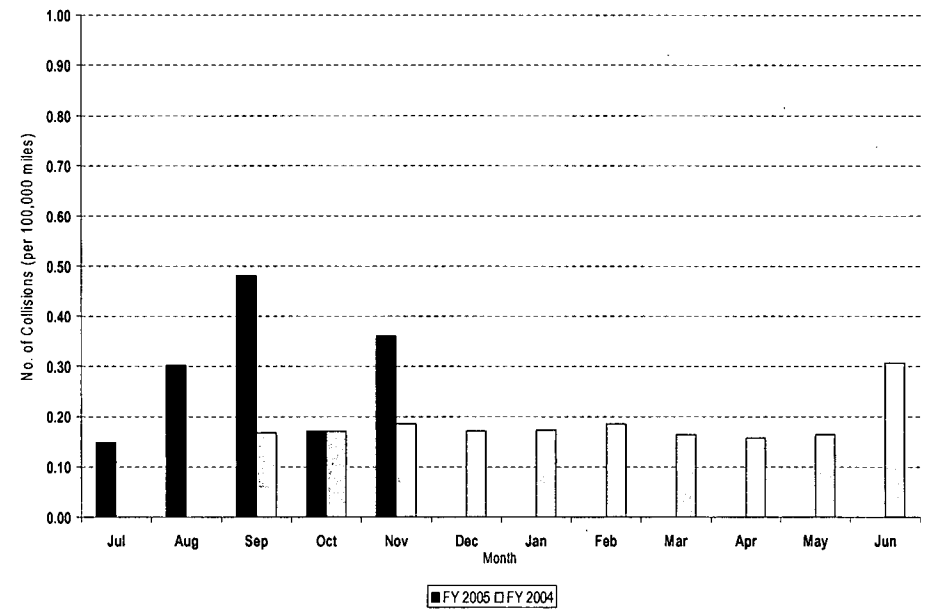
ADA/Paratransit Complaints as a Percentage of ADA/Paratransit Ridership

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.04%	0.04%	0.06%	0.04%	0.03%							
FY 2004	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.03%	0.03%	0.03%	0.04%	0.04%	0.04%
% change	-20.0%	-19.1%	13.8%	-22.4%	-44.7%							

**MTS Bus Collision Accidents  
FY 2005 vs. FY 2004**



**MTS Rail Collision Accidents  
FY 2005 vs. FY 2004**



**MTS Bus Collision Accidents (per 100,000 Miles)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	2.27	2.22	2.46	1.80	1.92							
FY 2004	2.16	2.88	2.37	2.77	2.38	2.35	1.97	2.41	1.54	2.21	2.26	2.56
% change	4.8%	-22.7%	3.8%	-35.3%	-19.1%							

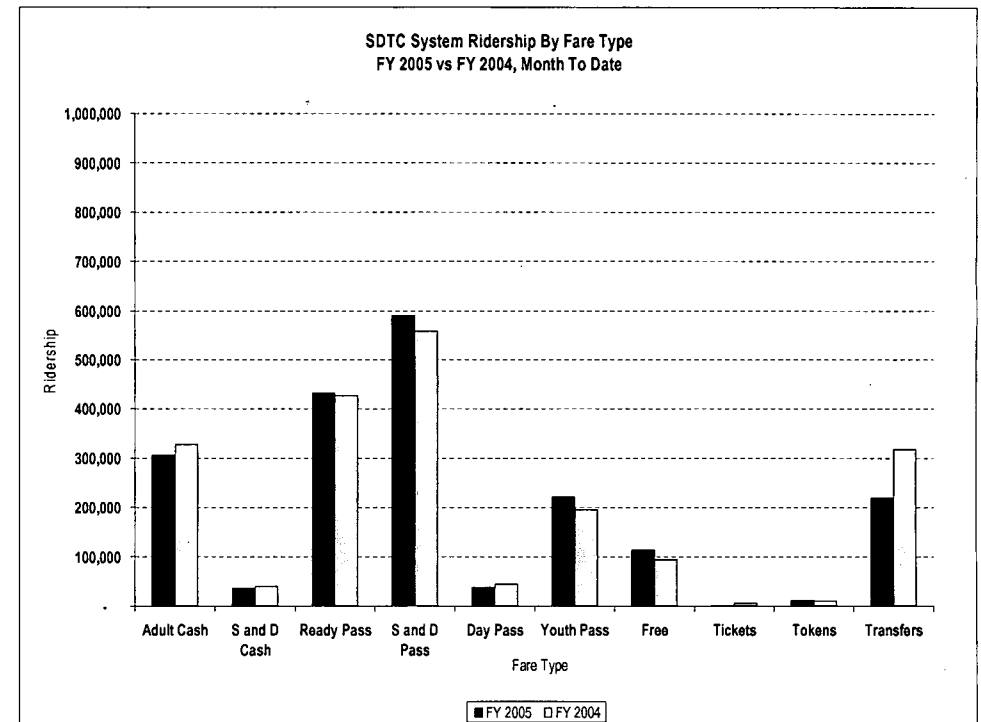
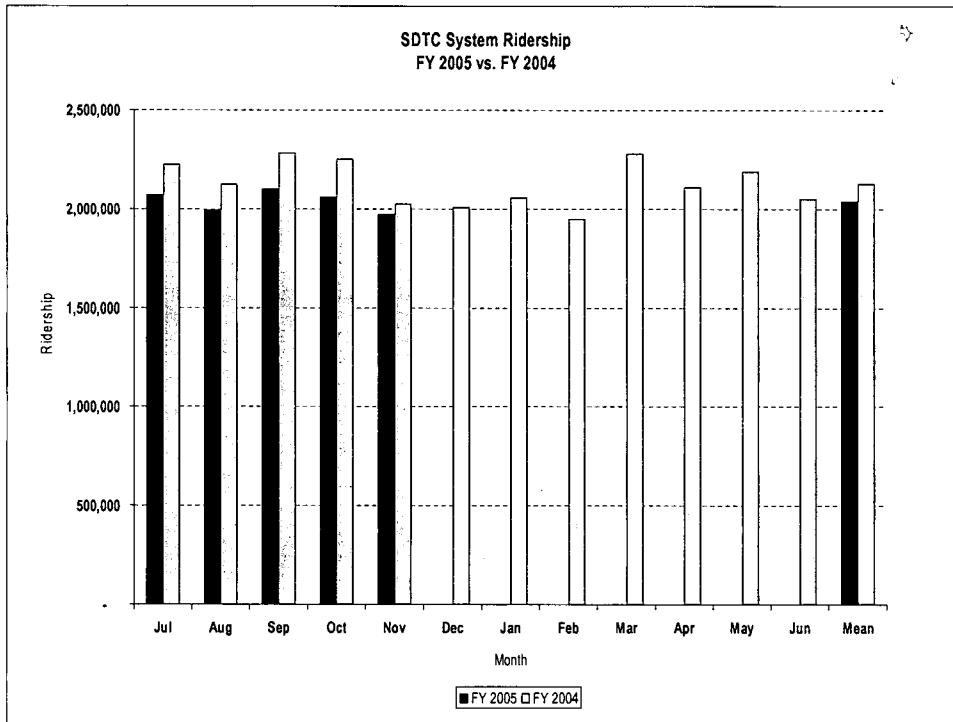
**MTS Rail Collision Accidents (per 100,000 Miles)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.15	0.30	0.48	0.17	0.36							
FY 2004	0.00	0.00	0.17	0.17	0.19	0.17	0.17	0.19	0.16	0.16	0.16	0.31
% change	n/a	n/a	185.5%	0.9%	94.3%							

**MTS Rail Accidents (Actual)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	1	2	3	1	2							
FY 2004	0	0	1	1	1	1	1	1	1	1	1	2



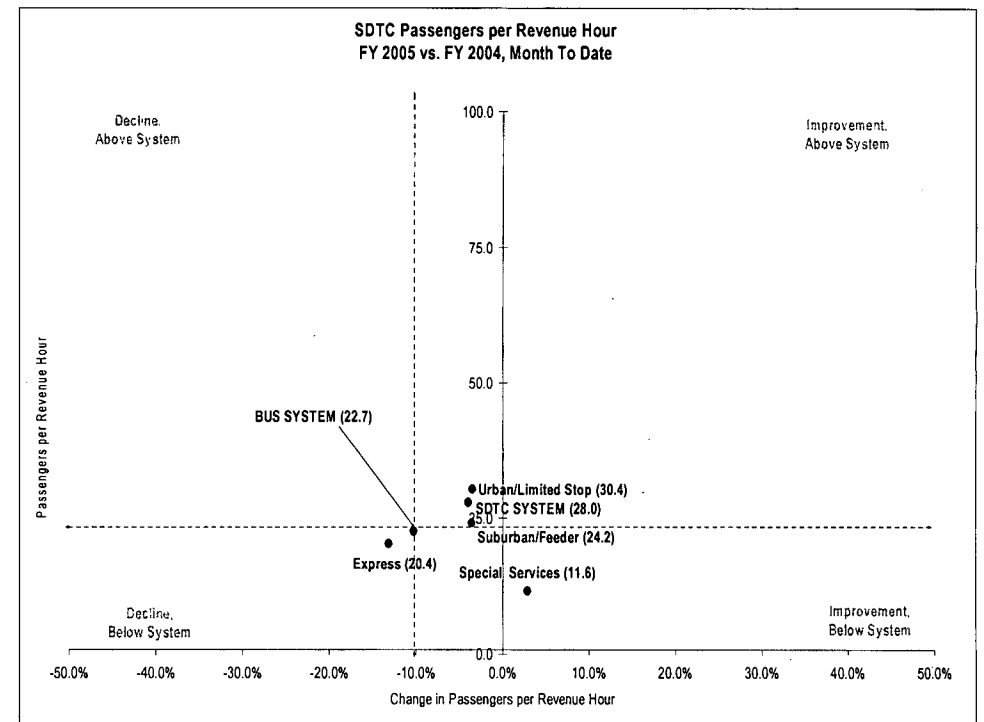
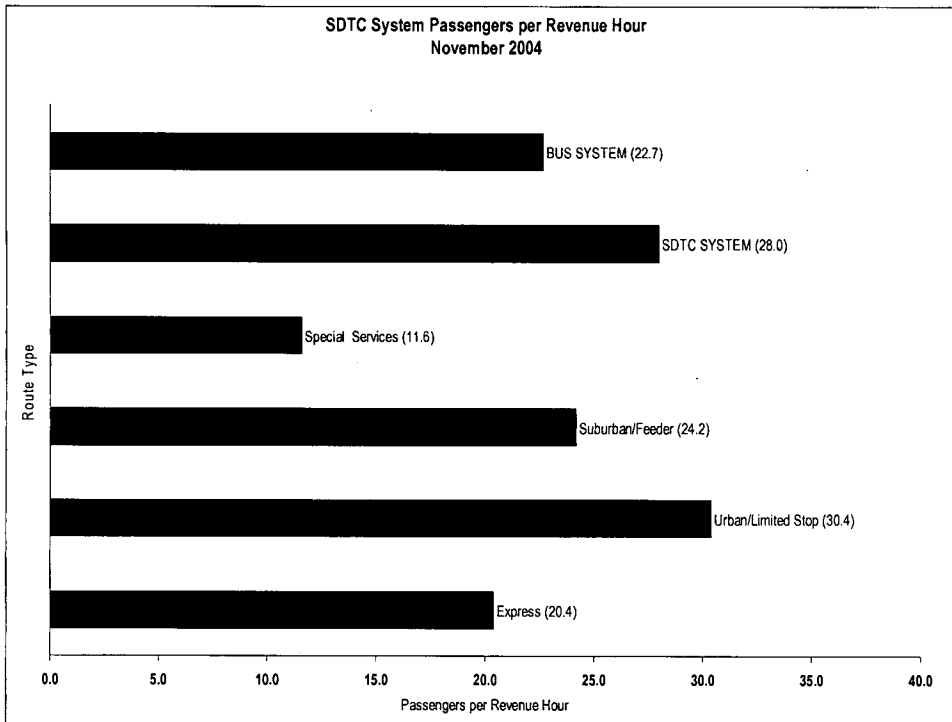


**SDTC System Ridership**

	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	2,072,385	2,225,965	-6.9%
Aug	1,995,070	2,124,925	-6.1%
Sep	2,101,448	2,281,754	-7.9%
Oct	2,060,242	2,251,989	-8.5%
Nov	1,972,898	2,027,050	-2.7%
Dec		2,007,976	
Jan		2,058,198	
Feb		1,947,957	
Mar		2,281,439	
Apr		2,112,604	
May		2,190,405	
Jun		2,051,365	
Mean	2,040,409	2,130,136	-4.2%

**SDTC System Ridership by Fare Type**

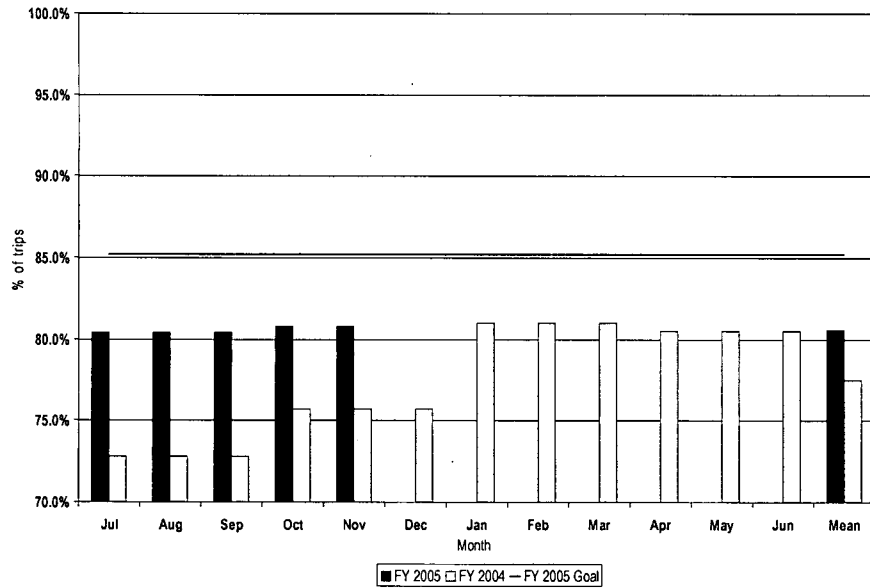
	Month to Date		
Fare Component	Nov-04	Nov-03	Change
Adult Cash	306,870	328,436	-6.6%
S and D Cash	36,782	40,367	-8.9%
Ready Pass	431,853	427,095	1.1%
S and D Pass	590,015	559,289	5.5%
Day Pass	38,955	45,303	-14.0%
Youth Pass	221,941	195,892	13.3%
Free	114,096	94,961	20.2%
Tickets	850	6,923	-87.7%
Tokens	11,606	10,661	8.9%
Transfers	219,930	318,123	-30.9%
System Total	1,972,898	2,027,050	-2.7%



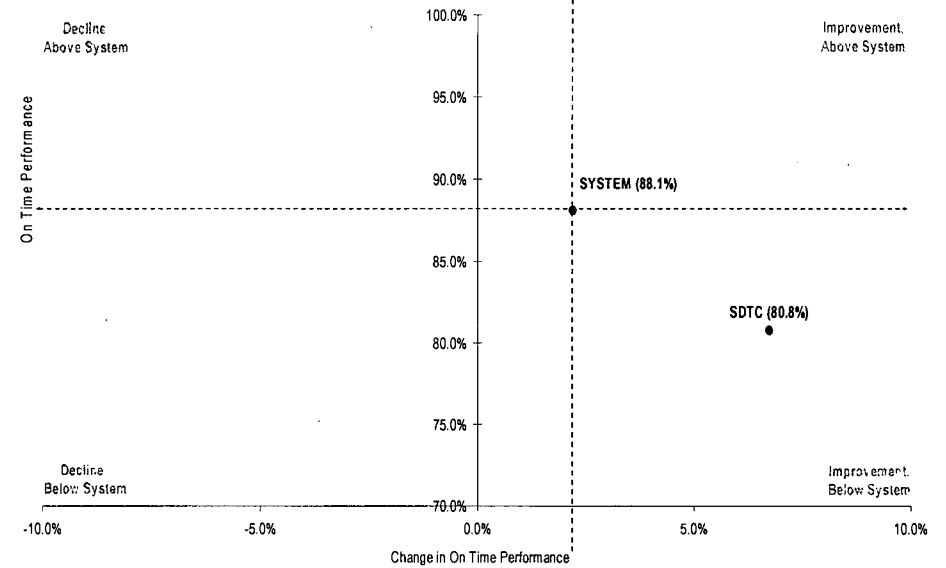
**SDTC System Passengers per Revenue Hour**

Route	% Change	Pax/Hour
Express (20.4)	-13.2%	20.40
Urban/Limited Stop (30.4)	-3.5%	30.40
Suburban/Feeder (24.2)	-3.6%	24.20
Special Services (11.6)	2.8%	11.6
SDTC SYSTEM (28.0)	-4%	28.0
BUS SYSTEM (22.7)	-10.3%	22.7

SDTC On Time Performance  
FY 2005 vs. FY 2004



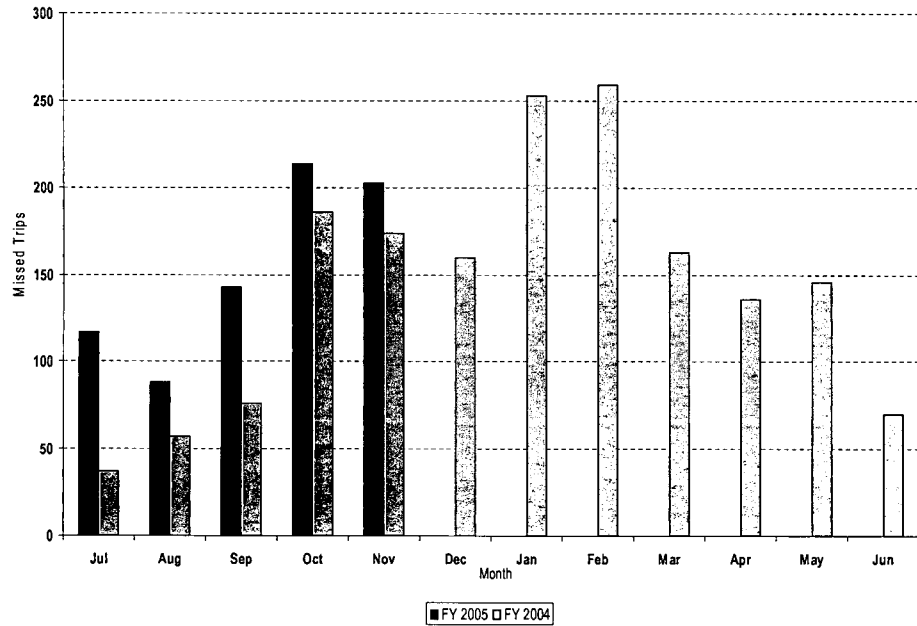
SDTC System On Time Performance  
FY 2005 vs. FY 2004, Month To Date



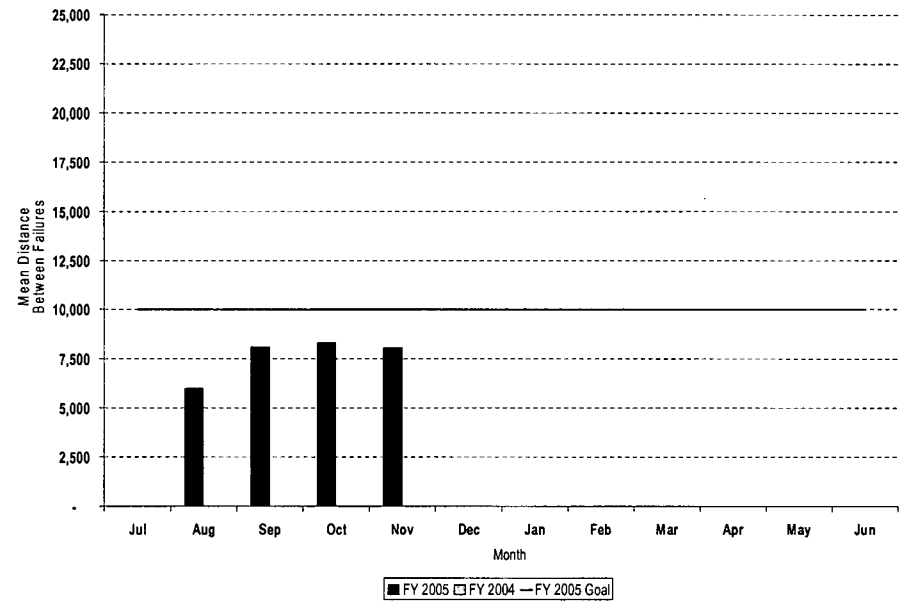
SDTC System On Time Performance

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	80.4%	80.4%	80.4%	80.8%	80.8%								80.6%
FY 2004	72.8%	72.8%	72.8%	75.7%	75.7%	75.7%	81.0%	81.0%	81.0%	80.5%	80.5%	80.5%	77.5%
% change	10.4%	10.4%	10.4%	6.7%	6.7%								3.9%

**SDTC Missed Trips  
FY 2005 vs. FY 2004**



**SDTC Mean Distance Between Mechanical Failures  
FY 2005 vs. FY 2004**



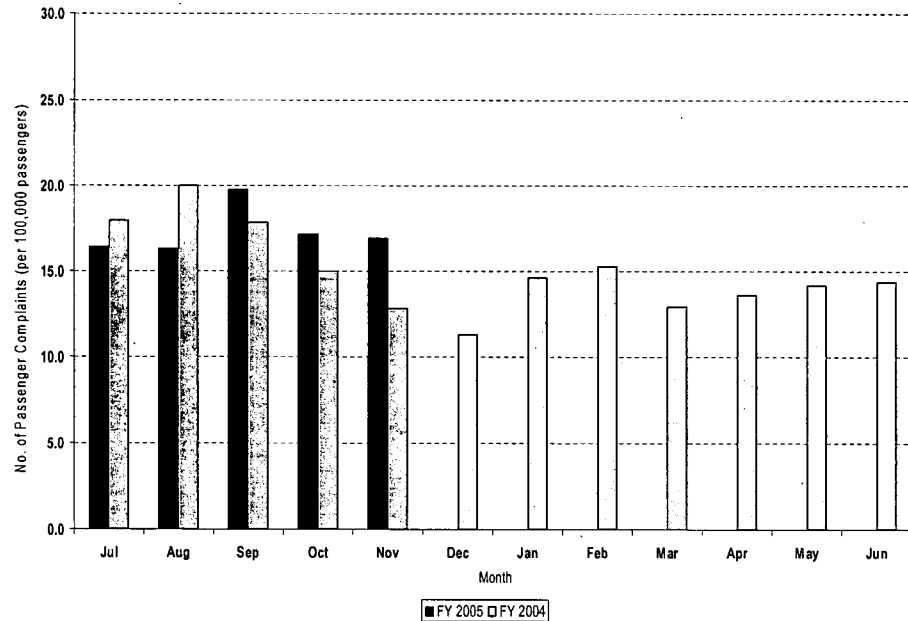
**SDTC Missed Trips**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	117	88	143	214	203							
FY 2004	37	57	76	186	174	160	253	259	163	136	146	70
% change	216.2%	54.4%	88.2%	15.1%	16.7%							

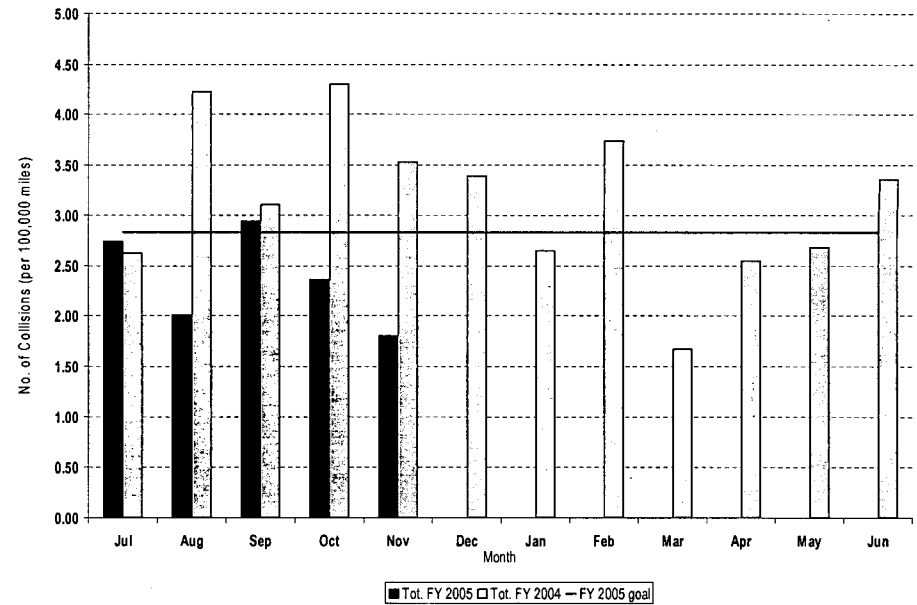
**SDTC Mean Distance Between Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	N/I	6,006	8,100	8,300	8,049							
FY 2004	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I
% change												

**SDTC System Customer Complaints  
FY 2005 vs. FY 2004**



**SDTC Bus Collision Accidents  
FY 2005 vs. FY 2004**



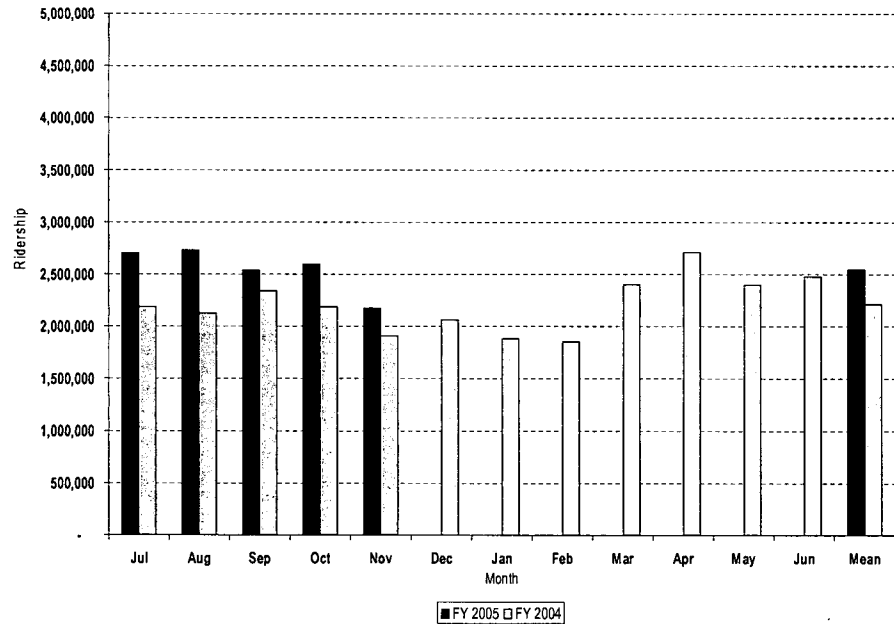
**SDTC Customer Service Complaints**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	16.4	16.3	19.7	17.2	16.9							
FY 2004	18.0	20.0	17.9	15.0	12.9	11.3	14.6	15.3	13.0	13.6	14.2	14.4
% change	-8.7%	-18.3%	10.4%	14.5%	31.5%							

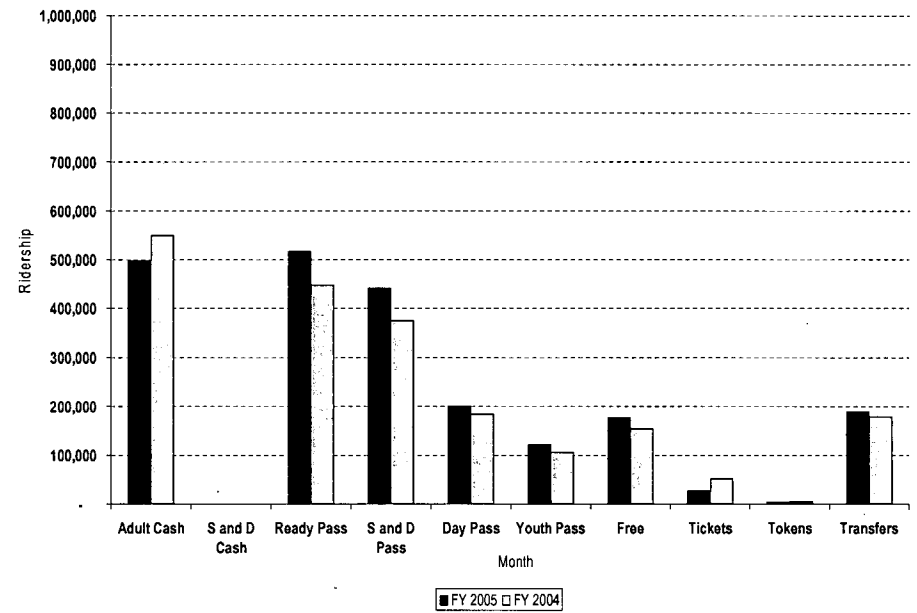
**SDTC Collision Accidents (per 100,000 Miles)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	2.74	2.01	2.94	2.37	1.80							
FY 2004	2.62	4.23	3.11	4.31	3.53	3.39	2.65	3.74	1.67	2.55	2.68	3.36
% change	4.4%	-52.5%	-5.4%	-45.0%	-48.9%							

SDTI System Ridership  
FY 2005 vs. FY 2004



SDTI System Ridership By Fare Type  
FY 2005 vs FY 2004, Month To Date



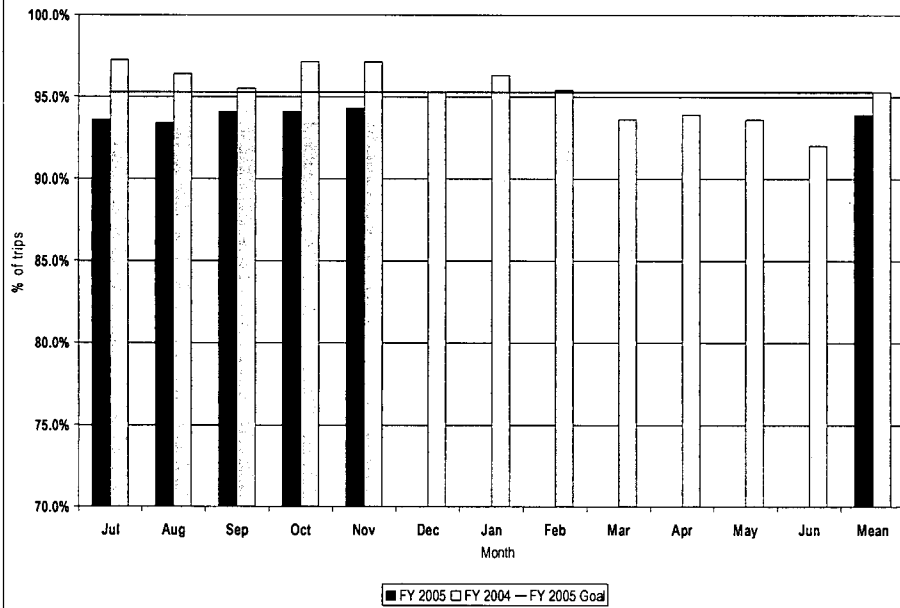
SDTI System Ridership

	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	2,702,758	2,190,726	23.4%
Aug	2,731,675	2,122,005	28.7%
Sep	2,541,149	2,343,663	8.4%
Oct	2,595,328	2,187,991	18.6%
Nov	2,175,765	1,907,119	14.1%
Dec		2,062,314	
Jan		1,884,362	
Feb		1,853,015	
Mar		2,402,594	
Apr		2,708,507	
May		2,398,423	
Jun		2,477,519	
Mean	2,549,335	2,211,520	15.3%

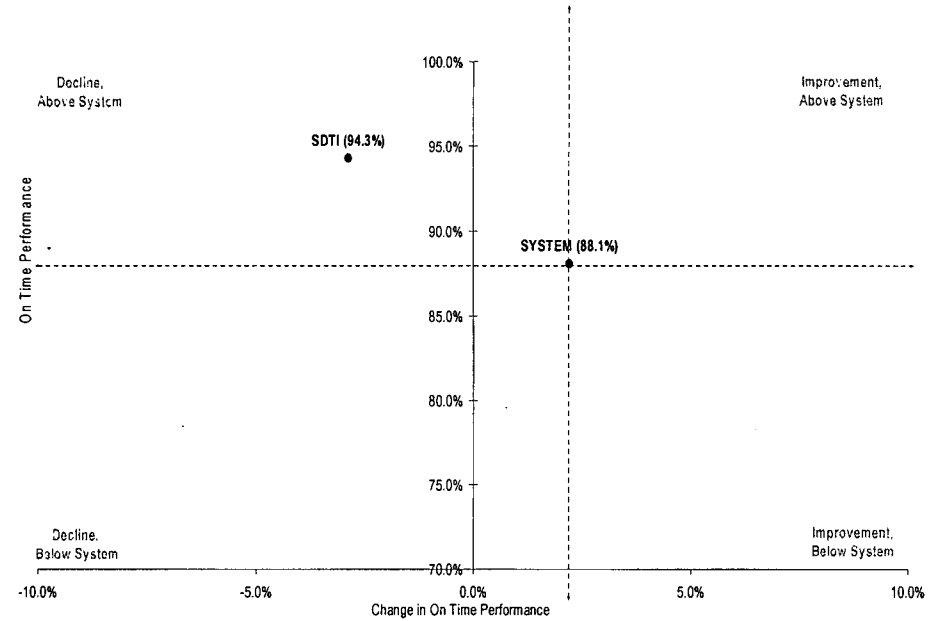
SDTI System Ridership by Fare Type

	Month to Date		
Fare Component	Nov-04	Nov-03	Change
Adult Cash	497,253	549,649	-9.5%
S and D Cash	-	-	0.0%
Ready Pass	515,998	447,403	15.3%
S and D Pass	441,508	375,120	17.7%
Day Pass	200,580	183,787	9.1%
Youth Pass	121,571	106,195	14.5%
Free	177,047	154,456	14.6%
Tickets	27,430	51,391	-46.6%
Tokens	4,785	5,197	-7.9%
Transfers	189,593	179,278	5.8%
System Total	2,175,765	2,052,475	6.0%

SDTI On Time Performance  
FY 2005 vs. FY 2004



SDTI System On Time Performance  
FY 2005 vs. FY 2004, Month To Date



SDTI

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
<b>FY 2005</b>	93.6%	93.4%	94.1%	94.1%	94.3%								93.9%
<b>FY 2004</b>	97.2%	96.4%	95.5%	97.1%	97.1%	95.3%	96.3%	95.4%	93.6%	93.9%	93.6%	92.0%	95.3%
<b>% change</b>	-3.7%	-3.1%	-1.5%	-3.1%	-2.9%								-1.5%

**SDTI Missed Trips  
FY 2005 vs. FY 2004**

Month	FY 2005	FY 2004
Jul	2	2
Aug	3	3
Sep	5	7
Oct	8	6
Nov	6	85
Dec	0	20
Jan	0	4
Feb	0	4
Mar	0	7
Apr	0	4
May	0	3
Jun	0	10

**SDTI Collision Accidents  
FY 2005 vs. FY 2004**

No. of Collisions (per 100,000 miles)

Month	FY 2005	FY 2004
Jul	0.15	0.00
Aug	0.30	0.00
Sep	0.48	0.17
Oct	0.17	0.17
Nov	0.36	0.18
Dec	0.00	0.17
Jan	0.00	0.17
Feb	0.00	0.18
Mar	0.00	0.16
Apr	0.00	0.15
May	0.00	0.16
Jun	0.00	0.30

Month

■ FY 2005 □ FY 2004

**SDTI Mean Distance Between Mechanical Failures  
FY 2005 vs. FY 2004**

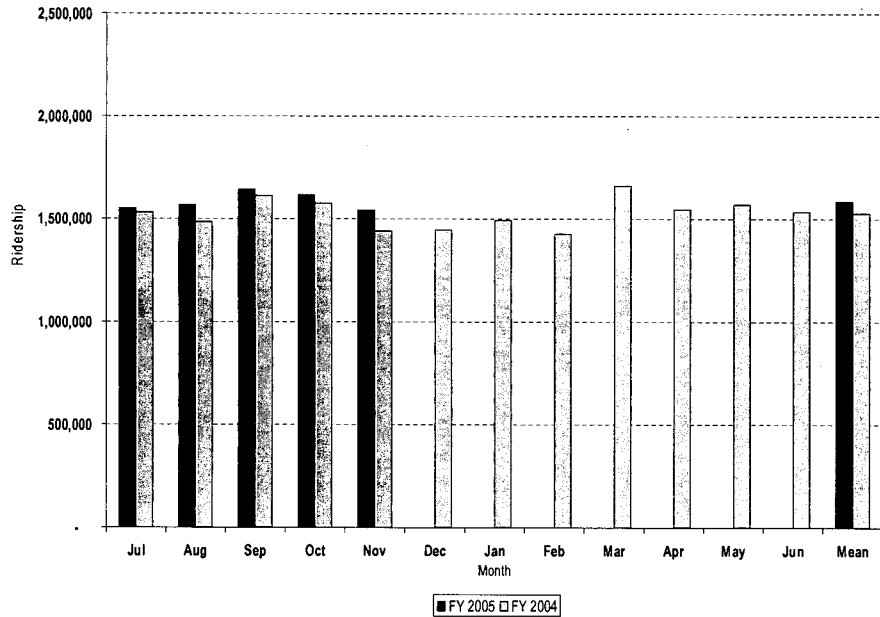
Month	FY 2005	FY 2004	FY 2005 Goal
Jul	670,000	580,000	580,000
Aug	660,000	580,000	580,000
Sep	620,000	580,000	580,000
Oct	580,000	580,000	580,000
Nov	550,000	540,000	580,000
Dec	-	580,000	580,000
Jan	-	570,000	580,000
Feb	-	540,000	580,000
Mar	-	600,000	580,000
Apr	-	630,000	580,000
May	-	600,000	580,000
Jun	-	650,000	580,000

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.15	0.30	0.48	0.17	0.36							
FY 2004	0.00	0.00	0.17	0.17	0.19	0.17	0.17	0.19	0.16	0.16	0.16	0.31
% change	14.0%	30.2%	31.3%	0.2%	17.5%							

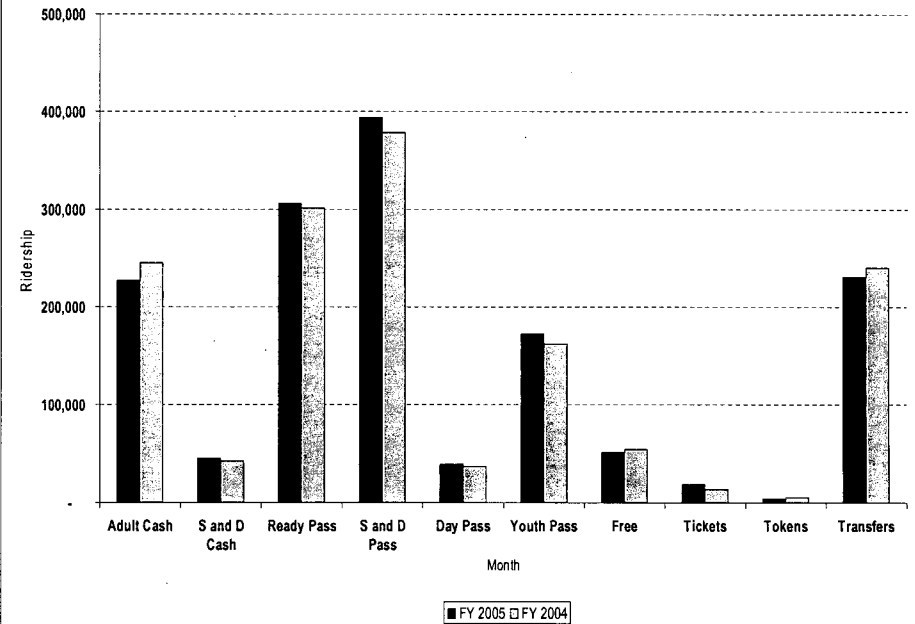
[illegible]



**MCS System Ridership  
FY 2005 vs. FY 2004**



**MCS System Ridership By Fare Type  
FY 2005 vs FY 2004, Month To Date**



**MCS System Ridership**

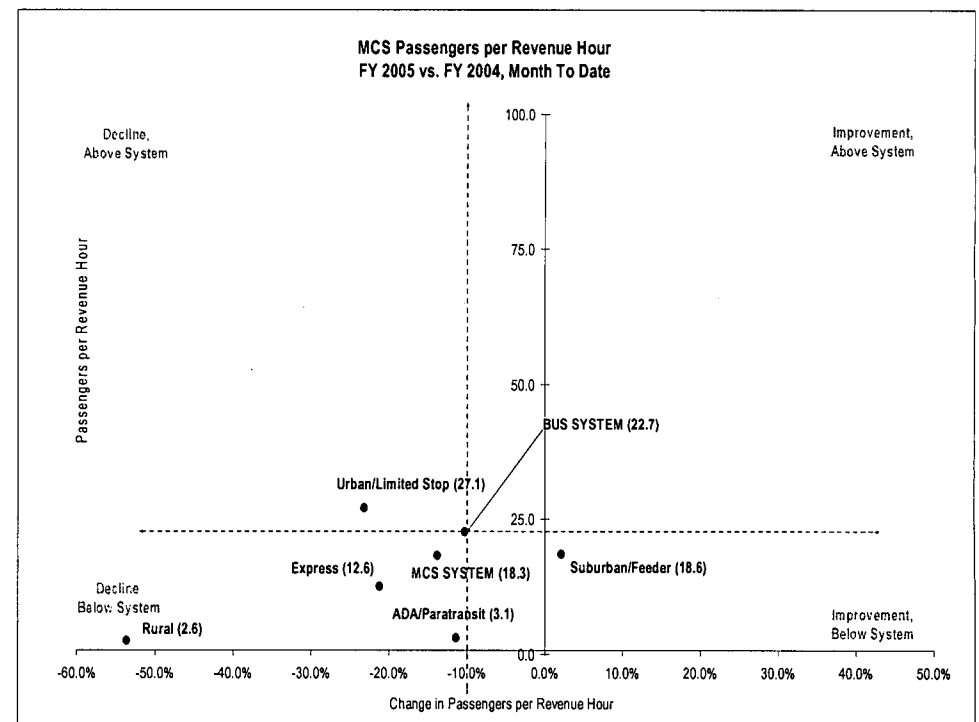
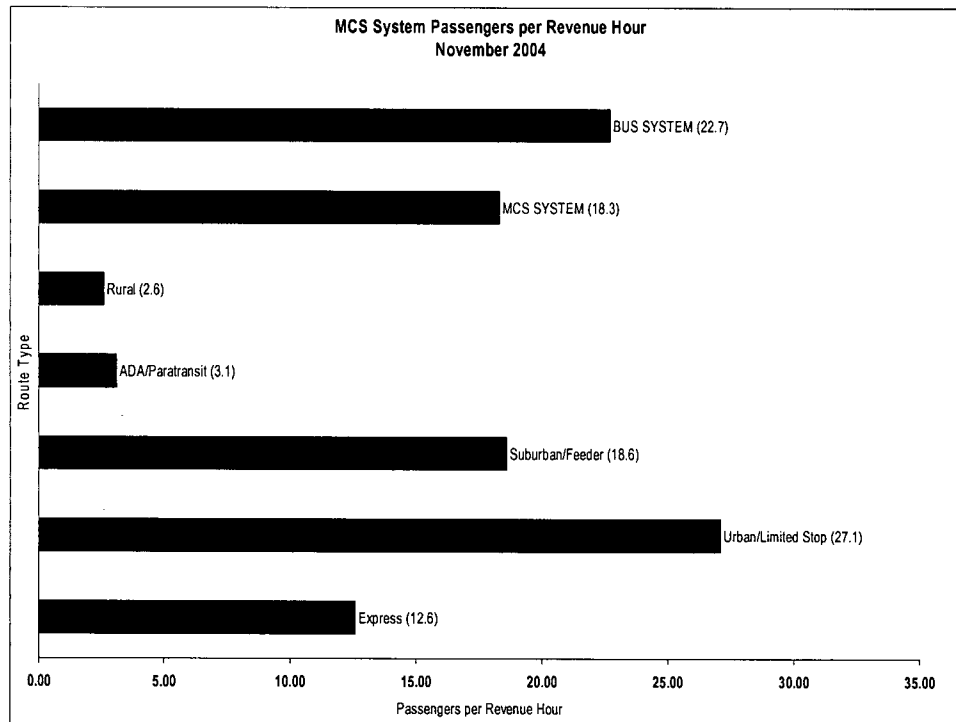
	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	1,552,212	1,530,558	1.4%
Aug	1,566,182	1,484,661	5.5%
Sep	1,644,102	1,614,371	1.8%
Oct	1,616,975	1,576,552	2.6%
Nov	1,541,643	1,440,136	7.0%
Dec		1,446,920	
Jan		1,491,219	
Feb		1,427,314	
Mar		1,662,382	
Apr		1,546,285	
May		1,569,382	
Jun		1,536,710	
Mean	1,584,223	1,527,208	3.7%

**MCS System Ridership by Fare Type**

	Month to Date		
Fare Component	Nov-04	Nov-03	Change
Adult Cash	227,481	245,078	-7.2%
S and D Cash	45,440	42,114	7.9%
Ready Pass	305,859	301,106	1.6%
S and D Pass	393,817	378,274	4.1%
Day Pass	39,166	36,535	7.2%
Youth Pass	172,494	162,038	6.5%
Free	51,739	54,560	-5.2%
Tickets	19,022	13,760	38.2%
Tokens	4,030	5,496	-26.7%
Transfers	231,410	240,262	-3.7%

<b>System Total</b>	<b>1,490,458</b>	<b>1,479,224</b>	<b>0.8%</b>
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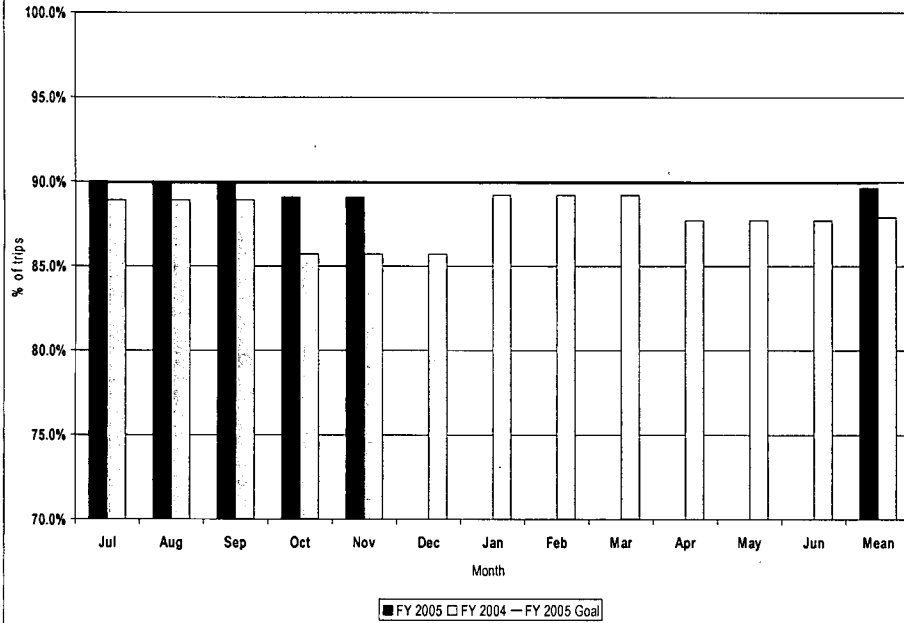
Att. J, AI 45, 1/27/05,  
OPS 920.1, 960.5, 970.5



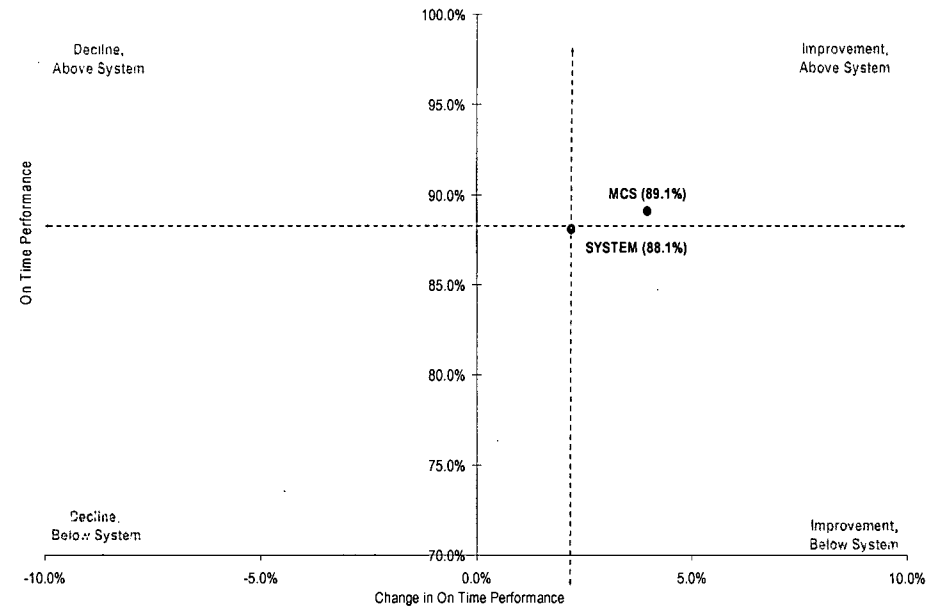
**MCS System Passengers per Revenue Hour**

Route	% Change	Pax/Hour
Express (12.6)	-21.2%	12.60
Urban/Limited Stop (27.1)	-23.2%	27.10
Suburban/Feeder (18.6)	2.1%	18.60
ADA/Paratransit (3.1)	-11.4%	3.10
Rural (2.6)	-53.6%	2.6
MCS SYSTEM (18.3)	-14%	18.3
BUS SYSTEM (22.7)	-10.3%	22.7

**MCS Bus On Time Performance  
FY 2005 vs. FY 2004**

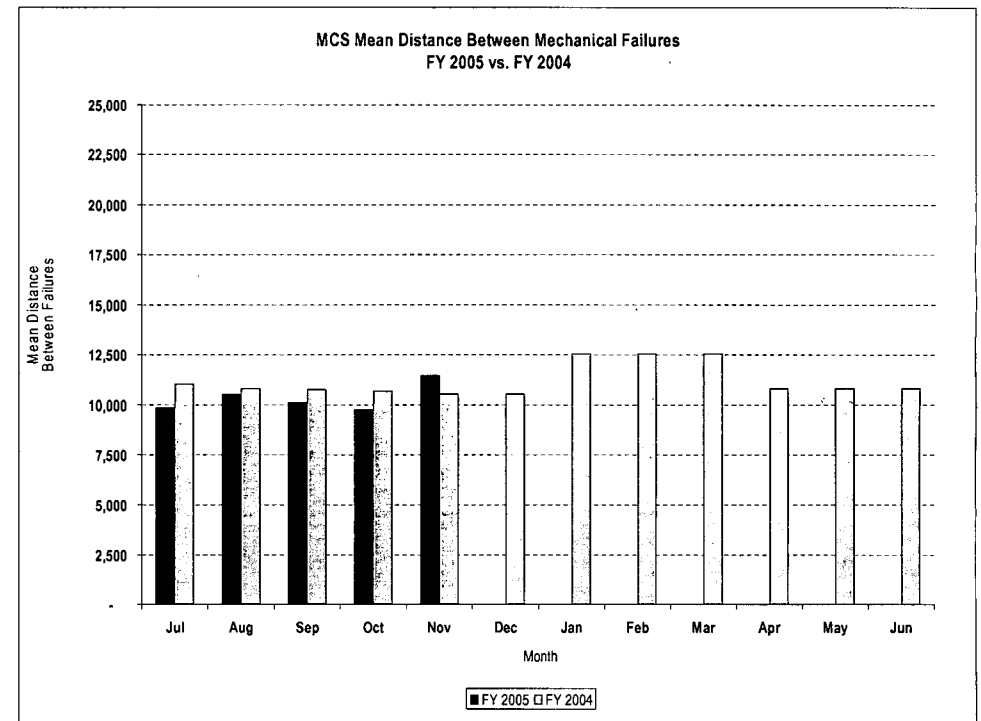
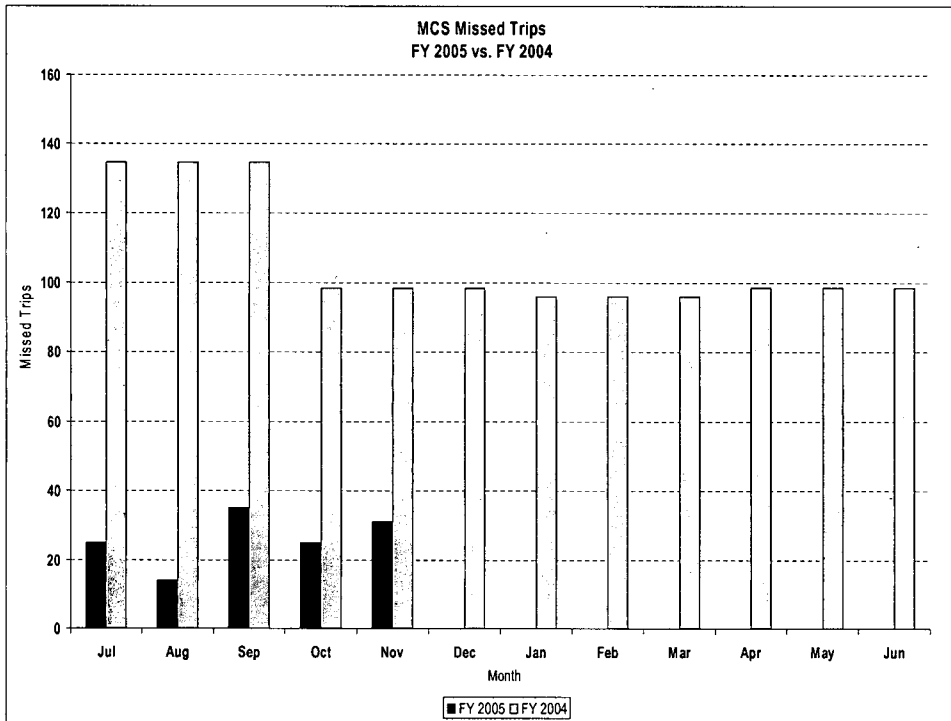


**MCS System On Time Performance  
FY 2005 vs. FY 2004, Month To Date**



**MCS System On Time Performance**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
<b>FY 2005</b>	90.0%	90.0%	90.0%	89.1%	89.1%								89.6%
<b>FY 2004</b>	88.9%	88.9%	88.9%	85.7%	85.7%	85.7%	89.2%	89.2%	89.2%	87.7%	87.7%	87.7%	87.9%
<b>% change</b>	1.2%	1.2%	1.2%	4.0%	4.0%								2.0%

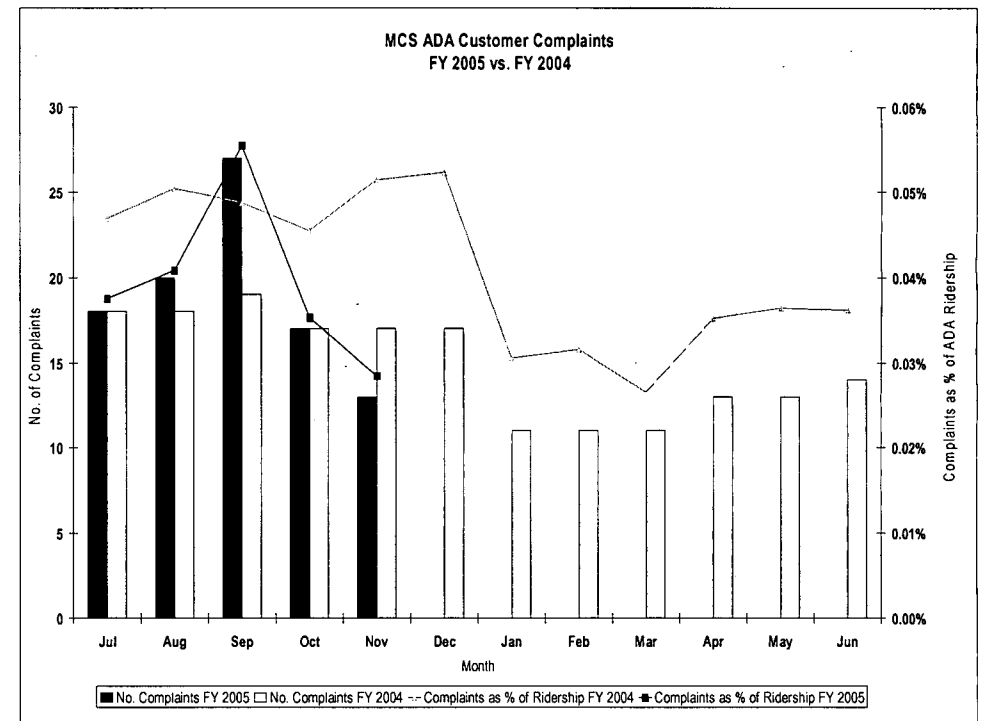
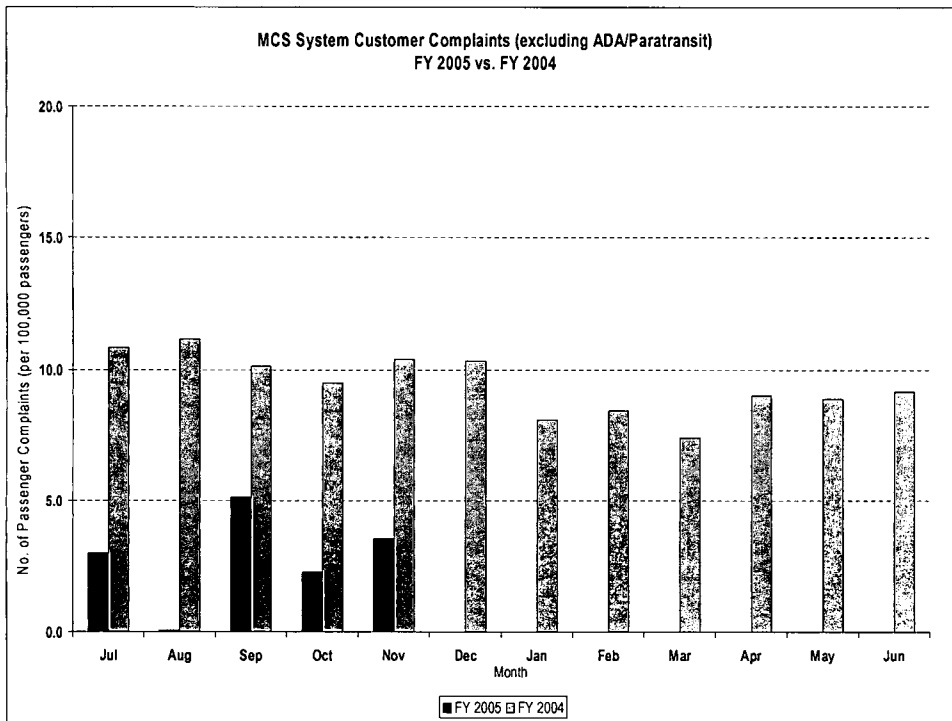


**MCS Missed Trips**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY 2005</b>	25	14	35	25	31							
<b>FY 2004</b>	135	135	135	98	98	98	96	96	96	98	98	98
% change	-81.4%	-89.6%	-74.0%	-74.6%	-68.5%							

**MCS Mean Distance Between Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY 2005</b>	9,864	10,510	10,127	9,774	11,473							
<b>FY 2004</b>	11,042	10,808	10,756	10,672	10,532	10,532	12,542	12,542	12,542	10,794	10,794	10,794
% change	-10.7%	-2.8%	-5.8%	-8.4%	8.9%							



**MCS System Customer Complaints (excluding ADA/Paratransit)**

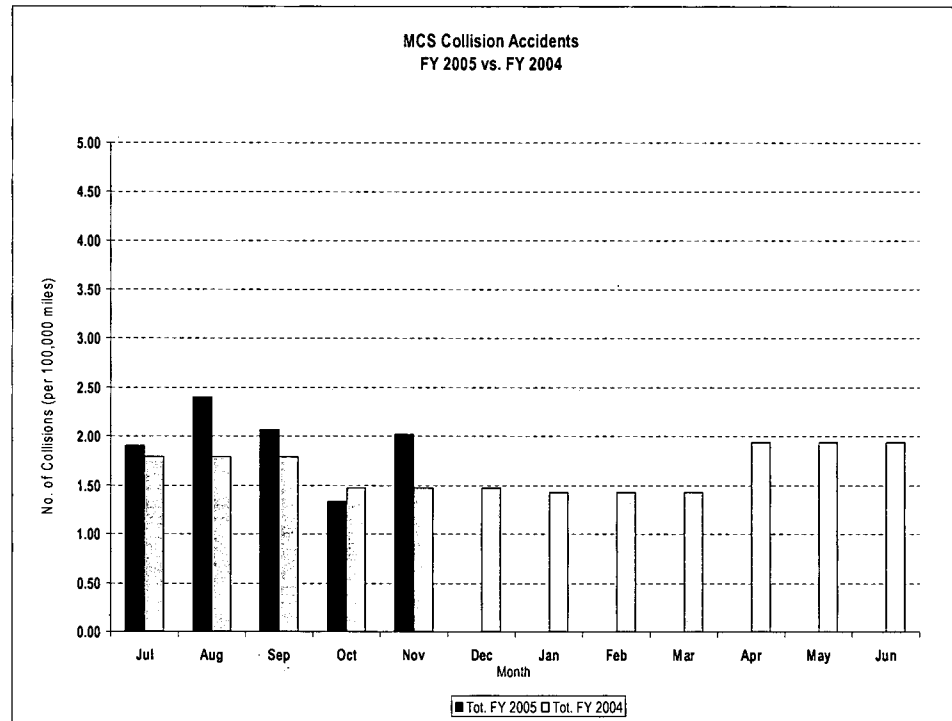
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	3.0	0.1	5.1	2.3	3.5							
FY 2004	10.8	11.1	10.1	9.5	10.4	10.3	8.1	8.4	7.4	9.0	8.9	9.2
% change	-72.2%	-99.4%	-49.4%	-76.0%	-65.8%							

**MCS ADA Complaints (Actual)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	18	20	27	17	13							
FY 2004	18	18	19	17	17	17	11	11	11	13	13	14
% change	0.0%	200.0%	800.0%	0.0%	-400.0%							

**MCS ADA Complaints as a Percentage of ADA Ridership**

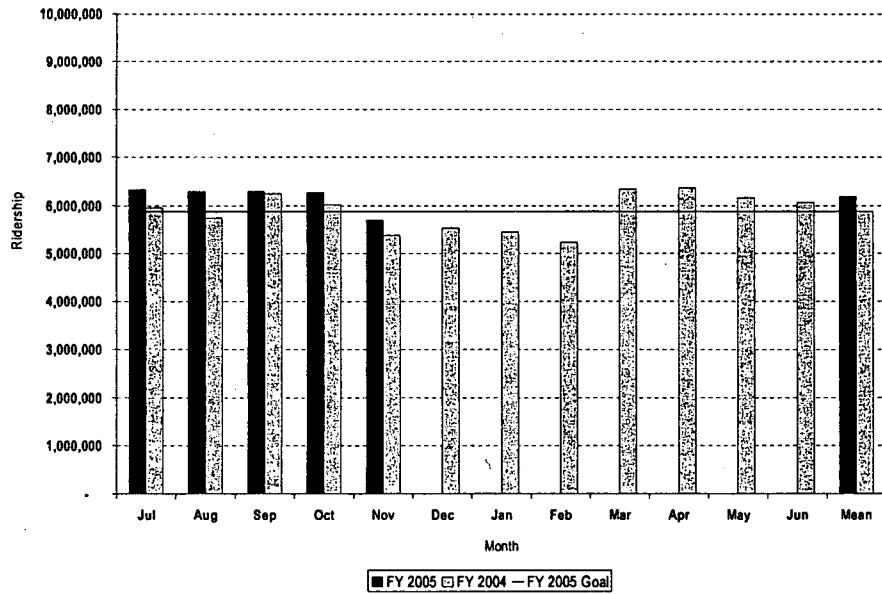
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.04%	0.04%	0.06%	0.04%	0.03%							
FY 2004	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.03%	0.03%	0.03%	0.04%	0.04%	0.04%
% change	0.0%	0.0%	0.0%	0.0%	0.0%							



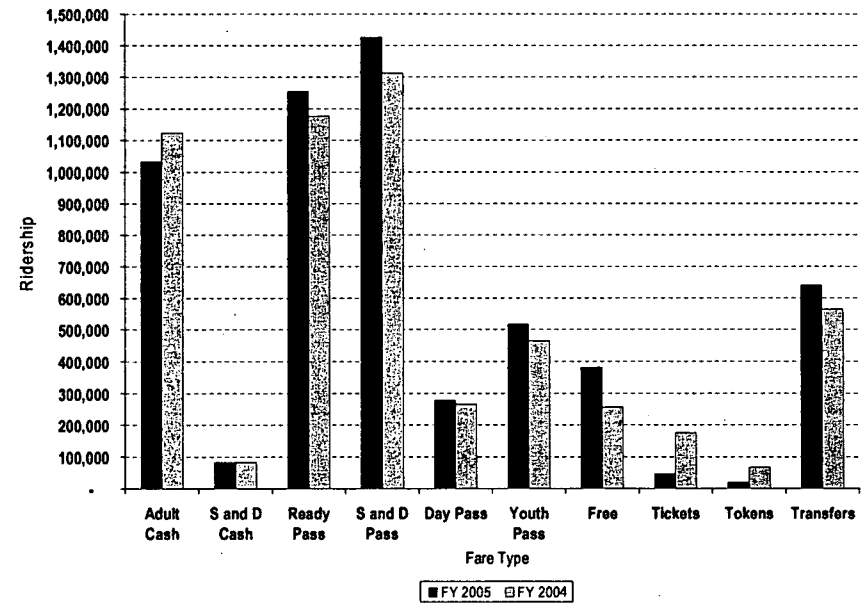
**MCS Collision Accidents per 100,000 Miles**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY 2005</b>	1.90	2.40	2.07	1.34	2.02							
<b>FY 2004</b>	1.79	1.79	1.79	1.48	1.48	1.48	1.43	1.43	1.43	1.94	1.94	1.94
<b>% change</b>	6.2%	33.9%	15.7%	-9.6%	36.4%							

MTS System Ridership  
FY 2005 vs. FY 2004



MTS System Ridership By Fare Type  
FY 2005 vs FY 2004, Month To Date

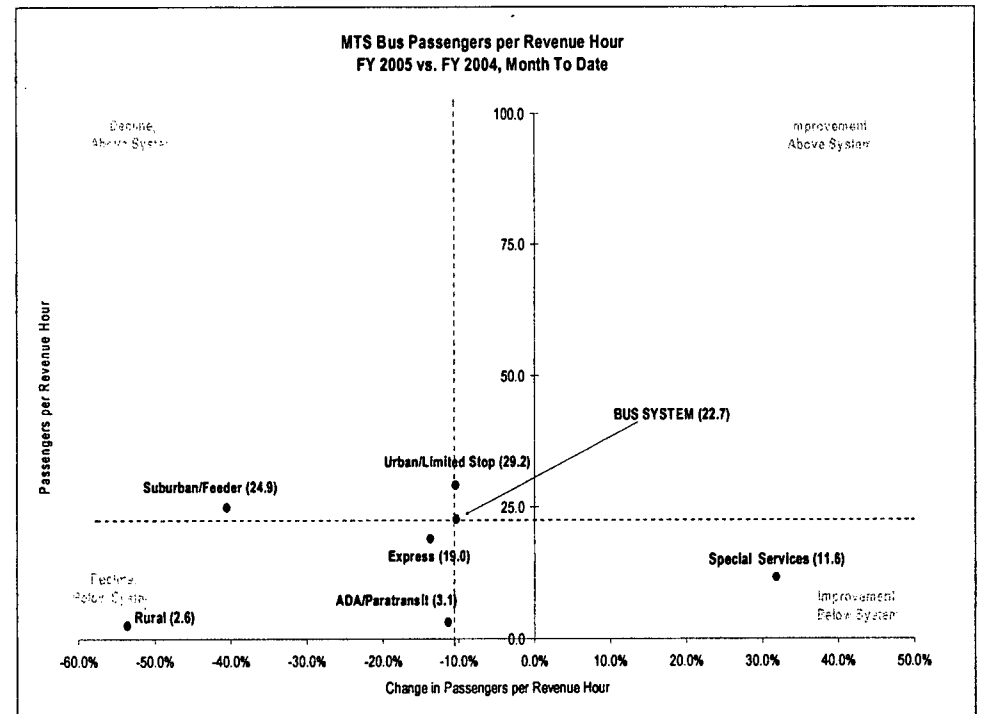
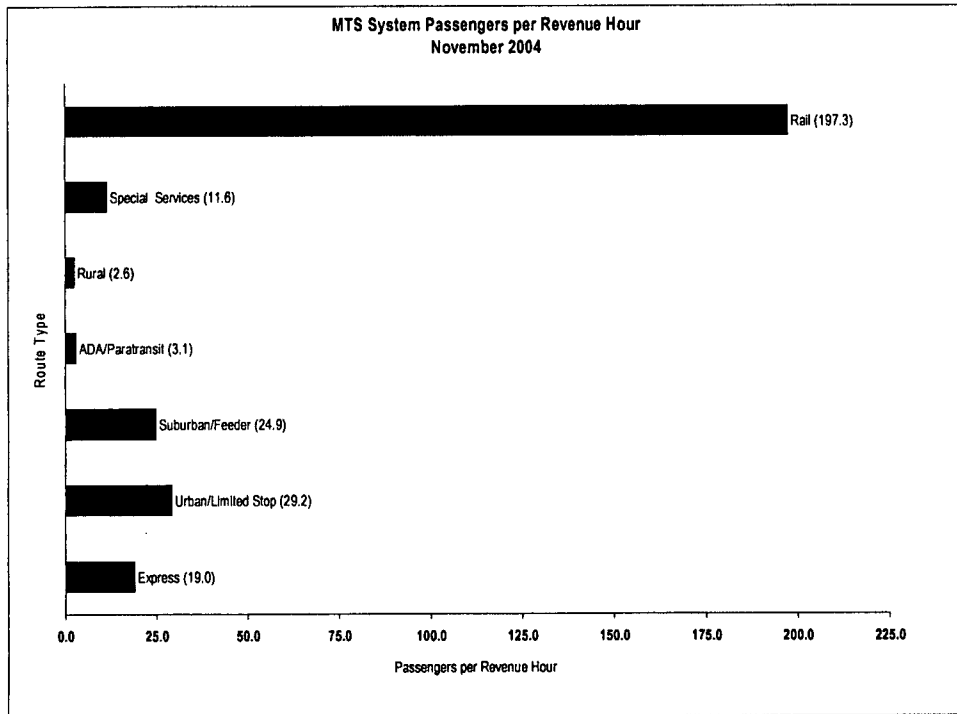


MTS System Ridership

	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	6,327,355	5,947,249	6.4%
Aug	6,292,927	5,731,591	9.8%
Sep	6,286,699	6,239,788	0.8%
Oct	6,272,545	6,016,532	4.3%
Nov	5,690,306	5,374,305	5.9%
Dec		5,517,210	
Jan		5,433,779	
Feb		5,228,286	
Mar		6,346,415	
Apr		6,367,396	
May		6,158,210	
Jun		6,065,594	
Mean	6,173,966	5,868,863	5.2%

MTS System Ridership by Fare Type

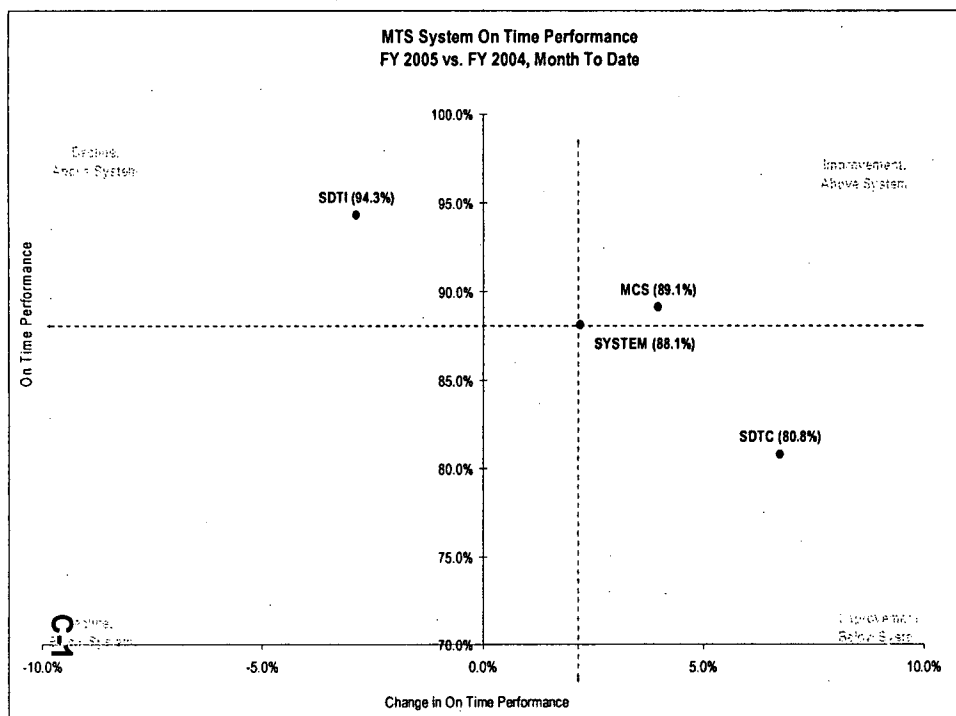
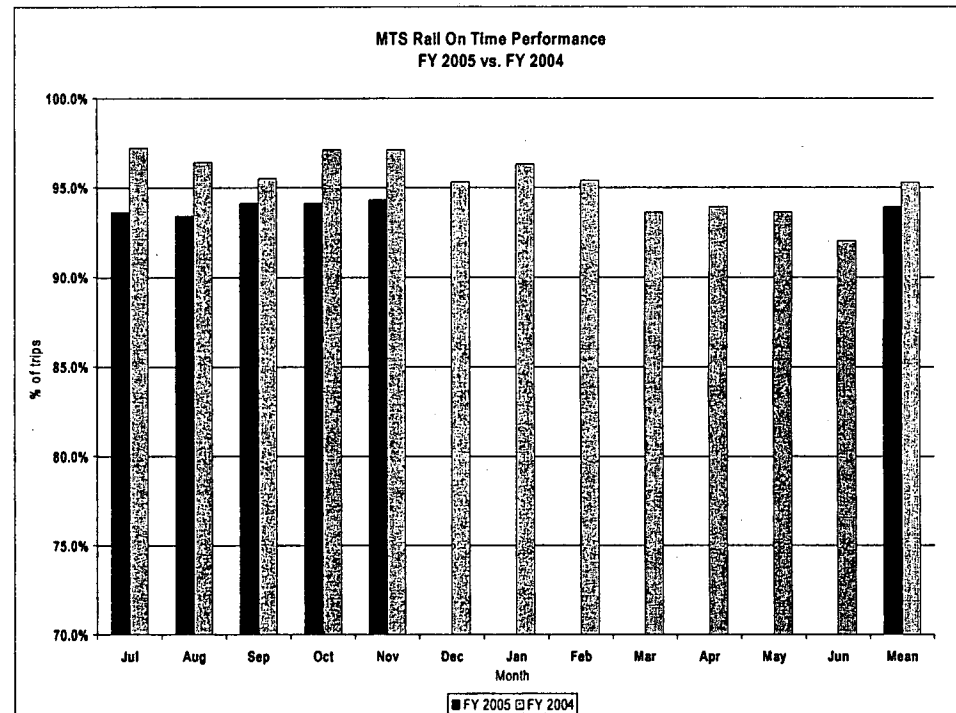
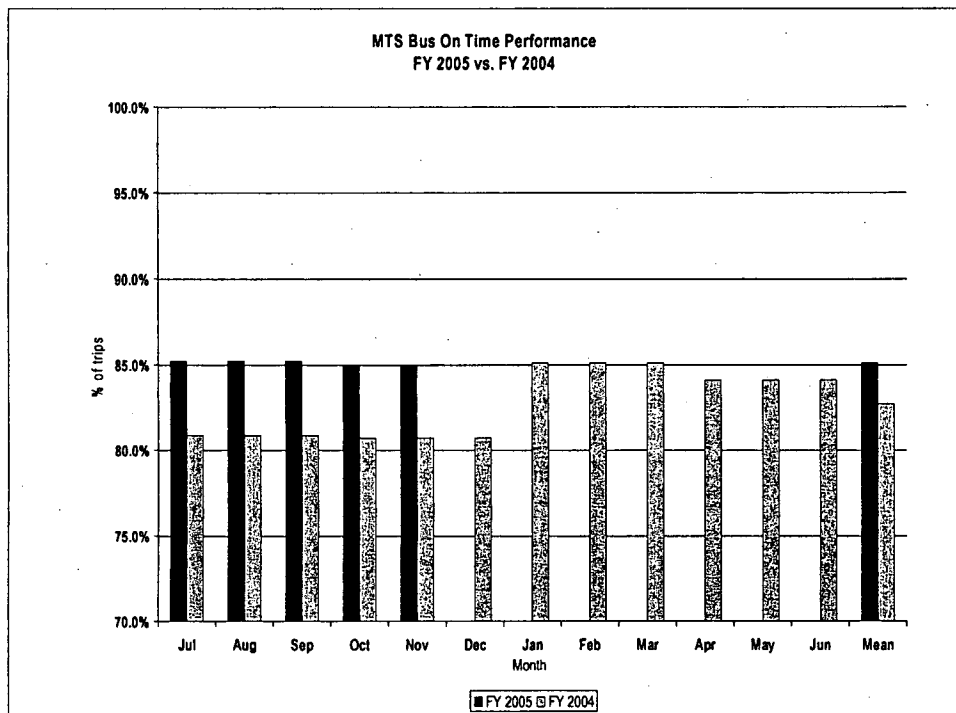
	Month to Date		
Fare Component	Nov-04	Nov-03	Change
Adult Cash	1,031,604	1,123,163	-8.2%
S and D Cash	82,222	82,481	-0.3%
Ready Pass	1,253,710	1,175,604	6.6%
S and D Pass	1,425,340	1,312,683	8.6%
Day Pass	278,701	265,625	4.9%
Youth Pass	516,006	464,125	11.2%
Free	382,067	255,716	49.4%
Tickets	47,302	175,139	-73.0%
Tokens	20,421	67,547	-69.8%
Transfers	640,933	563,582	13.7%
System Total	5,678,306	5,485,665	3.5%



**MTS System Passengers per Revenue Hour**

Route	% Change	Pax/Hour
Express (19.0)	-13.7%	19.00
Urban/Limited Stop (29.2)	-10.4%	29.20
Suburban/Feeder (24.9)	-40.5%	24.90
ADA/Paratransit (3.1)	-11.4%	3.10
Rural (2.6)	-53.6%	2.6
Special Services (11.6)	31.8%	11.6
Rail (197.3)	13.1%	197.30
BUS SYSTEM (22.7)	-10.3%	22.7





**On Time Performance Statistics**

**MTS Bus On Time Performance**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	85.2%	85.2%	85.2%	85.0%	85.0%								85.1%
FY 2004	80.9%	80.9%	80.9%	80.7%	80.7%	80.7%	85.1%	85.1%	85.1%	84.1%	84.1%	84.1%	82.7%
% change	5.4%	5.4%	5.4%	5.3%	5.3%								2.9%

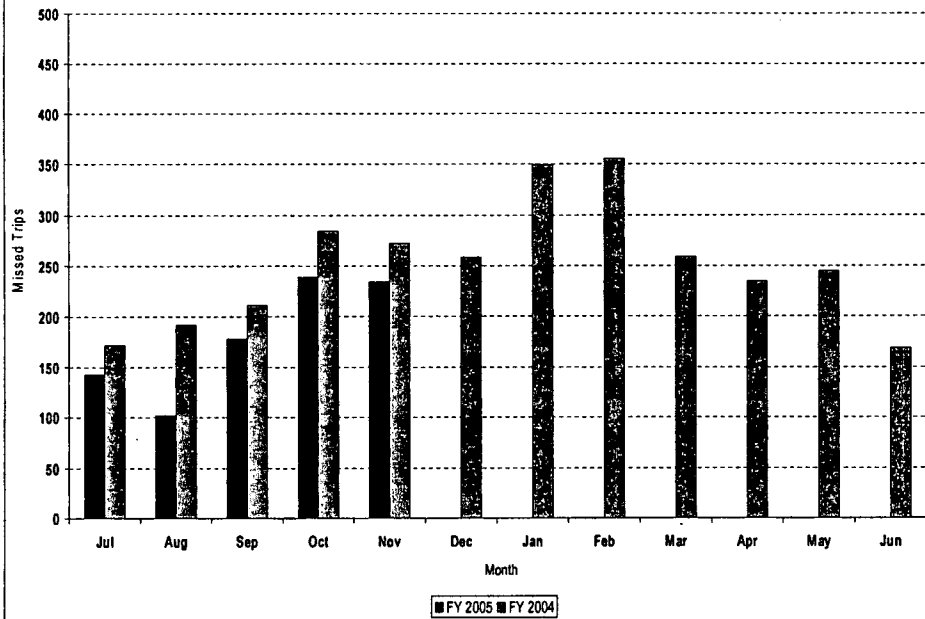
**MTS Rail On Time Performance**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	93.6%	93.4%	94.1%	94.1%	94.3%								93.9%
FY 2004	97.2%	96.4%	95.5%	97.1%	97.1%	95.3%	96.3%	95.4%	93.6%	93.9%	93.6%	92.0%	95.3%
% change	-3.7%	-3.1%	-1.5%	-3.1%	-2.9%								-1.5%

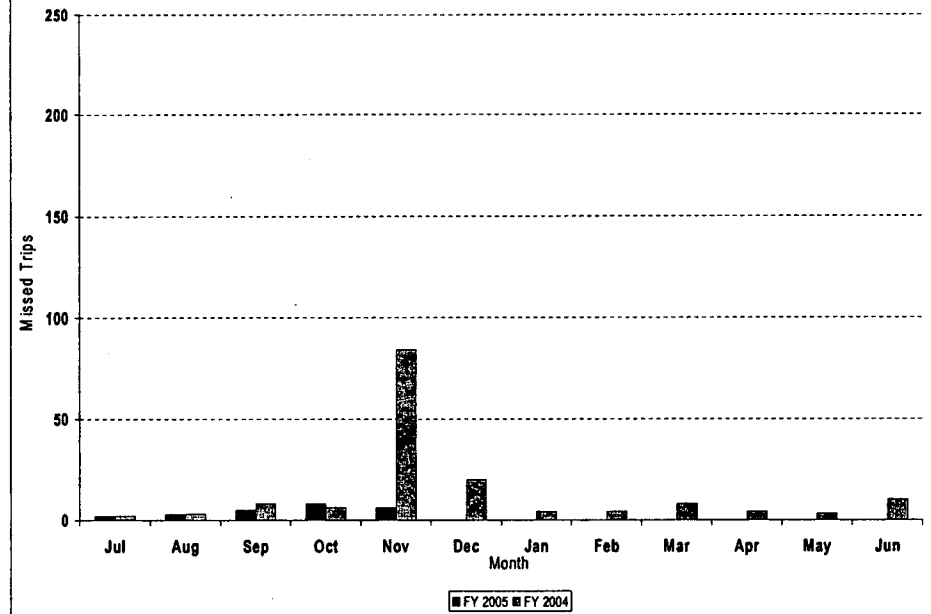
**MTS System On time Performance**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	88.0%	87.9%	88.2%	88.0%	88.1%								88.0%
FY 2004	86.3%	86.0%	85.7%	86.2%	86.2%	85.6%	88.8%	88.5%	87.9%	87.4%	87.3%	86.7%	86.9%
% change	2.0%	2.2%	2.8%	2.1%	2.2%								1.3%

MTS Missed Trips (Bus)  
FY 2005 vs. FY 2004



MTS Missed Trips (Rail)  
FY 2005 vs. FY 2004

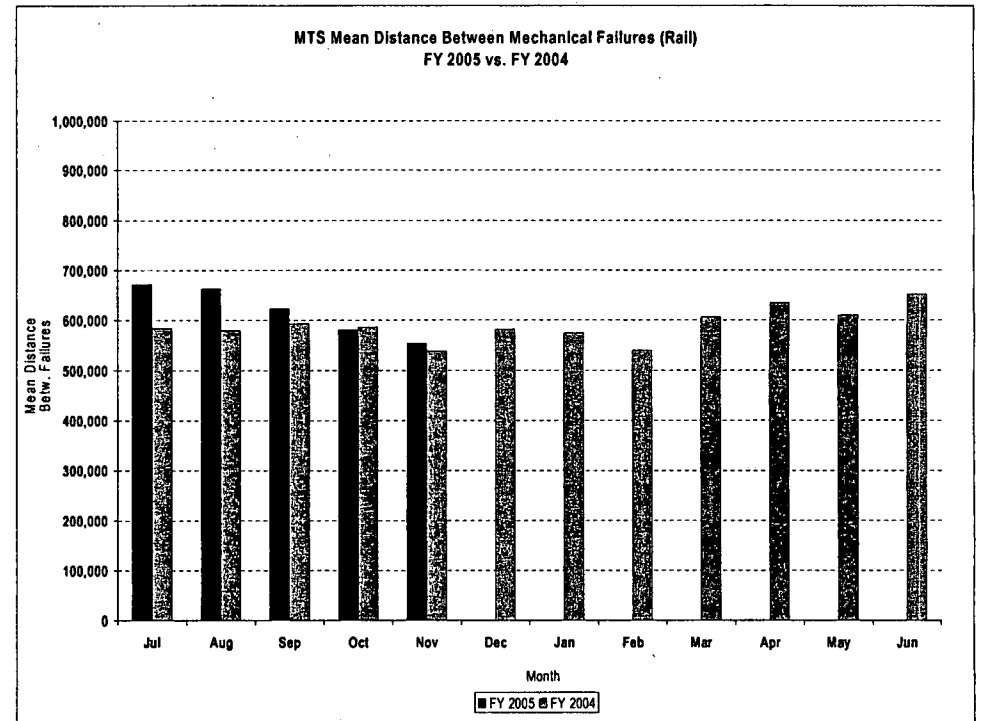
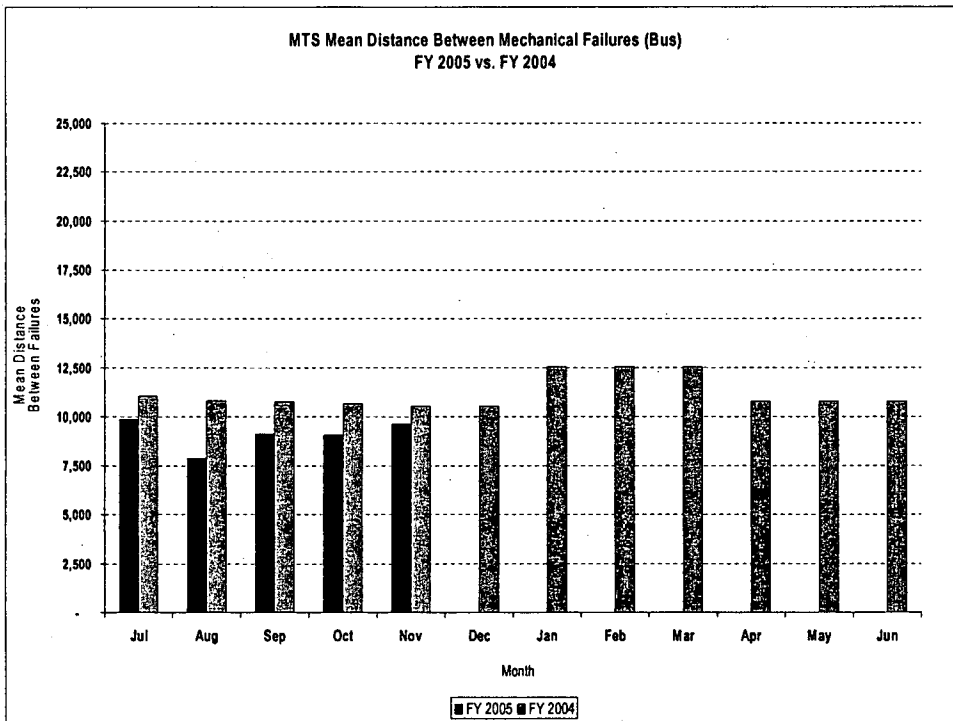


MTS Bus Missed Trips

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	142	102	178	239	234							
FY 2004	172	192	211	284	272	258	349	355	259	234	244	168
% change	-17.3%	-46.8%	-15.5%	-15.9%	-14.1%							

MTS Rail Missed Trips

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	2	3	5	8	6							
FY 2004	2	3	8	6	84	20	4	4	8	4	3	10
% change	0.0%	0.0%	-37.5%	33.3%	-92.9%							

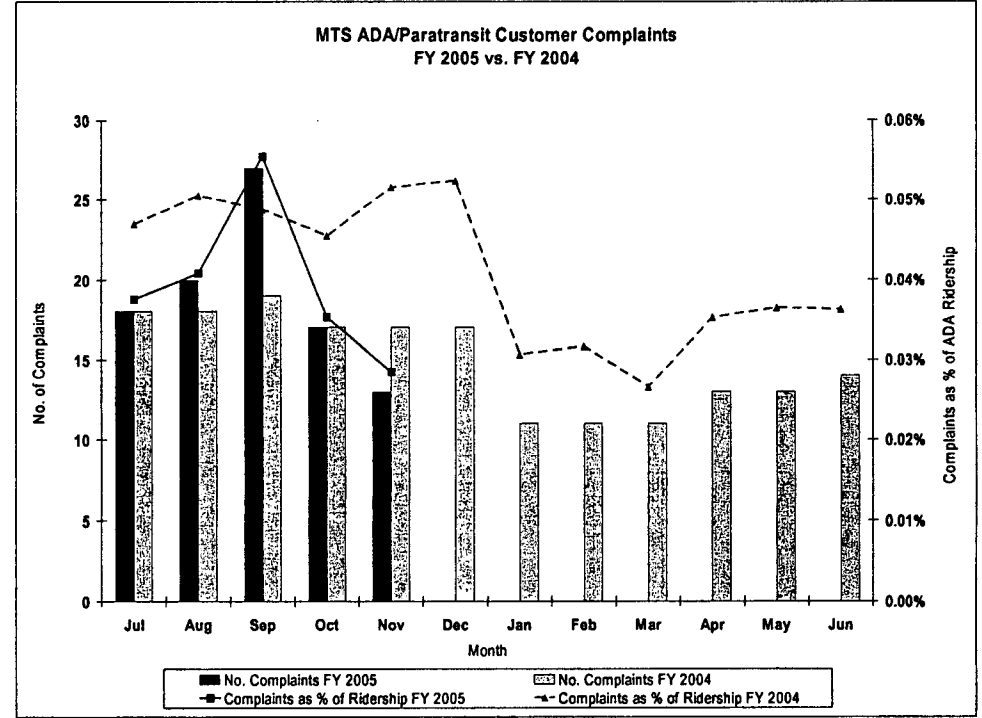
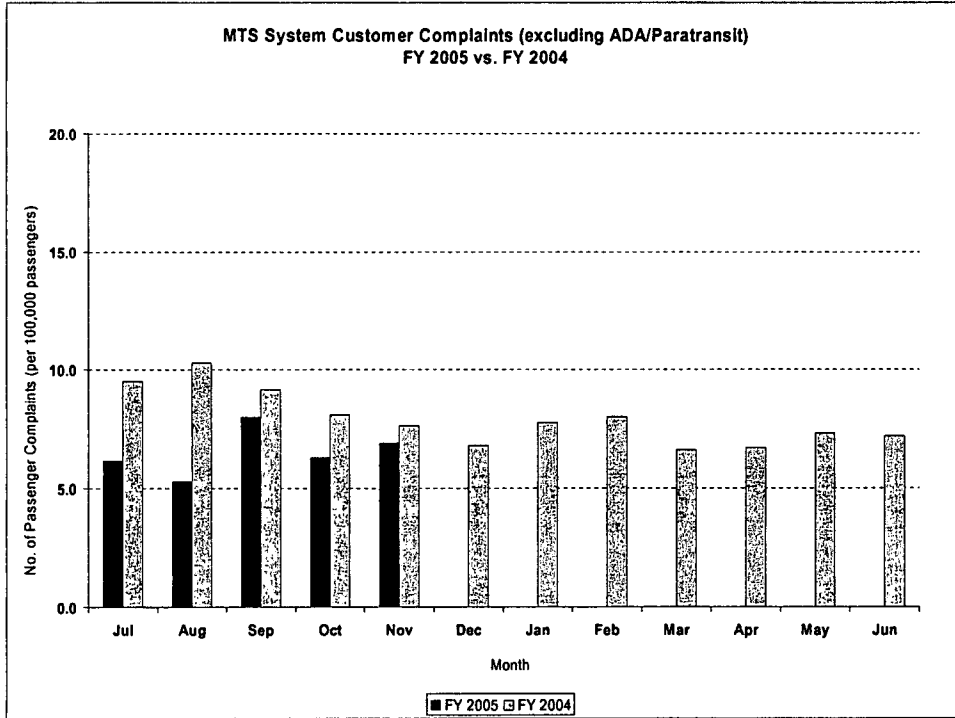


**MTS Bus Mean Distance Between Mechanical Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	9,864	7,872	9,105	9,060	9,643							
FY 2004	11,042	10,808	10,756	10,672	10,532	10,532	12,542	12,542	12,542	10,794	10,794	10,794
% change	-10.7%	-27.2%	-15.3%	-15.1%	-8.4%							

**MTS Rail Mean Distance Between Mechanical Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	672,229	663,057	622,891	580,016	553,736							
FY 2004	584,171	579,617	592,789	585,501	538,057	581,313	573,706	539,557	606,565	635,283	609,681	652,420
% change	15.1%	14.4%	5.1%	-0.9%	2.9%							



**MTS System (excluding ADA/Paratransit)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	6.2	5.3	8.0	6.3	6.9							
FY 2004	9.5	10.3	9.1	8.1	7.6	6.8	7.7	8.0	6.6	6.7	7.3	7.2
% change	-35.2%	-48.6%	-12.7%	-22.4%	-9.6%							

NOTE: No data available for SDTI

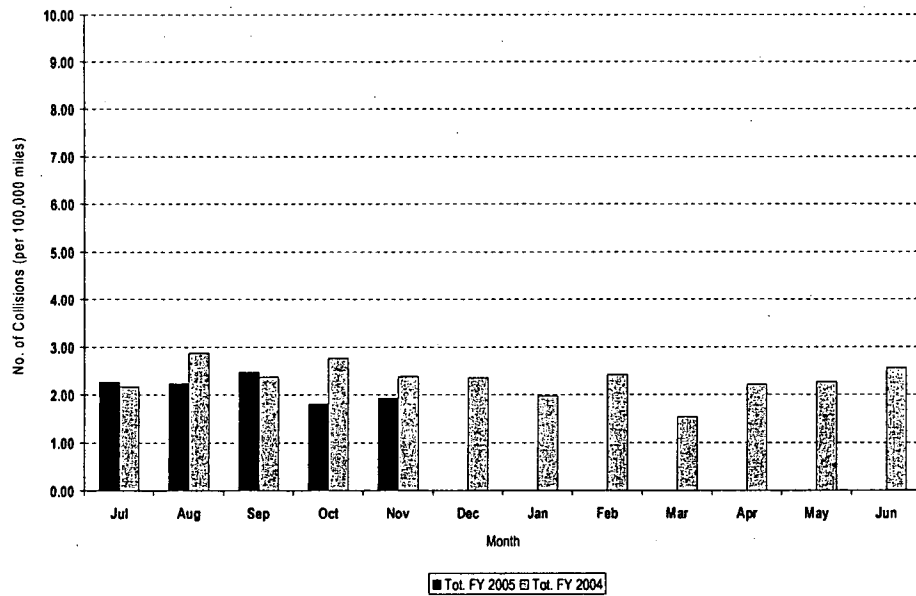
**No. of ADA/Paratransit Complaints**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	18	20	27	17	13							
FY 2004	18	18	19	17	17	17	11	11	11	13	13	14
% change	0.0%	11.1%	42.1%	0.0%	-23.5%							

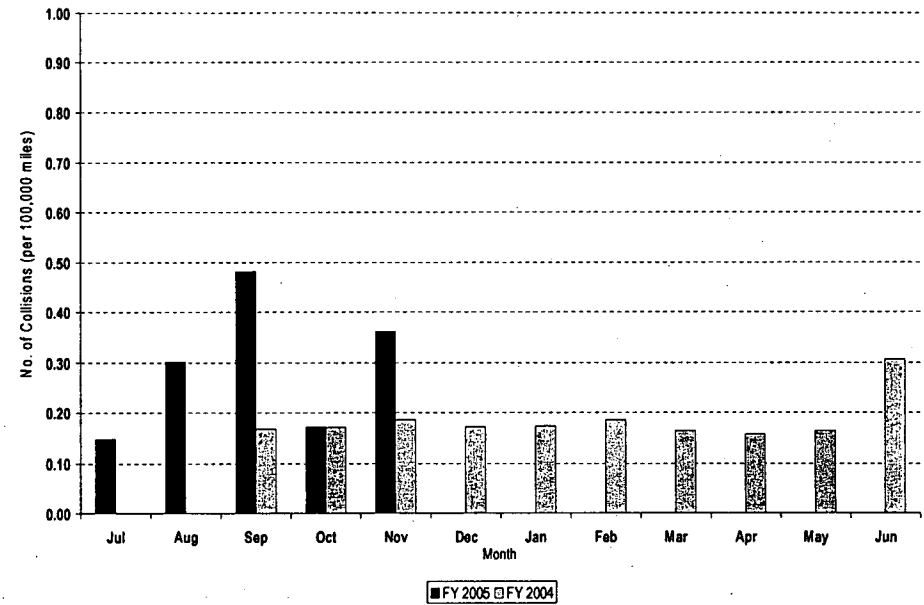
**ADA/Paratransit Complaints as a Percentage of ADA/Paratransit Ridership**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.04%	0.04%	0.06%	0.04%	0.03%							
FY 2004	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.03%	0.03%	0.03%	0.04%	0.04%	0.04%
% change	-20.0%	-19.1%	13.8%	-22.4%	-44.7%							

MTS Bus Collision Accidents  
FY 2005 vs. FY 2004



MTS Rail Collision Accidents  
FY 2005 vs. FY 2004



MTS Bus Collision Accidents (per 100,000 Miles)

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	2.27	2.22	2.46	1.80	1.92							
FY 2004	2.16	2.88	2.37	2.77	2.38	2.35	1.97	2.41	1.54	2.21	2.26	2.56
% change	4.8%	-22.7%	3.8%	-35.3%	-19.1%							

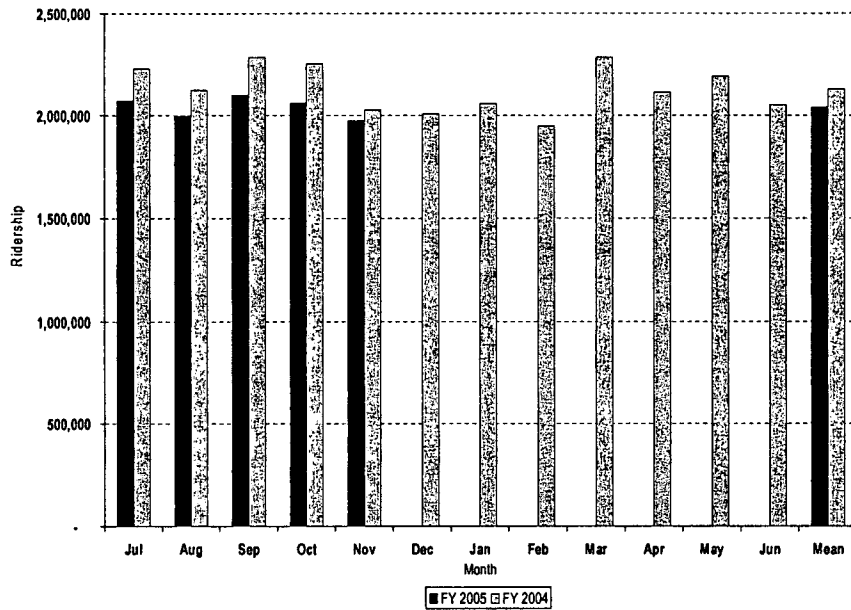
MTS Rail Collision Accidents (per 100,000 Miles)

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.15	0.30	0.48	0.17	0.36							
FY 2004	0.00	0.00	0.17	0.17	0.19	0.17	0.17	0.19	0.16	0.16	0.16	0.31
% change	n/a	n/a	185.5%	0.9%	94.3%							

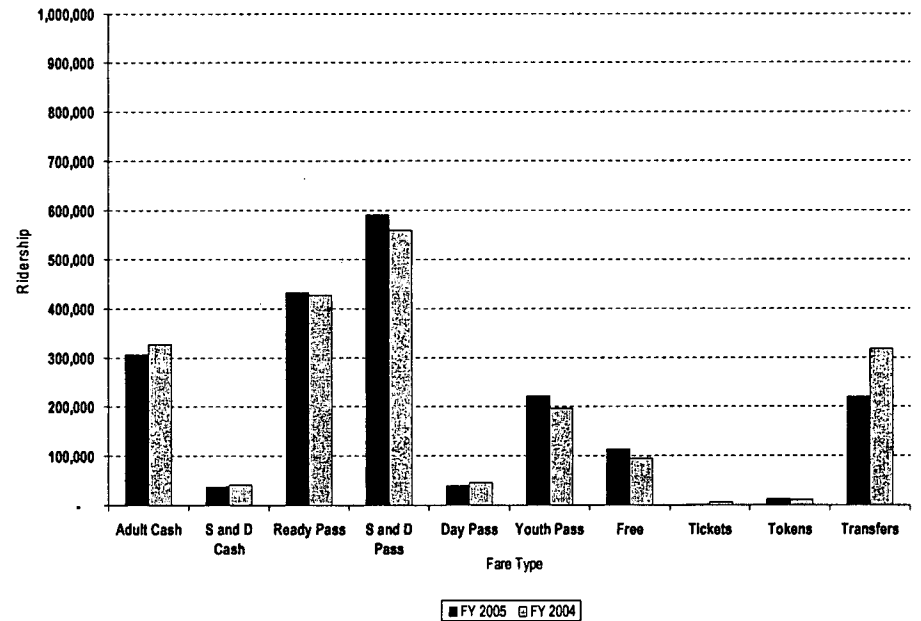
MTS Rail Accidents (Actual)

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	1	2	3	1	2							
FY 2004	0	0	1	1	1	1	1	1	1	1	1	2

SDTC System Ridership  
FY 2005 vs. FY 2004



SDTC System Ridership By Fare Type  
FY 2005 vs FY 2004, Month To Date



SDTC System Ridership

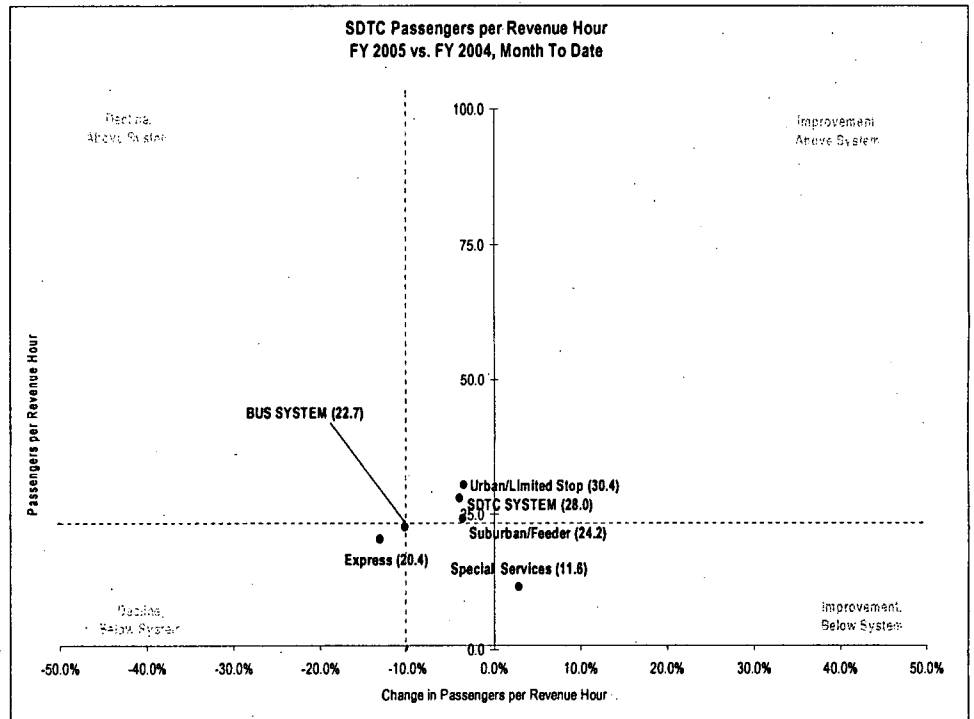
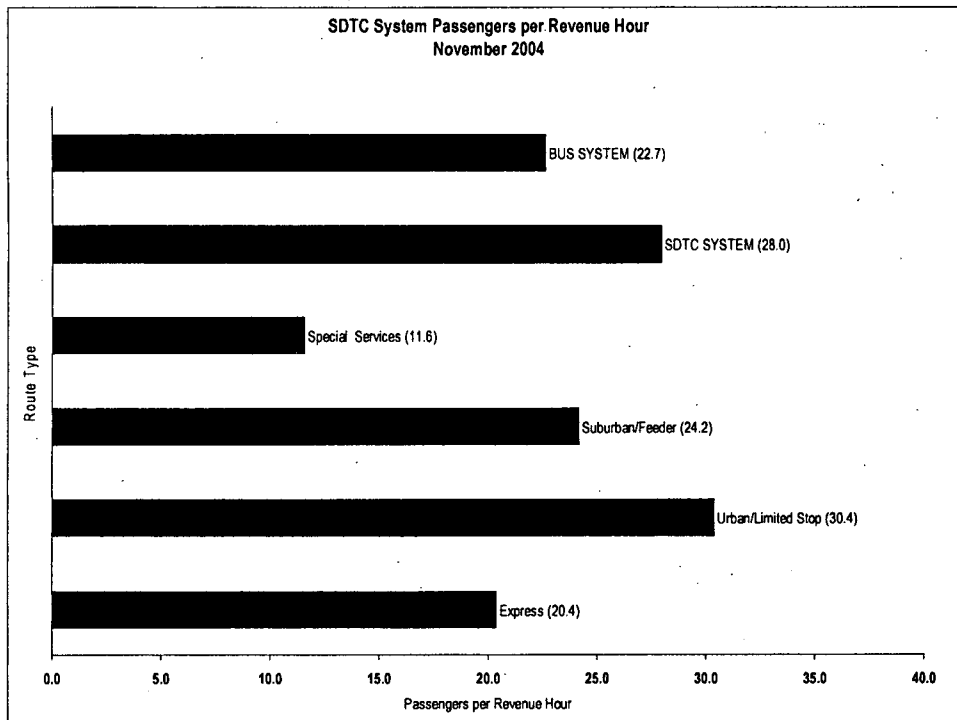
	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	2,072,385	2,225,965	-6.9%
Aug	1,995,070	2,124,925	-6.1%
Sep	2,101,448	2,281,754	-7.9%
Oct	2,060,242	2,251,989	-8.5%
Nov	1,972,898	2,027,050	-2.7%
Dec		2,007,976	
Jan		2,058,198	
Feb		1,947,957	
Mar		2,281,439	
Apr		2,112,604	
May		2,190,405	
Jun		2,051,365	
Mean	2,040,409	2,130,136	-4.2%

SDTC System Ridership by Fare Type

	Month to Date		
Fare Component	Nov-04	Nov-03	Change
Adult Cash	306,870	328,436	-6.6%
S and D Cash	36,782	40,367	-8.9%
Ready Pass	431,853	427,095	1.1%
S and D Pass	590,015	559,289	5.5%
Day Pass	38,955	45,303	-14.0%
Youth Pass	221,941	195,892	13.3%
Free	114,096	94,961	20.2%
Tickets	850	6,923	-87.7%
Tokens	11,606	10,661	8.9%
Transfers	219,930	318,123	-30.9%

<b>System Total</b>	<b>1,972,898</b>	<b>2,027,050</b>	<b>-2.7%</b>
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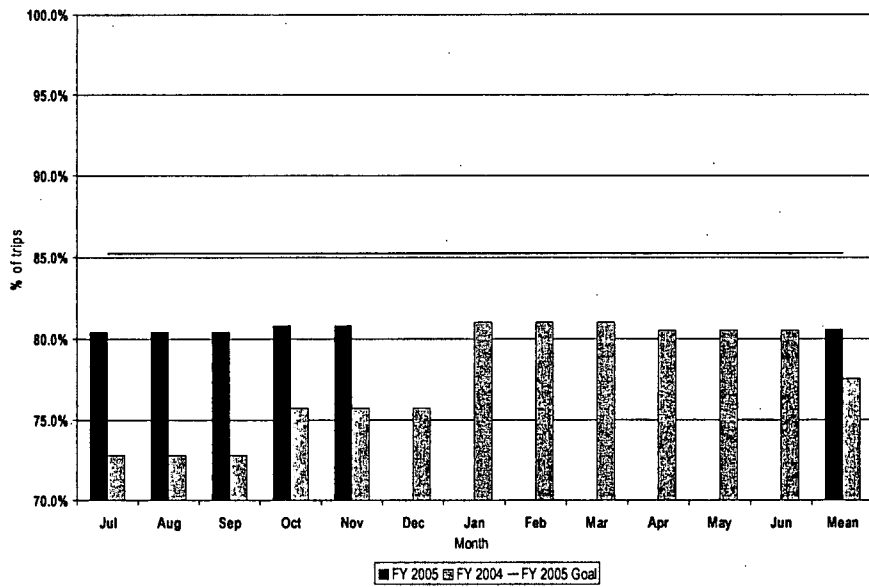
Att. H, AI 45, 1/27/05, OPS 920.1, 960.5, 970.5



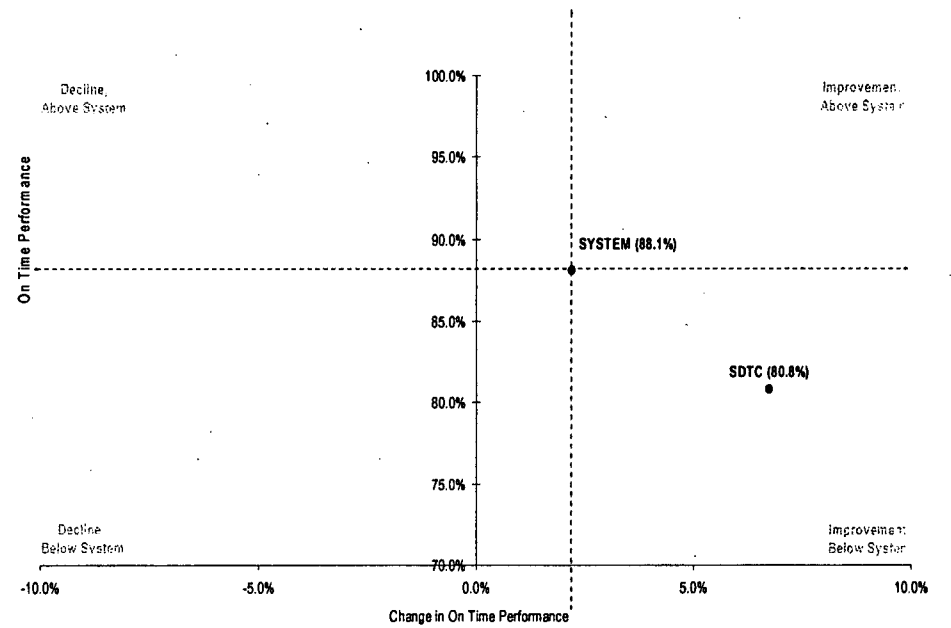
**SDTC System Passengers per Revenue Hour**

Route	% Change	Pax/Hour
Express (20.4)	-13.2%	20.40
Urban/Limited Stop (30.4)	-3.5%	30.40
Suburban/Feeder (24.2)	-3.6%	24.20
Special Services (11.6)	2.8%	11.6
SDTC SYSTEM (28.0)	-4%	28.0
BUS SYSTEM (22.7)	-10.3%	22.7

**SDTC On Time Performance  
FY 2005 vs. FY 2004**



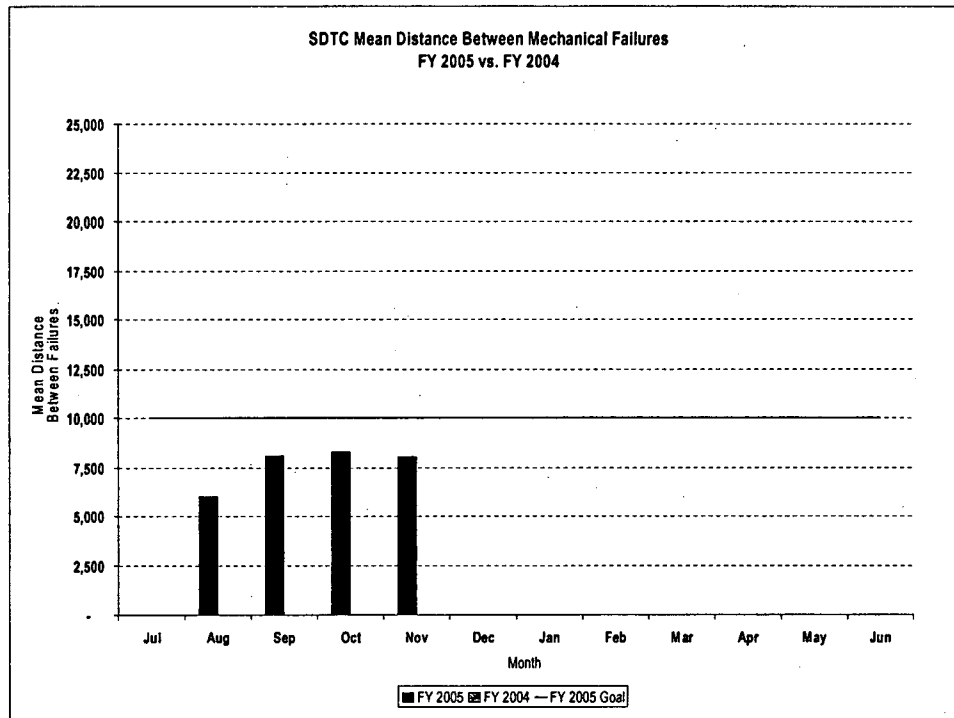
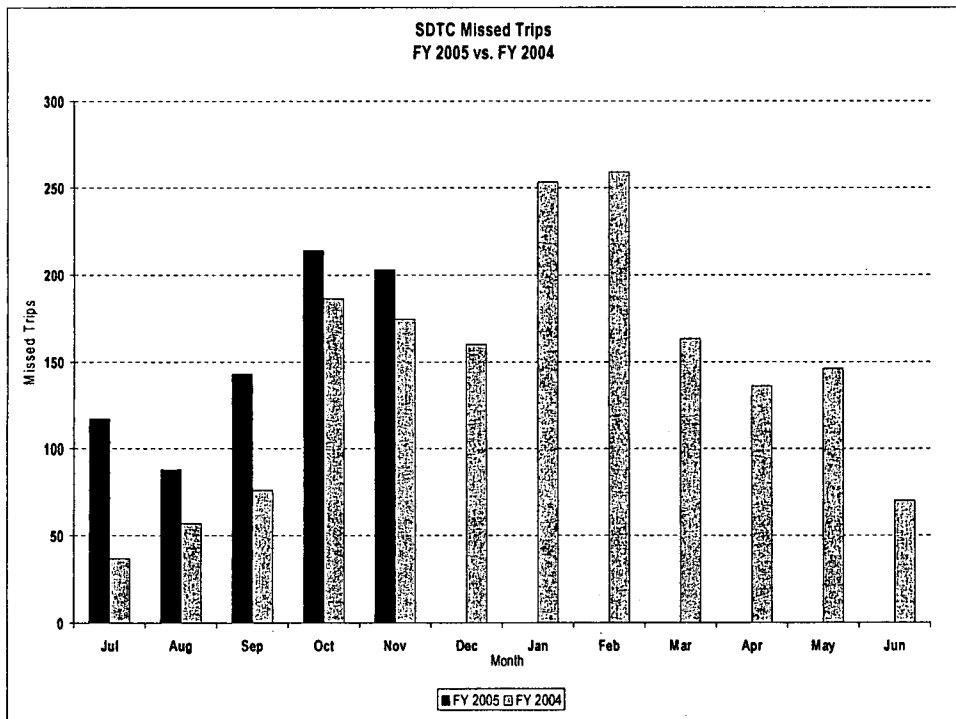
**SDTC System On Time Performance  
FY 2005 vs. FY 2004, Month To Date**



**SDTC System On Time Performance**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	80.4%	80.4%	80.4%	80.8%	80.8%								80.6%
FY 2004	72.8%	72.8%	72.8%	75.7%	75.7%	75.7%	81.0%	81.0%	81.0%	80.5%	80.5%	80.5%	77.5%
% change	10.4%	10.4%	10.4%	6.7%	6.7%								3.9%





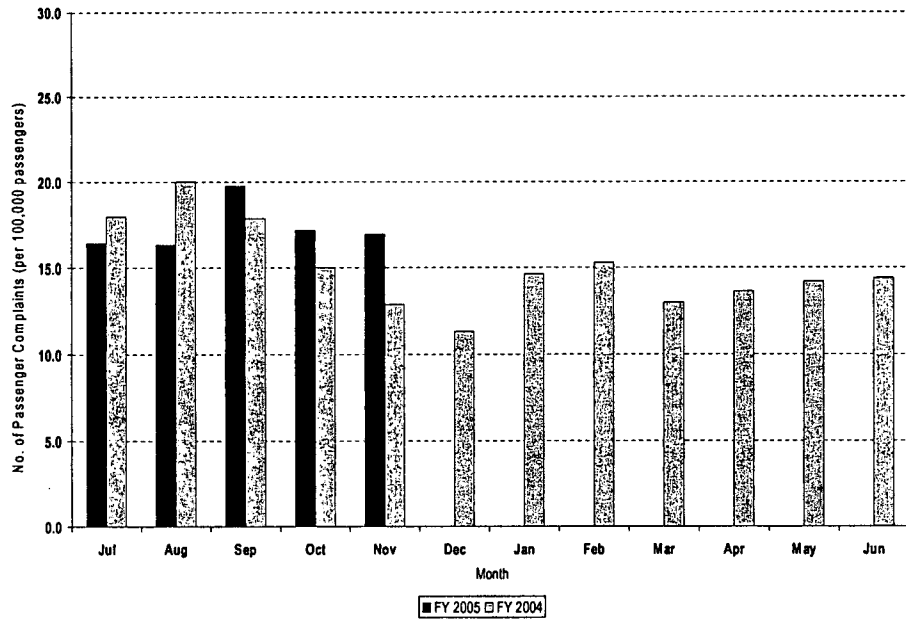
**SDTC Missed Trips**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	117	88	143	214	203							
FY 2004	37	57	76	186	174	160	253	259	163	136	146	70
% change	216.2%	54.4%	88.2%	15.1%	16.7%							

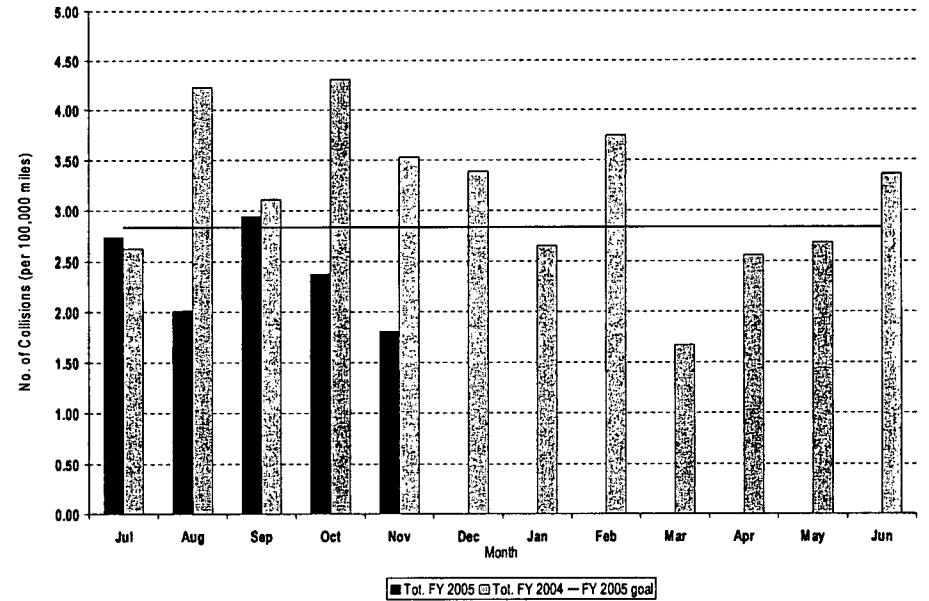
**SDTC Mean Distance Between Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	N/I	6,006	8,100	8,300	8,049							
FY 2004	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I	N/I
% change												

**SDTC System Customer Complaints  
FY 2005 vs. FY 2004**



**SDTC Bus Collision Accidents  
FY 2005 vs. FY 2004**



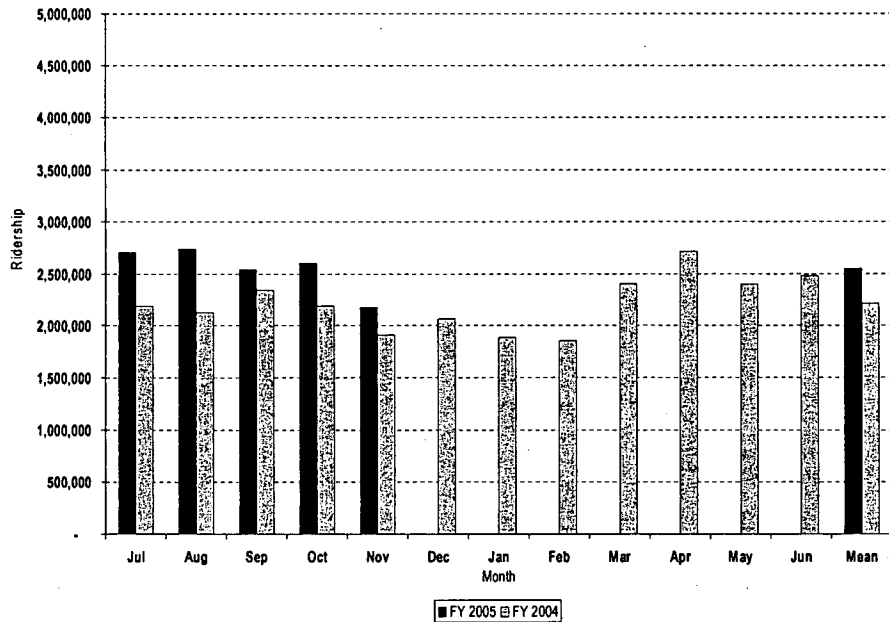
**SDTC Customer Service Complaints**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	16.4	16.3	19.7	17.2	16.9							
FY 2004	18.0	20.0	17.9	15.0	12.9	11.3	14.6	15.3	13.0	13.6	14.2	14.4
% change	-8.7%	-18.3%	10.4%	14.5%	31.5%							

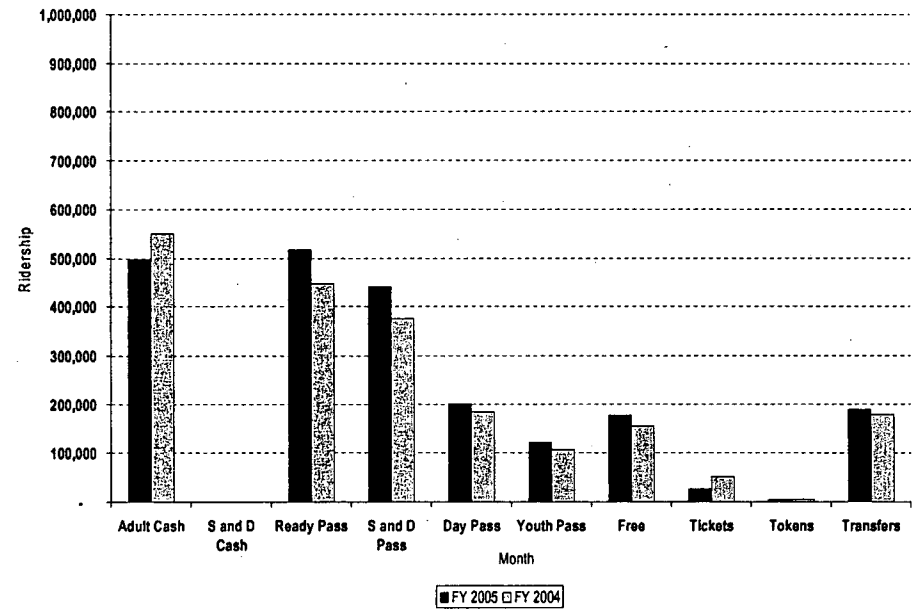
**SDTC Collision Accidents (per 100,000 Miles)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	2.74	2.01	2.94	2.37	1.80							
FY 2004	2.62	4.23	3.11	4.31	3.53	3.39	2.65	3.74	1.67	2.55	2.68	3.36
% change	4.4%	-52.5%	-5.4%	-45.0%	-48.9%							

SDTI System Ridership  
FY 2005 vs. FY 2004



SDTI System Ridership By Fare Type  
FY 2005 vs FY 2004, Month To Date



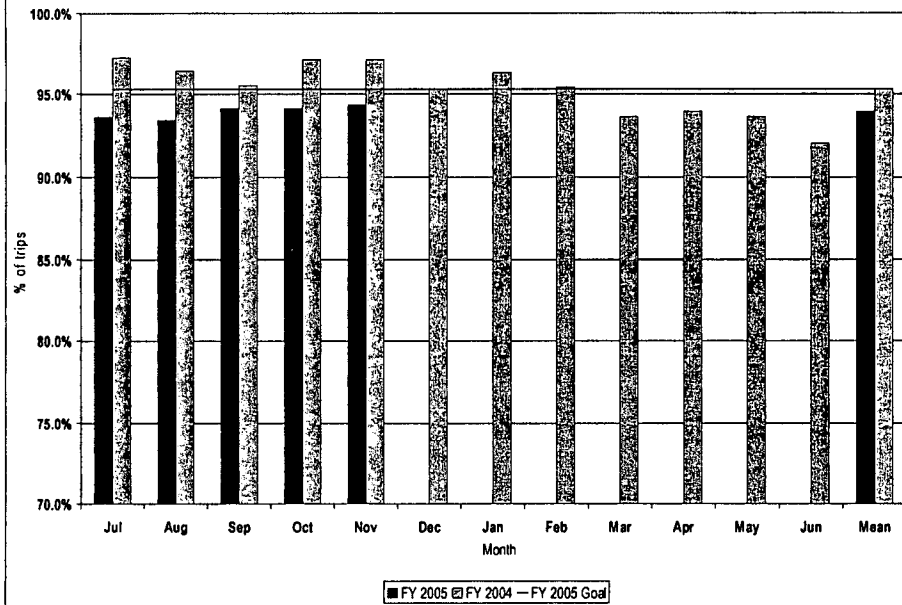
SDTI System Ridership

	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	2,702,758	2,190,726	23.4%
Aug	2,731,675	2,122,005	28.7%
Sep	2,541,149	2,343,663	8.4%
Oct	2,595,328	2,187,991	18.6%
Nov	2,175,765	1,907,119	14.1%
Dec		2,062,314	
Jan		1,884,362	
Feb		1,853,015	
Mar		2,402,594	
Apr		2,708,507	
May		2,398,423	
Jun		2,477,519	
Mean	2,549,335	2,211,520	15.3%

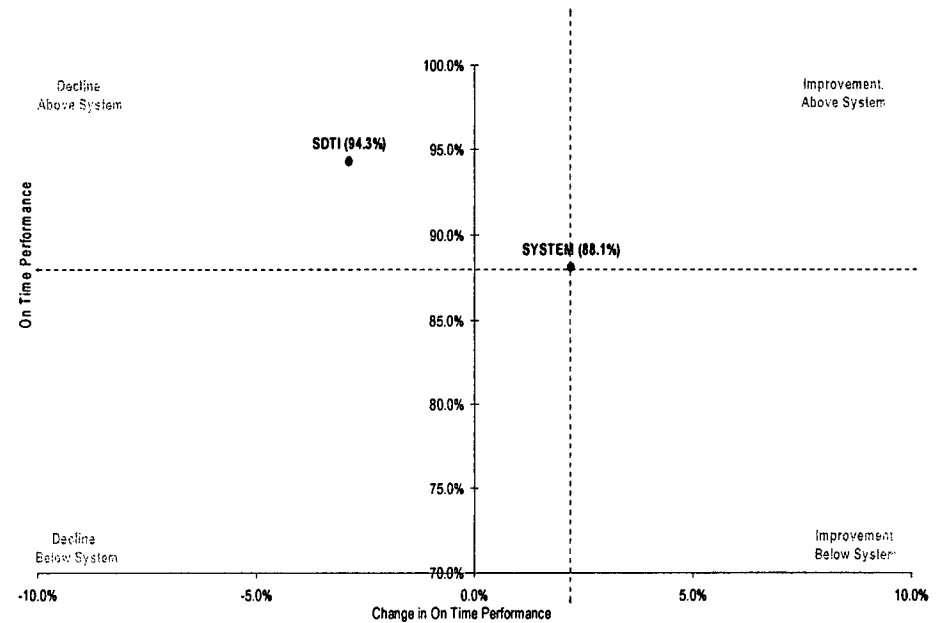
SDTI System Ridership by Fare Type

	Month to Date		
Fare Component	Nov-04	Nov-03	Change
Adult Cash	497,253	549,649	-9.5%
S and D Cash	-	-	0.0%
Ready Pass	515,998	447,403	15.3%
S and D Pass	441,508	375,120	17.7%
Day Pass	200,580	183,787	9.1%
Youth Pass	121,571	106,195	14.5%
Free	177,047	154,456	14.6%
Tickets	27,430	51,391	-46.6%
Tokens	4,785	5,197	-7.9%
Transfers	189,593	179,278	5.8%
System Total	2,175,765	2,052,475	6.0%

**SDTI On Time Performance  
FY 2005 vs. FY 2004**



**SDTI System On Time Performance  
FY 2005 vs. FY 2004, Month To Date**



**SDTI System On Time Performance**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	93.6%	93.4%	94.1%	94.1%	94.3%								93.9%
FY 2004	97.2%	96.4%	95.5%	97.1%	97.1%	95.3%	96.3%	95.4%	93.6%	93.9%	93.6%	92.0%	95.3%
% change	-3.7%	-3.1%	-1.5%	-3.1%	-2.9%								-1.5%

Bar chart showing Missed Trips by Month for FY 2005 and FY 2004. The Y-axis represents Missed Trips (0 to 200). The X-axis represents the Month (Jul to Jun). FY 2005 is represented by solid black bars, and FY 2004 is represented by patterned bars.

Month	FY 2005	FY 2004
Jul	2	2
Aug	3	3
Sep	5	8
Oct	8	5
Nov	6	85
Dec	0	20
Jan	0	3
Feb	0	4
Mar	0	8
Apr	0	3
May	0	3
Jun	0	10

This bar chart compares the number of collisions per 100,000 miles for each month between FY 2005 and FY 2004. The Y-axis represents the rate of collisions, ranging from 0.00 to 1.00 in increments of 0.10. The X-axis lists the months from July to June. For each month, there are two bars: a solid black bar for FY 2005 and a patterned bar for FY 2004. The data shows that September 2005 had the highest collision rate at approximately 0.48, while July 2005 had the lowest at approximately 0.15. In FY 2004, the highest collision rate was in June at approximately 0.31, and the lowest was in April at approximately 0.16.

Month	FY 2005 (per 100,000 miles)	FY 2004 (per 100,000 miles)
Jul	0.15	0.00
Aug	0.30	0.00
Sep	0.48	0.17
Oct	0.17	0.17
Nov	0.36	0.18
Dec	0.00	0.17
Jan	0.00	0.17
Feb	0.00	0.19
Mar	0.00	0.16
Apr	0.00	0.16
May	0.00	0.16
Jun	0.00	0.31

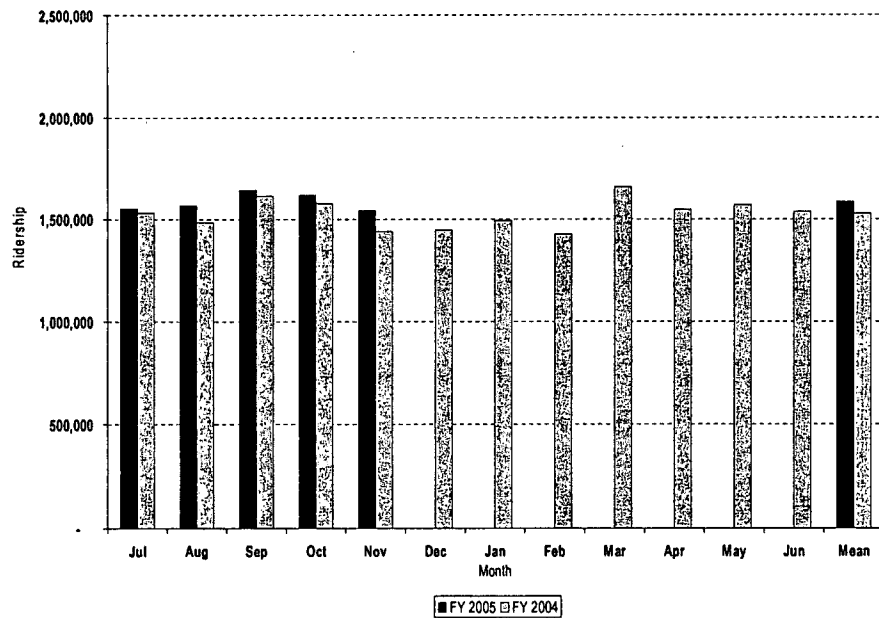
Mean Distance Between Failures (MDBF) by Month

Month	FY 2005	FY 2004	FY 2005 Goal
Jul	~670,000	~590,000	~590,000
Aug	~660,000	~580,000	~580,000
Sep	~630,000	~590,000	~590,000
Oct	~580,000	~590,000	~590,000
Nov	~550,000	~540,000	~540,000
Dec	-	~580,000	~590,000
Jan	-	~570,000	~590,000
Feb	-	~540,000	~590,000
Mar	-	~610,000	~590,000
Apr	-	~640,000	~590,000
May	-	~610,000	~590,000
Jun	-	~650,000	~590,000

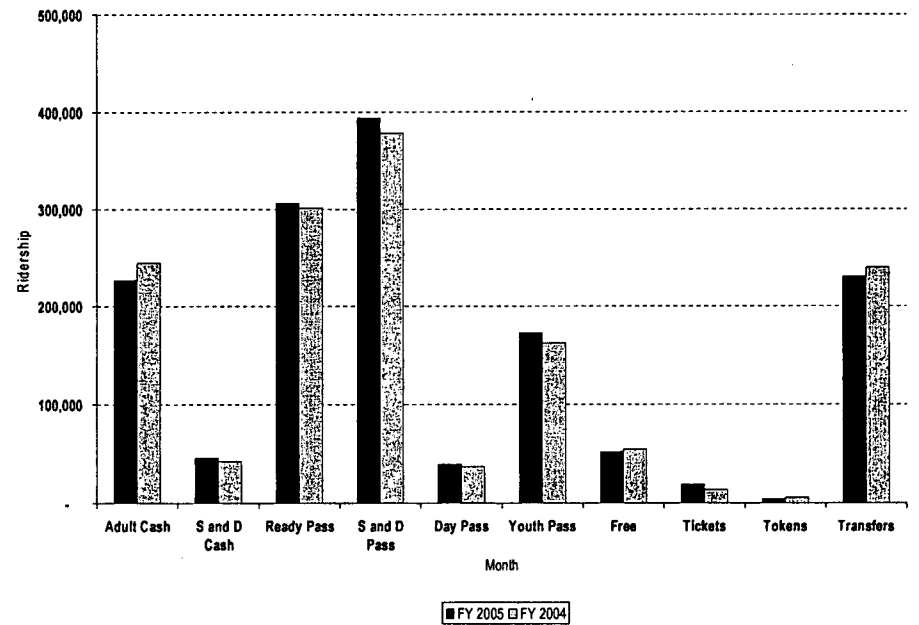
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.15	0.30	0.48	0.17	0.36							
FY 2004	0.00	0.00	0.17	0.17	0.19	0.17	0.17	0.19	0.16	0.16	0.16	0.31
% change	14.9%	30.2%	31.3%	0.2%	17.5%							

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MCS System Ridership  
FY 2005 vs. FY 2004



MCS System Ridership By Fare Type  
FY 2005 vs FY 2004, Month To Date

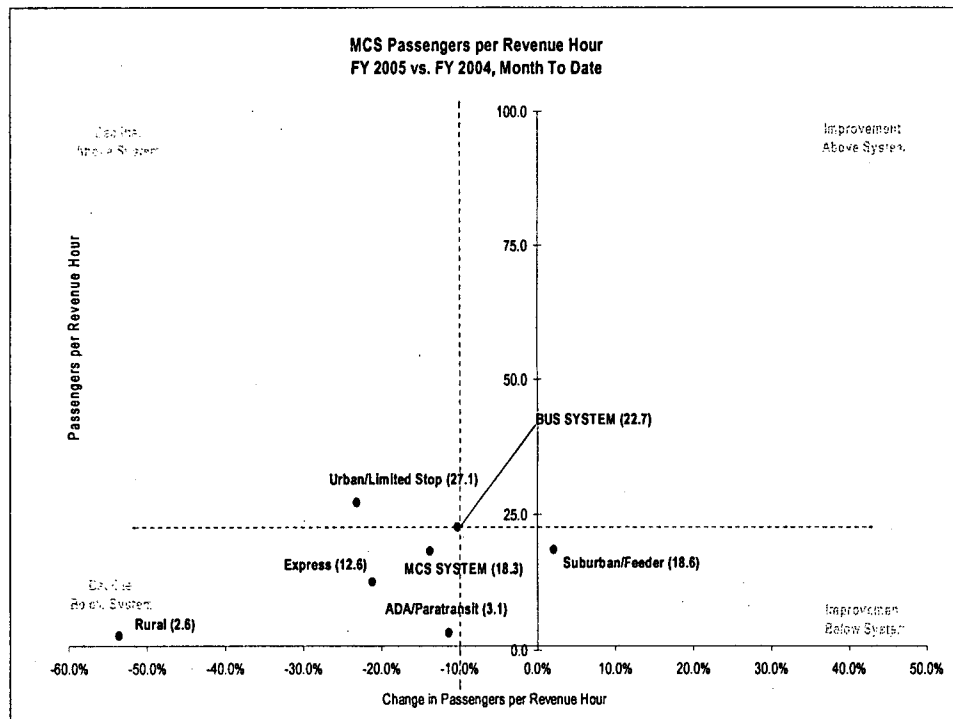
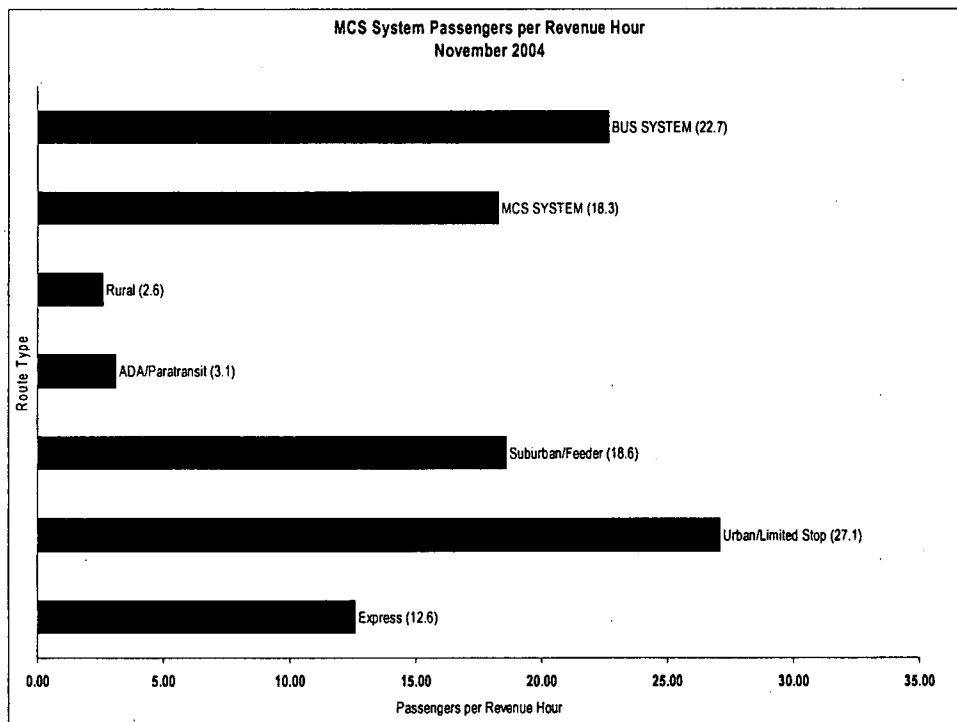


MCS System Ridership

	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	1,552,212	1,530,558	1.4%
Aug	1,566,182	1,484,661	5.5%
Sep	1,644,102	1,614,371	1.8%
Oct	1,616,975	1,576,552	2.6%
Nov	1,541,643	1,440,136	7.0%
Dec		1,446,920	
Jan		1,491,219	
Feb		1,427,314	
Mar		1,662,382	
Apr		1,546,285	
May		1,569,382	
Jun		1,536,710	
Mean	1,584,223	1,527,208	3.7%

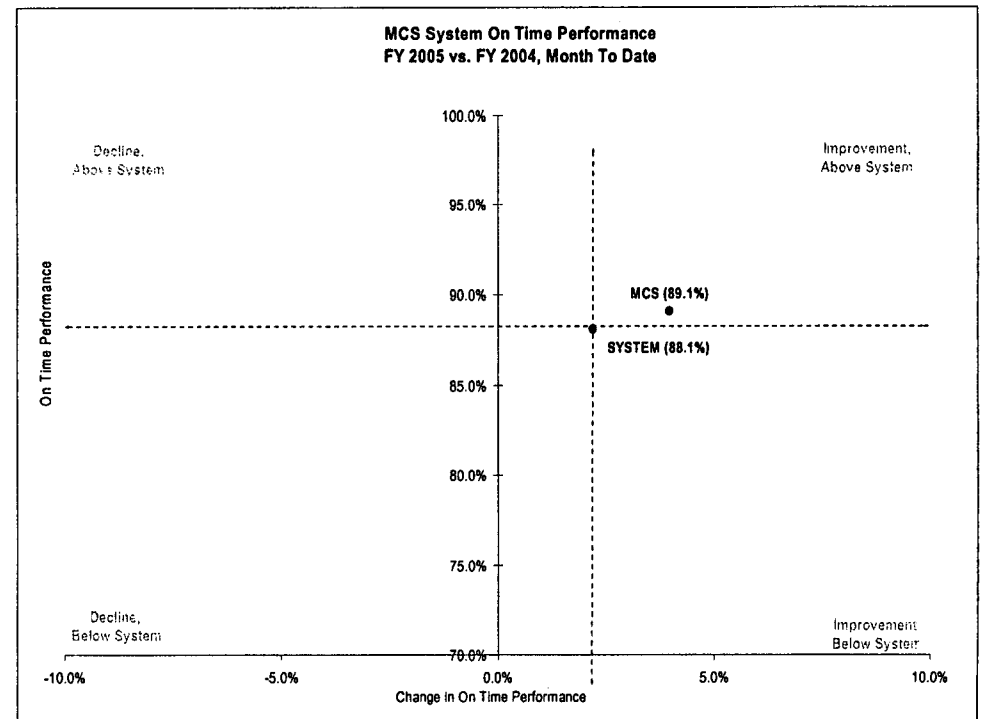
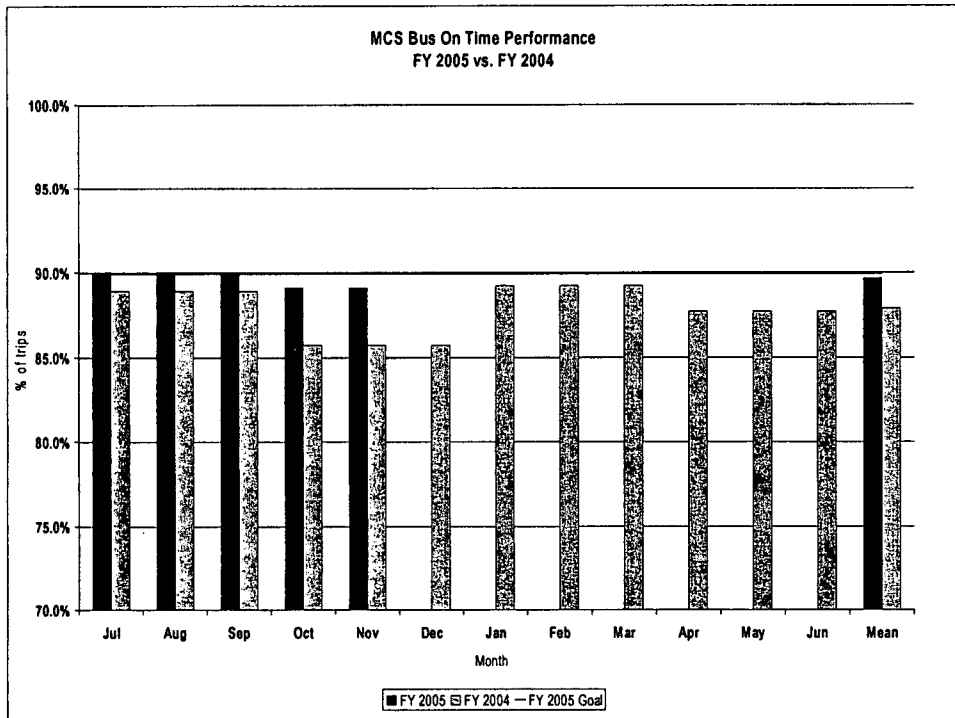
MCS System Ridership by Fare Type

	Month to Date		
Fare Component	Nov-04	Nov-03	Change
Adult Cash	227,481	245,078	-7.2%
S and D Cash	45,440	42,114	7.9%
Ready Pass	305,859	301,106	1.6%
S and D Pass	393,817	378,274	4.1%
Day Pass	39,166	36,535	7.2%
Youth Pass	172,494	162,038	6.5%
Free	51,739	54,560	-5.2%
Tickets	19,022	13,760	38.2%
Tokens	4,030	5,496	-26.7%
Transfers	231,410	240,262	-3.7%
System Total	1,490,458	1,479,224	0.8%



**MCS System Passengers per Revenue Hour**

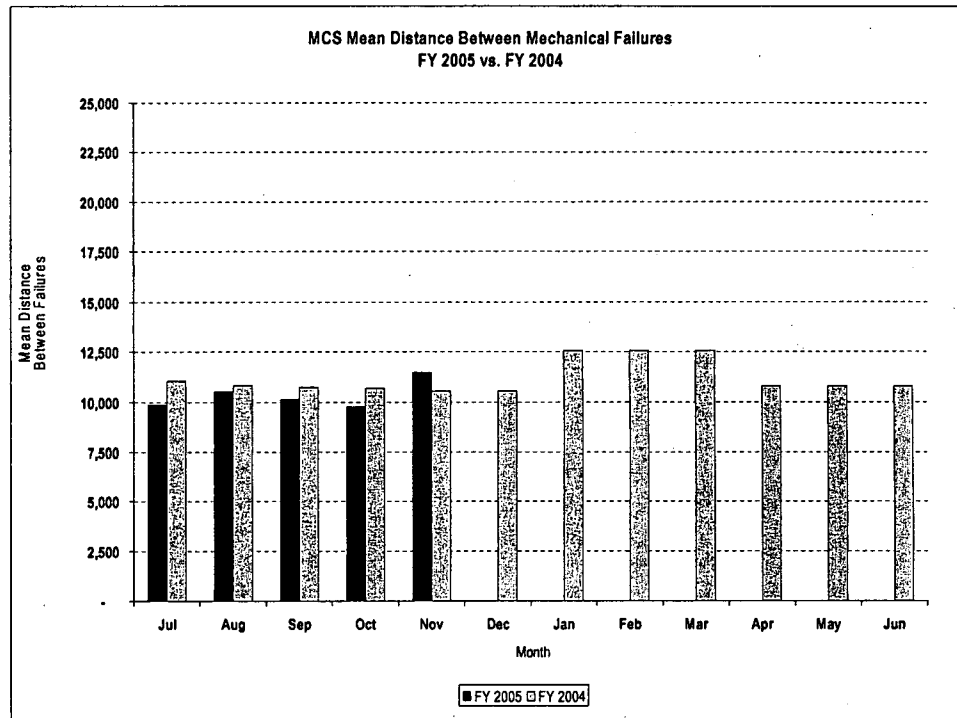
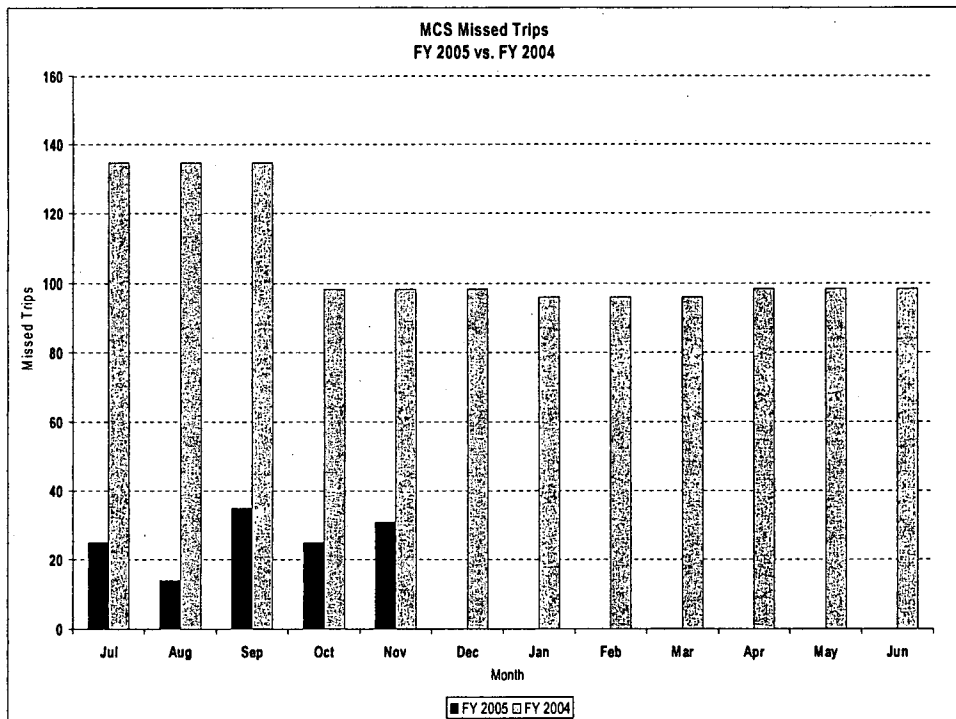
Route	% Change	Pax/Hour
Express (12.6)	-21.2%	12.60
Urban/Limited Stop (27.1)	-23.2%	27.10
Suburban/Feeder (18.6)	2.1%	18.60
ADA/Paratransit (3.1)	-11.4%	3.10
Rural (2.6)	-53.6%	2.6
MCS SYSTEM (18.3)	-14%	18.3
BUS SYSTEM (22.7)	-10.3%	22.7



**MCS System On Time Performance**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	90.0%	90.0%	90.0%	89.1%	89.1%								89.6%
FY 2004	88.9%	88.9%	88.9%	85.7%	85.7%	85.7%	89.2%	89.2%	89.2%	87.7%	87.7%	87.7%	87.9%
% change	1.2%	1.2%	1.2%	4.0%	4.0%								2.0%



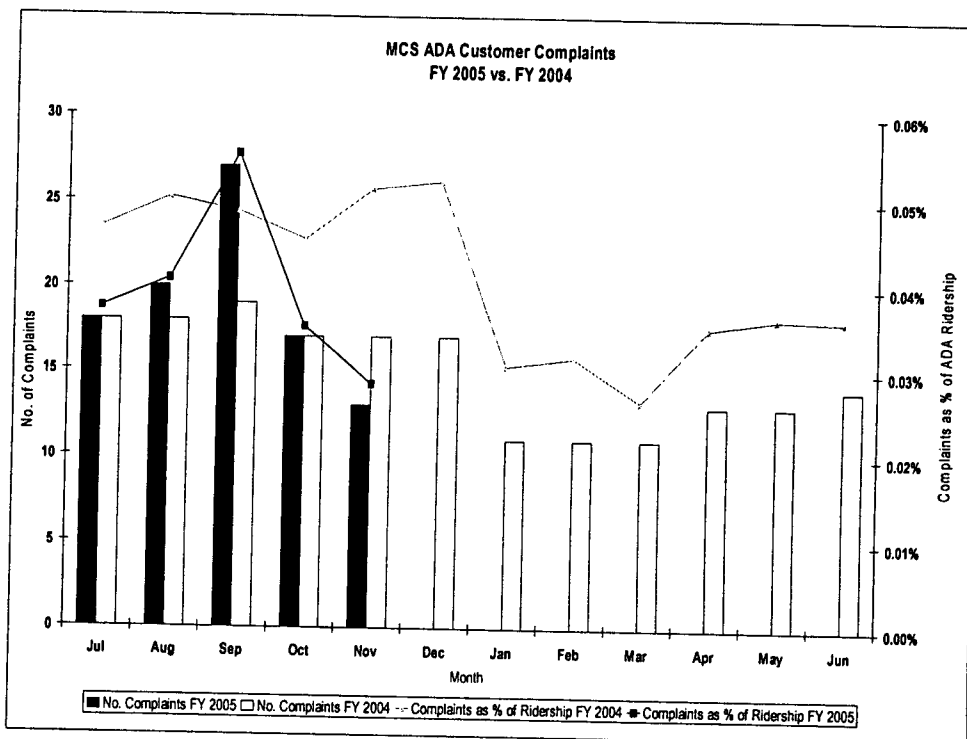
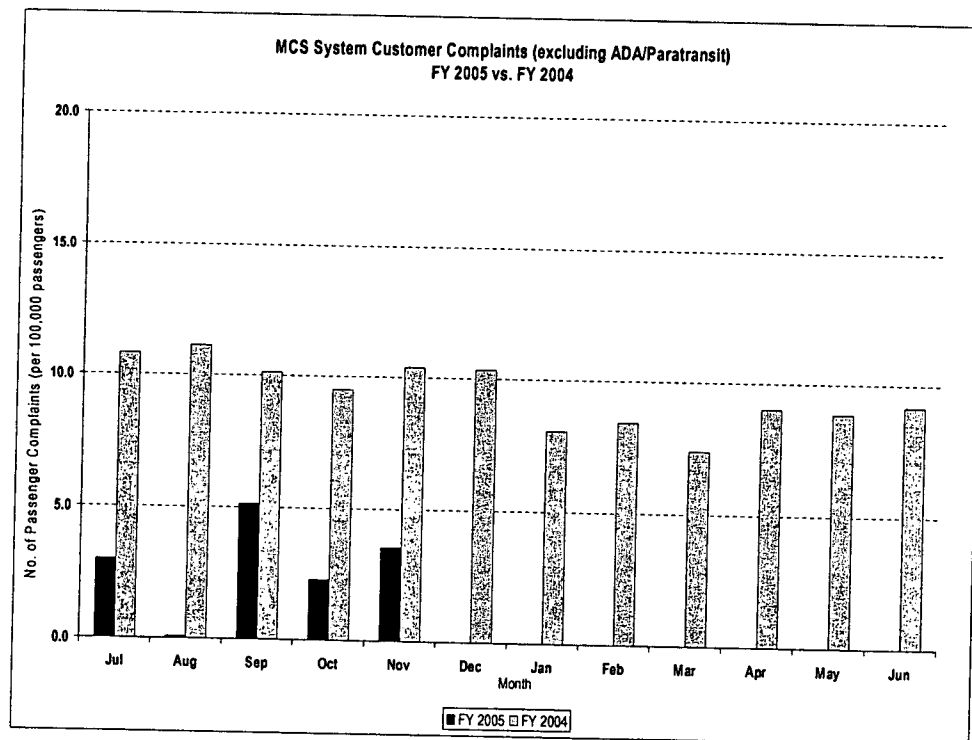


**MCS Missed Trips**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY 2005</b>	25	14	35	25	31							
<b>FY 2004</b>	135	135	135	98	98	98	96	96	96	98	98	98
% change	-81.4%	-89.6%	-74.0%	-74.6%	-68.5%							

**MCS Mean Distance Between Failures**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>FY 2005</b>	9,864	10,510	10,127	9,774	11,473							
<b>FY 2004</b>	11,042	10,808	10,756	10,672	10,532	10,532	12,542	12,542	12,542	10,794	10,794	10,794
% change	-10.7%	-2.8%	-5.8%	-8.4%	8.9%							



**MCS System Customer Complaints (excluding ADA/Paratransit)**

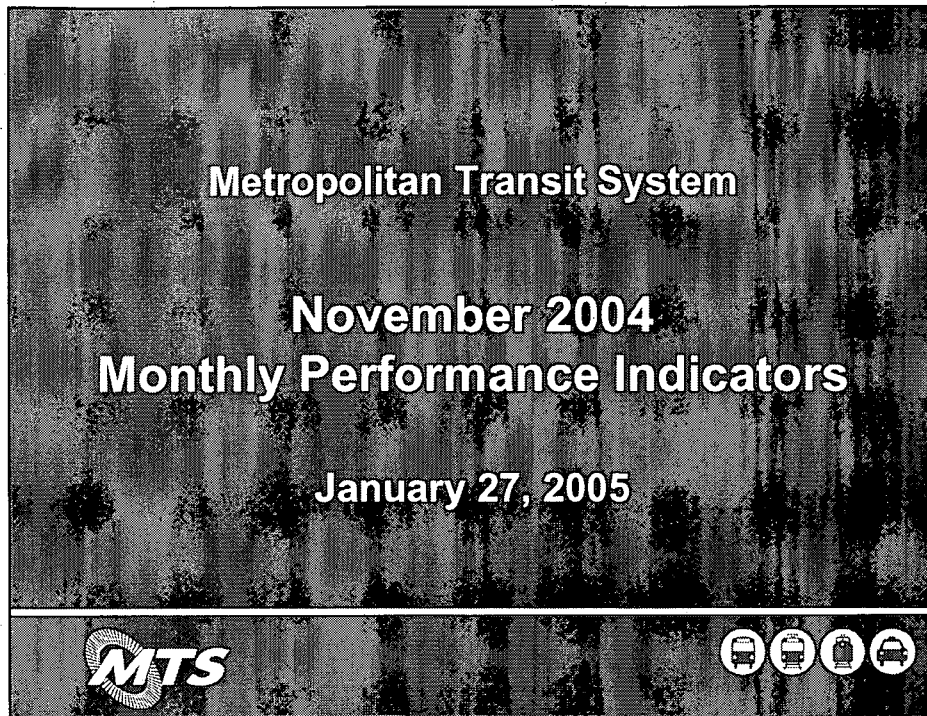
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	3.0	0.1	5.1	2.3	3.5							
FY 2004	10.8	11.1	10.1	9.5	10.4	10.3	8.1	8.4	7.4	9.0	8.9	9.2
% change	-72.2%	-99.4%	-49.4%	-76.0%	-65.8%							

**MCS ADA Complaints (Actual)**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	18	20	27	17	13							
FY 2004	18	18	19	17	17	17	11	11	11	13	13	14
% change	0.0%	200.0%	800.0%	0.0%	-400.0%							

**MCS ADA Complaints as a Percentage of ADA Ridership**

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.04%	0.04%	0.06%	0.04%	0.03%							
FY 2004	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.03%	0.03%	0.03%	0.04%	0.04%	0.04%
% change	0.0%	0.0%	0.0%	0.0%	0.0%							



## Introduction

- First attempt at developing a consolidated MTS monthly operations report.
- Focus on system wide and service type performance.
- Continue to refine report format, data consistency, and data collection methodology.

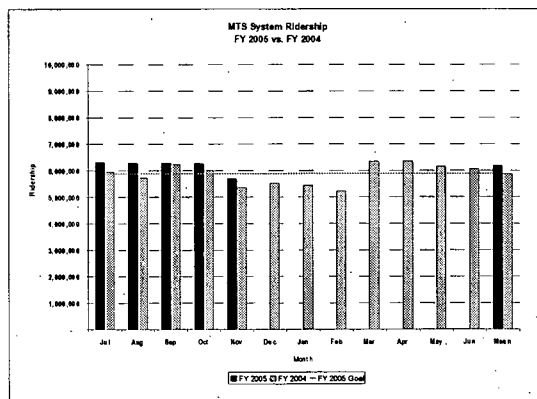


## Performance Indicators

- **Service Effectiveness**
  - Ridership
  - Ridership by Fare Type
  - Passengers per Revenue Hour
- **Service Reliability**
  - On Time Performance
  - Missed Trips
  - Mean Distance Between Failures
- **Quality of Service**
  - Customer Complaints
  - Collision Accidents per 100,000 miles
- **Cost Efficiency (report quarterly only)**
  - Subsidy per Passenger
  - Farebox Recovery ratio



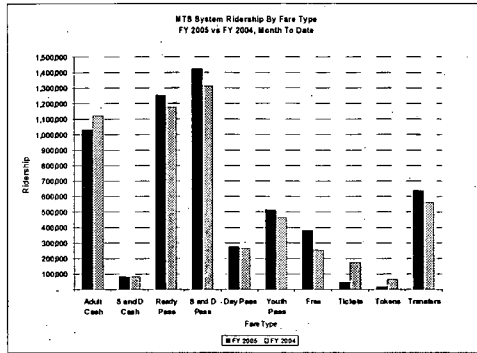
## System Ridership



- System ridership increased by 5.9%, compared to November 2003.



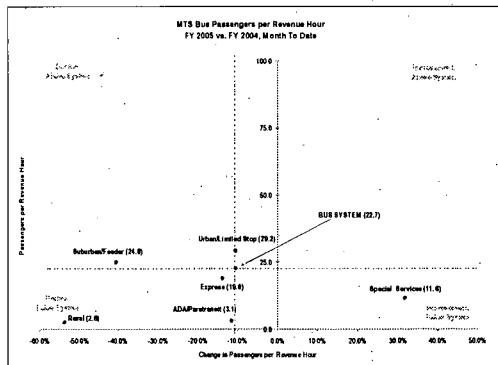
## Ridership by Fare Type



- Prepaid fare represents 61% of total ridership, with senior/disabled pass riders as largest single fare category.
- Heavily subsidized ridership (comprising 54% of total) increased 13.7%, while regular fare ridership decreased 6.2%.



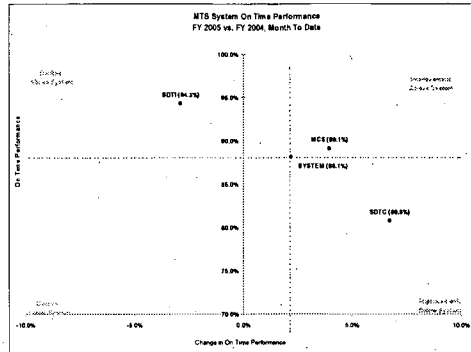
## Passengers per Revenue Hour



- MTS Bus reported a 10% decline compared to November 2003, due to increase in revenue hours for Contract Bus, and a decrease in passengers for Internal Bus.
- MTS Rail reported a 13.1% increase in part due to Route 34.



## On Time Performance



- On time performance for MTS Bus improved by 5.3% over November 2003.
- Internal Bus showed greatest improvement.
- On time performance for MTS Rail decreased by 2.9% compared to November 2003.



## Missed Trips

- Missed trips on MTS Bus increased by 64.8% year to date (from 142 to 234), however decreased by 14.1% compared to November 2003.
- Missed trips on MTS Rail increased by 200.0% (from 2 to 6).

## Mean Distance Between Failures

- Mean distance between failures for MTS Bus increased by 22.5% since August 2004 (note: data does not include Internal Bus performance prior to August 2004)
- Mean distance between failures for MTS Rail decreased by 17.6% year to date; but represented a 2.9% improvement over November 2003. However, MTS Rail is still within its goal of 46,556 miles between failures.



## Customer Complaints

- Non-ADA/Paratransit complaints increased by 11.3% year to date, but decreased by 9.6% compared to November 2003.
- ADA/Paratransit complaints decreased by 27.8% year to date, and by 23.5% compared to November 2003.

## Collision Accidents

- MTS Bus collision accidents per 100,000 miles decreased by 15.4% year to date, and by 19.1% compared to November 2003.
- MTS Rail experienced 9 accidents in 5 month period for FY 2005, compared to 11 accidents in 12 month period for FY 2004.





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## Agenda

Item No. 46

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

FIN 310 (PC 30100)

January 27, 2005

### SUBJECT:

MTS: OPERATORS BUDGET STATUS REPORT FOR NOVEMBER FY 05

### RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operators Budget Status Report for November FY 05.

#### Budget Impact

None at this time.

### DISCUSSION:

This report compares operating expenditures compared to budget for November 2004 (see Attachment A-1 for a summary).

#### MTS OPERATIONS

Attachment A-2 summarizes combined operations. Attachment A-3 provides greater detail on combined operations. Attachments A-4 to A-17 present budget comparisons for each MTS operation. Attachment A-18 provides insight into potential fiscal year impacts of diesel fuel and compressed natural gas (CNG) year-to-date average rates.

#### Revenues

Fare Revenue – November 2004. Combined fare revenue for November 2004 aggregated \$5,796,000 compared to the approved budget of \$5,940,000, which represents \$144,000 (-2.4%) unfavorable variance. Semester pass revenue (\$294,000),



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.



which typically is received and was budgeted to be attained in November 2004 was unexpectedly received early in October 2004. Fare revenues for rail operations were \$2,064,000 compared to a \$2,011,000 budget, resulting in a \$53,000 (2.6%) positive revenue variance. Rail operations continued their strong performance primarily due to one regular season Chargers game and one San Diego State University Aztec football game. The result of college semester pass October receipt of revenue negatively impacted November fare revenue by \$115,000 for Rail Operations. Fare revenues associated with Internal Bus Operations were \$180,000 (-8.6%) under budget which included the negative impact of college semester pass early October receipt of revenue (\$89,000). The fare revenue under budget results were driven primarily by lower ridership within Internal Bus Operations. Passenger levels within internal bus operations were -1.4% under budget (1,971,000 actual passengers versus 1,999,000 budgeted passengers). Other operators (Chula Vista and National City Transit) and contract services operations fare revenue was \$16,000 (-0.9%) under budget. The impact of college semester pass early receipt of revenue totaled \$80,000 for contract services operations, Chula Vista, and National City Transit.

Total passengers for November 2004 were 6,057,000 compared to a budget of 5,718,000 representing a positive ridership variance of 339,000. Rail operations had 370,000 (+20.5%) more passengers than budget while all other bus-related operators were 31,000 (-0.8%) passengers less than November 2004 budget.

Fare Revenue – Year-to-Date November 2004. Combined fare revenue for November 2004 year-to-date was \$30,061,000 compared to the year-to-date budget of \$29,875,000, representing a \$186,000 (0.6%) positive year-to-date variance. Rail operations contributed a \$1,215,000 (11.5%) year-to-date positive variance, while all year-to-date bus-related operators were \$1,029,000 (-5.3%) under budget.

Total passengers for the first five months of the 2005 fiscal year totaled 32,751,000 for all MTS operations compared to year-to-date budgeted ridership totaling 30,988,000, representing a 1,763,000 positive ridership variance. Rail operations contributed a 2,558,000 (25.1%) positive ridership variance while other bus-related operators were 801,000 (-3.9%) passengers less than November 2004 year-to-date budget.

Other Revenue. Other revenue totaled \$104,000 compared to a November 2004 budget of \$107,000. Year-to-date other revenues through November 2004 were \$495,000 compared to the year-to-date budget of \$538,000, representing a \$43,000 negative variance.

Subsidy. Combined subsidy for November 2004 was \$5,463,000 compared to a \$5,938,000 budget. This represents a \$475,000 or 8.0% negative variance. Year-to-date subsidy through November 2004 was \$31,313,000 compared to a year-to-date subsidy budget of \$29,881,000. This \$1,432,000 positive variance is primarily due to rail operations advancing significant Transportation Development Act (TDA) subsidy in the month of July.

## Expenses

Personnel Costs. Total personnel-related costs for November 2004 were \$7,189,000 compared to the budget at \$6,902,000, resulting in a \$287,000 (-4.2%) unfavorable variance. Administrative performance bonuses were paid out within rail operations (\$130,000) and internal bus operations (\$120,000) totaling \$250,000. Within rail operations, fringe-related expenses were over budget by \$76,000 primarily due to higher retirement-related expenses (PERS and PARS) compared to budget. The budgeted retirement expense percentage within this category was 2.4%, while the actual percentage for fiscal year 2005 was 8.2%. Fringe expenses within internal bus operations provided a favorable variance of \$22,000 primarily due to less-than-budgeted workers' compensation costs. Year-to-date employee-related costs totaled \$35,104,000 compared to a year-to-date budgetary figure of \$34,699,000. Year-to-date personnel costs were over budget by \$405,000 (-1.2%). This unfavorable variance is primarily due to performance bonus payments, significant overtime within the maintenance and operator areas within internal bus operations and higher retirement-related expenses within rail operations offset by lower workers' compensation and health and welfare-related costs within internal bus operations.

Outside Services and Purchased Transportation – November 2004. Total outside services expenses totaled \$5,018,000 compared to a budgetary figure of \$5,204,000, resulting in a positive expense variance of \$186,000 (3.6%). Purchased transportation contributed a positive variance of \$117,000 (2.9%) primarily due to lesser than anticipated demand within paratransit services. Other outside services contributed a combined favorable variance of \$66,000 (18.9%) primarily due to less-than-anticipated legal and technical outside services costs for the month.

Outside Services and Purchased Transportation – Year-to-Date November 2004. Total outside services for the first five months of the fiscal year totaled \$25,838,000 compared to \$26,625,000, resulting in a year-to-date positive variance of \$787,000 (3.0%). Total purchased transportation provided a \$595,000 (2.8%) positive variance due to reduced demand within paratransit services. Other outside services through November 2004 provided a positive variance of \$481,000 (24.7%) primarily due to lower-than-expected legal costs, other outside consulting expenses, and timing issues. Legal and other outside consulting expenses typically trend lower toward the beginning of the fiscal year and generally increase by fiscal year-end. We expect this historical trend to continue in fiscal year 2005. Year-to-date security expenses were \$347,000 (-17.6%) over budget primarily due to the additional ridership related to PETCO Park over the first quarter of the year. Engine and transmission rebuild expenses and repair and maintenance services were a combined \$59,000 (3.4%) under budget for the fiscal year through November 2004.

Materials and Supplies. Total combined materials and supplies costs were \$462,000 for November 2004 compared to the approved budget of \$578,000, resulting in a favorable expense variance of \$116,000 (+20.1%). Rail operations purchases trended down significantly within the month as the subsiding of materials expenses expectedly trended lower. Historically materials expenses within this operator have been significant within the first portion of the year and trend lower toward the middle and end of the fiscal year.

Year-to-date materials and supplies expenses totaled \$3,390,000 compared to a budgetary figure of \$2,924,000 resulting in a negative expense variance of \$466,000 (-16.0%). Purchases within rail operations comprise \$299,000 (-22.6%) of this negative variance total, the majority of this variance. Internal bus operations contributed \$176,000 (-11.3%) of the unfavorable variance primarily due to the preventative maintenance program within this operator.

Energy – November 2004. Total energy costs were \$1,720,000 for the month compared to the budget of \$1,548,000. This negative variance of \$172,000 (-11.1%) is primarily the result of diesel fuel. Diesel fuel expense for the month aggregated \$551,000 compared to a budget of \$373,000, resulting in a \$178,000 (-47.7%) negative variance. Diesel prices for the month averaged \$1.716 per gallon compared to the budgetary rate of \$1.10 per gallon.

Energy – Year-to-Date November 2004. Total year-to-date energy costs were \$8,461,000 compared to the budget of \$7,873,000 resulting in a year-to-date negative variance of \$588,000 (-7.5%). Year-to-date diesel fuel expenses were over budget by \$865,000, CNG expenses were over budget by \$53,000, and electricity-related expenses were under budget by \$329,000. Year-to-date diesel prices averaged \$1.589 per gallon compared to the annual budgetary rate of \$1.10 per gallon.

Attachment A-18 details the impact of diesel fuel and CNG price fluctuations on annual MTS expenditures compared to budget.

Risk Management. Risk management costs were \$532,000 for November 2004 compared to a \$467,000 budgetary figure, resulting in an unfavorable variance of \$65,000 (-13.9%). This unfavorable variance is primarily due to accruals in anticipation of legal fee expenses for the month of November. Year-to-date expenses for risk management were \$352,000 (15.1%) under budget. This relates primarily to lower liability claims costs and minimal year-to-date legal costs. Risk management expenses historically trend low within the first few months of the fiscal year and fluctuate throughout the year. Expenses within the final month of the fiscal year trend significantly higher as year-end accruals ensure fiscal year expense accuracy. Fiscal year 2005 will replicate this historical trend, and the year-end budgetary total is projected to be on target.

General and Administrative. General and administrative costs were \$54,000 for the month compared to the approved budget of \$69,000, resulting in a favorable expense variance of \$15,000 (+22.1%). Year-to-date general and administrative costs were \$106,000 (30.9%) under budget totaling \$236,000 through November 2004 compared to a year-to-date budget of \$342,000. This is primarily due to less-than-anticipated telephone expenses, office supplies, and postage.

Month-End Summary. The total unfavorable variance of \$334,000 for the month of November 2004 was produced by various factors. Unexpected college semester pass revenue of \$294,000 that was budgeted to be received in November 2004 was received in October 2004, impacting the monthly budgetary variance. Strong performance in operating revenue for rail operations as a result of one regular season Chargers game

and one San Diego State University football game was offset by lower ridership within internal bus operations. The net combined variance of operating revenue as a result of the above produced a \$146,000 (-2.4%) unfavorable variance. Total expenses were \$188,000 (-1.3%) greater than budget primarily due to higher personnel, energy, and risk-related expenses partially offset by lower purchased transportation, outside services, and materials-related expenses.

Year-to-Date Summary. Total operating revenues were over budget by \$144,000 (0.5%) primarily due to strong performance in Rail Operations (\$1,215,000 positive variance) as a result of large ridership for PETCO Park and other special events partially offset by lower ridership in all other bus-related operators (\$1,029,000 unfavorable variance). Total expenses were \$169,000 or -0.2% greater than budget. This minimal combined variance is primarily due to lower purchased transportation, other outside services, and risk management-related expenses offset by security, materials, and supplies, personnel, and energy-related expenses. These results combine into an overall net subsidy unfavorable variance of \$25,000 (-0.1%).

As staff is currently compiling information regarding the midyear budget, there are several areas of concern that continue to present themselves. Fare revenues within Internal Bus Operations are projecting lower than budget. Total personnel costs are trending higher primarily due to significant overtime wages within internal bus operations for operators and mechanics partially offset by a reduced level of regular wages. Retirement-related actual expenses are greater than the budgeted retirement rate within rail operations. Security-related expenses trended higher within rail operations primarily correlating with PETCO Park attendance. Purchased transportation expenses are trending lower than budget primarily due to less-than-anticipated demand within this operator. Energy-related expenses for diesel and CNG are averaging prices higher than budget (see Attachment A-18 for details).

#### Other Expenditures

Attachment A-1 summarizes total nonoperating other expenditures.

November 2004 combined unfavorable variance for other expenditures totaled \$1,000 or -0.7% of total budgeted other expenditures. Taxicab Administration contributed \$8,000 to the positive variance, and the San Diego and Arizona Eastern Railroad Company and the General Fund were over budget by \$1,000 and \$8,000, respectively. Total year-to-date expenses totaled \$3,651,000 compared to a year-to-date budget of \$3,775,000, resulting in a positive variance of \$124,000 (3.3%) through November 2004.



Paul C. Jablonski  
Chief Executive Officer

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

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Attachment: A. Budget Status

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**COMBINED OPERATIONS**

**TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES**

**COMPARISON TO BUDGET - FY 2005**

**NOVEMBER 30, 2004**

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

	MONTH			%
	ACTUAL	BUDGET	VARIANCE	
Transit Operators' Net Subsidy				
Internal Bus Operations	4,442	3,897	(545)	-14.0%
Rail Operations	1,582	1,628	46	2.8%
Contracted Bus Operations - Fixed Route	1,988	2,006	18	0.9%
Contracted Bus Operations - Para Transit	757	869	112	12.9%
Other Operators	367	401	34	8.5%
Total Transit Operators Net Subsidy	9,137	8,802	(334)	-3.8%
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	75	83	8	9.4%
San Diego and Arizona Eastern	13	12	(1)	-7.0%
Debt Service	0	0	0	-
General Fund	91	83	(8)	-9.9%
Grand Total Expenditures	9,317	8,980	(335)	-3.7%

	YEAR TO DATE			%
	ACTUAL	BUDGET	VARIANCE	
Transit Operators' Net Subsidy				
Internal Bus Operations	21,430	19,917	(1,513)	-7.6%
Rail Operations	7,044	7,775	731	9.4%
Contracted Bus Operations - Fixed Route	10,286	10,603	317	3.0%
Contracted Bus Operations - Para Transit	4,006	4,379	373	8.5%
Other Operators	2,050	2,117	67	3.2%
Total Transit Operators Net Subsidy	44,816	44,791	(25)	-0.1%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	374	416	42	10.0%
San Diego and Arizona Eastern	82	94	12	12.3%
Debt Service	-	0	0	-
General Fund	2,850	2,921	71	2.4%
Grand Total Expenditures	48,467	48,566	99	0.2%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## COMBINED OPERATIONS

### COMPARISON TO BUDGET - FY 2005

NOVEMBER 30, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,797	\$ 5,940	\$ (144)	-2.4%
Other Revenue	104	107	(2)	-1.9%
Total Operating Revenue	\$ 5,901	\$ 6,047	\$ (146)	-2.4%
Subsidy	5,463	5,939	(475)	-8.0%
<b>Total Revenue</b>	<b>\$ 11,364</b>	<b>\$ 11,986</b>	<b>\$ (622)</b>	<b>-5.2%</b>
Wages	\$ 4,711	\$ 4,469	\$ (241)	-5.4%
Fringes	2,479	2,433	(46)	-1.9%
Services	1,019	1,089	69	6.3%
Purchased Transportation	3,999	4,116	117	2.8%
Materials	523	644	121	18.8%
Energy	1,721	1,548	(172)	-11.1%
Risk Management	532	467	(65)	-13.9%
General and Administrative	54	69	15	21.7%
Vehicle/Facility Lease	-	14	14	-
<b>Total Costs</b>	<b>\$ 15,037</b>	<b>\$ 14,849</b>	<b>\$ (188)</b>	<b>-1.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (3,673)</b>	<b>\$ (2,864)</b>	<b>\$ (810)</b>	<b>28.3%</b>
Net Subsidy	\$ (9,137)	\$ (8,802)	\$ (334)	-3.8%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 30,061	\$ 29,875	\$ 186	0.6%
Other Revenue	496	538	(42)	-7.8%
Total Operating Revenue	\$ 30,557	\$ 30,413	\$ 144	0.5%
Subsidy	31,314	29,881	1,432	4.8%
<b>Total Revenue</b>	<b>\$ 61,870</b>	<b>\$ 60,294</b>	<b>\$ 1,576</b>	<b>2.6%</b>
Wages	\$ 23,158	\$ 22,512	\$ (647)	-2.9%
Fringes	11,946	12,188	242	2.0%
Services	5,455	5,648	191	3.4%
Purchased Transportation	20,383	20,977	595	2.8%
Materials	3,696	3,253	(443)	-13.6%
Energy	8,461	7,873	(588)	-7.5%
Risk Management	1,984	2,335	352	15.1%
General and Administrative	236	342	106	31.0%
Vehicle/Facility Lease	53	77	24	31.2%
<b>Total Costs</b>	<b>\$ 75,372</b>	<b>\$ 75,204</b>	<b>\$ (169)</b>	<b>-0.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (13,502)</b>	<b>\$ (14,910)</b>	<b>\$ 1,407</b>	<b>-9.4%</b>
Net Subsidy	\$ (44,816)	\$ (44,791)	\$ (25)	-0.1%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## COMBINED OPERATIONS

### FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 5		ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
<b>REVENUE</b>											
	Passenger Fares	\$ 5,796,528	\$ 5,940,260	\$ (143,732)	-2.4%	\$ 30,061,185	\$ 29,874,804	\$ 186,381	0.6%	\$ 68,005,000	\$ 37,943,815
	Advertising	84,698	66,400	18,298	27.6%	338,835	333,600	5,235	1.6%	800,000	461,165
	Contracted Service Revenue	-	2,000	(2,000)	-	-	10,000	(10,000)	-	25,000	25,000
	Other	19,484	38,379	(18,895)	-49.2%	156,586	194,395	(37,809)	-19.4%	470,550	313,964
	Total Operating Revenue	\$ 5,900,709	\$ 6,047,039	\$ (146,330)	-2.4%	\$ 30,556,606	\$ 30,412,799	\$ 143,807	0.5%	\$ 69,300,550	\$ 38,743,944
	Subsidy	5,463,382	5,938,864	(475,483)	-8.0%	31,313,614	29,881,278	1,432,336	4.8%	76,678,879	45,365,265
	<b>Total Revenue</b>	<b>\$ 11,364,091</b>	<b>\$ 11,985,904</b>	<b>\$ (621,813)</b>	<b>-5.2%</b>	<b>\$ 61,870,220</b>	<b>\$ 60,294,077</b>	<b>\$ 1,576,143</b>	<b>2.6%</b>	<b>\$ 145,979,429</b>	<b>\$ 84,109,209</b>
<b>EXPENSES</b>											
	<b>Personnel</b>										
	Wages	\$ 4,710,506	\$ 4,469,137	\$ (241,369)	-5.4%	\$ 23,158,263	\$ 22,511,536	\$ (646,727)	-2.9%	\$ 54,998,885	\$ 31,840,622
	Fringes	2,479,291	2,433,411	(45,879)	-1.9%	11,945,971	12,187,783	241,812	2.0%	29,723,877	17,777,906
	Total Personnel	\$ 7,189,797	\$ 6,902,548	\$ (287,248)	-4.2%	\$ 35,104,233	\$ 34,699,319	\$ (404,914)	-1.2%	\$ 84,722,762	\$ 49,618,529
	<b>Outside Services</b>										
	Security	\$ 384,033	\$ 388,319	\$ 4,286	1.1%	\$ 2,321,291	\$ 1,974,042	\$ (347,248)	-17.6%	\$ 4,810,038	\$ 2,488,747
	Repair/Maintenance Services	292,158	253,364	(38,794)	-15.3%	1,419,003	1,260,577	(158,426)	-12.6%	3,143,404	1,724,401
	Engine and Transmission Rebuild	60,472	97,533	37,062	38.0%	251,526	468,565	217,039	46.3%	1,138,800	887,274
	Other Outside Services	283,113	349,217	66,104	18.9%	1,463,928	1,944,446	480,518	24.7%	4,731,591	3,267,663
	Purchased Transportation	3,998,583	4,116,071	117,488	2.9%	20,382,701	20,977,310	594,609	2.8%	50,357,810	29,975,109
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 5,018,358	\$ 5,204,504	\$ 186,146	3.6%	\$ 25,838,448	\$ 26,624,940	\$ 786,492	3.0%	\$ 64,181,643	\$ 38,343,195
	<b>Materials &amp; Supplies</b>										
	Lubricants	\$ 13,731	\$ 14,466	\$ 735	5.1%	\$ 58,623	\$ 73,305	\$ 14,682	20.0%	\$ 176,505	\$ 117,882
	Tires	47,839	51,201	3,361	6.6%	247,438	256,003	8,566	3.3%	614,407	366,969
	Other Materials and Supplies	461,740	578,241	116,502	20.1%	3,390,235	2,923,763	(466,472)	-16.0%	6,908,016	3,517,781
	Total Main. Parts and Supplies	\$ 523,310	\$ 643,908	\$ 120,598	18.7%	\$ 3,696,296	\$ 3,253,071	\$ (443,225)	-13.6%	\$ 7,698,928	\$ 4,002,632
	<b>Energy</b>										
	Diesel Fuel	\$ 550,964	\$ 372,964	\$ (178,000)	-47.7%	\$ 2,749,548	\$ 1,884,832	\$ (864,716)	-45.9%	\$ 4,534,413	\$ 1,784,865
	CNG	610,500	561,714	(48,786)	-8.7%	2,917,672	2,864,754	(52,917)	-1.8%	6,846,672	3,929,001
	Fuel and Electricity for Facilities	559,176	613,714	54,538	8.9%	2,793,673	3,122,957	329,283	10.5%	7,744,021	4,950,348
	Total Energy	\$ 1,720,640	\$ 1,548,392	\$ (172,248)	-11.1%	\$ 8,460,893	\$ 7,872,543	\$ (588,350)	-7.5%	\$ 19,125,106	\$ 10,664,213
	<b>Risk Management</b>	\$ 531,719	\$ 467,026	\$ (64,693)	-13.9%	\$ 1,983,510	\$ 2,335,130	\$ 351,620	15.1%	\$ 5,762,659	\$ 3,779,149
	<b>General and Administrative</b>	\$ 53,566	\$ 68,780	\$ 15,214	22.1%	\$ 236,270	\$ 342,138	\$ 105,868	30.9%	\$ 848,139	\$ 611,869
	<b>Vehicle/facility Lease</b>	\$ -	\$ 14,300	\$ 14,300	-	\$ 52,788	\$ 76,500	\$ 23,712	31.0%	\$ 192,216	\$ 139,428
	<b>TOTAL EXPENSES</b>	<b>\$ 15,037,389</b>	<b>\$ 14,849,458</b>	<b>\$ (187,931)</b>	<b>-1.3%</b>	<b>\$ 75,372,438</b>	<b>\$ 75,203,640</b>	<b>\$ (168,798)</b>	<b>-0.2%</b>	<b>\$ 182,531,452</b>	<b>\$ 107,159,014</b>
	<b>Total Revenue Less Total Costs</b>	<b>\$ (3,673,298)</b>	<b>\$ (2,863,554)</b>	<b>\$ (809,744)</b>	<b>-28.3%</b>	<b>\$ (13,502,218)</b>	<b>\$ (14,909,664)</b>	<b>\$ 1,407,346</b>	<b>9.4%</b>	<b>\$ (36,552,023)</b>	<b>\$ (23,049,805)</b>
	<b>NET SUBSIDY</b>	<b>\$ (9,136,680)</b>	<b>\$ (8,802,419)</b>	<b>\$ (334,261)</b>	<b>-3.8%</b>	<b>\$ (44,815,832)</b>	<b>\$ (44,790,842)</b>	<b>\$ (24,991)</b>	<b>-0.1%</b>	<b>\$ (113,230,902)</b>	<b>\$ (68,415,070)</b>

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# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

**COMPARISON TO BUDGET - FY 2005**  
**NOVEMBER 30, 2004**  
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,912	\$ 2,092	\$ (180)	-8.6%
Other Revenue	91	76	15	19.7%
<b>Total Operating Revenue</b>	<b>\$ 2,003</b>	<b>\$ 2,168</b>	<b>\$ (165)</b>	<b>-7.6%</b>
Subsidy	3,897	3,897	-	0.0%
<b>Total Revenue</b>	<b>\$ 5,900</b>	<b>\$ 6,065</b>	<b>\$ (165)</b>	<b>-2.7%</b>
Wages	\$ 2,703	\$ 2,562	\$ (142)	-5.5%
Fringes	2,060	2,083	22	1.1%
Services	301	301	-	0.0%
Purchased Transportation	-	-	-	-
Materials	373	363	(10)	-2.8%
Energy	619	470	(150)	-31.9%
Risk Management	352	250	(102)	-40.8%
General and Administrative	35	38	2	5.3%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 6,445</b>	<b>\$ 6,065</b>	<b>\$ (380)</b>	<b>-6.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (545)</b>	<b>\$ -</b>	<b>\$ (545)</b>	<b>100.0%</b>
Net Subsidy	\$ (4,442)	\$ (3,897)	\$ (545)	-14.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 9,434	\$ 10,301	\$ (867)	-8.4%
Other Revenue	393	384	9	2.3%
<b>Total Operating Revenue</b>	<b>\$ 9,827</b>	<b>\$ 10,685</b>	<b>\$ (858)</b>	<b>-8.0%</b>
Subsidy	19,917	19,917	-	0.0%
<b>Total Revenue</b>	<b>\$ 29,744</b>	<b>\$ 30,602</b>	<b>\$ (858)</b>	<b>-2.8%</b>
Wages	\$ 13,616	\$ 12,994	\$ (622)	-4.8%
Fringes	9,978	10,427	449	4.3%
Services	1,368	1,507	140	9.3%
Purchased Transportation	-	-	-	-
Materials	2,022	1,845	(177)	-9.6%
Energy	2,981	2,390	(592)	-24.8%
Risk Management	1,160	1,250	90	7.2%
General and Administrative	132	189	57	30.2%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 31,257</b>	<b>\$ 30,602</b>	<b>\$ (655)</b>	<b>-2.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1,513)</b>	<b>\$ -</b>	<b>\$ (1,513)</b>	<b>100.0%</b>
Net Subsidy	\$ (21,430)	\$ (19,917)	\$ (1,513)	-7.6%



# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

### FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004

FY Month: 5	CURRENT MONTH COMPARISON				YEAR-TO-DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
<b>REVENUE</b>										
Passenger Fares	\$ 1,911,524	\$ 2,092,000	\$ (180,476)	-8.6%	\$ 9,433,675	\$ 10,301,000	\$ (867,325)	-8.4%	\$ 22,740,000	\$ 13,306,325
Advertising	84,698	66,400	18,298	27.6%	338,835	333,600	5,235	1.6%	800,000	461,165
Contracted Service Revenue	-	2,000	(2,000)	-	-	10,000	(10,000)	-	25,000	25,000
Other	6,327	7,500	(1,173)	-15.6%	54,400	40,000	14,400	36.0%	100,000	45,600
Total Operating Revenue	\$ 2,002,548	\$ 2,167,900	\$ (165,352)	-7.6%	\$ 9,826,910	\$ 10,684,600	\$ (857,690)	-8.0%	\$ 23,665,000	\$ 13,838,090
Subsidy	3,897,316	3,897,316	-	0.0%	19,917,124	19,917,125	(1)	-	49,754,448	29,837,324
Total Revenue	\$ 5,899,864	\$ 6,065,216	\$ (165,352)	-2.7%	\$ 29,744,034	\$ 30,601,725	\$ (857,691)	-2.8%	\$ 73,419,448	\$ 43,675,414
<b>EXPENSES</b>										
<u>Personnel</u>										
Wages	\$ 2,703,240	\$ 2,561,516	\$ (141,724)	-5.5%	\$ 13,616,381	\$ 12,993,991	\$ (622,390)	-4.8%	\$ 31,260,250	\$ 17,643,869
Fringes	2,060,235	2,082,708	22,473	1.1%	9,977,752	10,427,051	449,299	4.3%	25,206,202	15,228,450
Total Personnel	\$ 4,763,476	\$ 4,644,224	\$ (119,252)	-2.6%	\$ 23,594,133	\$ 23,421,042	\$ (173,091)	-0.7%	\$ 56,466,452	\$ 32,872,319
<u>Outside Services</u>										
Security	\$ 77,592	\$ 84,141	\$ 6,549	7.8%	\$ 387,562	\$ 420,705	\$ 33,143	7.9%	\$ 1,009,688	\$ 622,126
Repair/Maintenance Services	62,029	47,310	(14,719)	-31.1%	248,680	240,507	(8,173)	-3.4%	574,345	325,665
Engine and Transmission Rebuild	38,952	53,233	14,282	26.8%	162,531	266,165	103,634	38.9%	638,800	476,269
Other Outside Services	122,574	115,998	(6,576)	-5.7%	568,998	579,991	10,993	1.9%	1,391,977	822,979
Purchased Transportation	-	-	-	-	-	-	-	-	-	-
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 301,147	\$ 300,682	\$ (465)	-0.2%	\$ 1,367,771	\$ 1,507,368	\$ 139,597	9.3%	\$ 3,614,810	\$ 2,247,039
<u>Materials &amp; Supplies</u>										
Lubricants	\$ 11,793	\$ 9,908	\$ (1,885)	-19.0%	\$ 55,877	\$ 50,515	\$ (5,362)	-10.6%	\$ 120,530	\$ 64,653
Tires	47,500	49,034	1,534	3.1%	241,006	245,170	4,164	1.7%	588,407	347,401
Other Materials and Supplies	314,050	304,078	(9,972)	-3.3%	1,725,272	1,549,589	(175,683)	-11.3%	3,471,966	1,746,694
Total Main. Parts and Supplies	\$ 373,343	\$ 363,020	\$ (10,323)	-2.8%	\$ 2,022,156	\$ 1,845,274	\$ (176,882)	-9.6%	\$ 4,180,903	\$ 2,158,747
<u>Energy</u>										
Diesel Fuel	\$ 275,046	\$ 148,564	\$ (126,482)	-85.1%	\$ 1,316,327	\$ 757,286	\$ (559,041)	-73.8%	\$ 1,807,061	\$ 490,734
CNG	305,181	275,271	(29,910)	-10.9%	1,458,814	1,403,481	(55,333)	-3.9%	3,348,798	1,889,984
Fuel and Electricity for Facilities	39,251	45,783	6,532	14.3%	206,078	228,915	22,837	10.0%	549,400	343,322
Total Energy	\$ 619,478	\$ 469,618	\$ (149,860)	-31.9%	\$ 2,981,218	\$ 2,389,682	\$ (591,536)	-24.8%	\$ 5,705,259	\$ 2,724,041
<u>Risk Management</u>										
	\$ 352,123	\$ 249,900	\$ (102,223)	-40.9%	\$ 1,159,777	\$ 1,249,500	\$ 89,723	7.2%	\$ 2,998,798	\$ 1,839,021
<u>General and Administrative</u>										
	\$ 35,288	\$ 37,771	\$ 2,483	6.6%	\$ 132,003	\$ 188,855	\$ 56,852	30.1%	\$ 453,226	\$ 321,223
<u>Vehicle/facility Lease</u>										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES	\$ 6,444,856	\$ 6,065,216	\$ (379,640)	-6.3%	\$ 31,267,058	\$ 30,601,721	\$ (665,337)	-2.1%	\$ 73,419,448	\$ 42,162,390
Total Revenue Less Total Costs	\$ (544,991)	\$ 1	\$ (544,992)	-	\$ (1,613,023)	\$ 4	\$ (1,613,027)	-	\$ -	\$ 1,613,023
NET SUBSIDY	\$ (4,442,307)	\$ (3,897,316)	\$ (544,992)	-14.0%	\$ (21,430,147)	\$ (19,917,121)	\$ (1,513,027)	-7.6%	\$ (49,754,448)	\$ (28,324,301)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

COMPARISON TO BUDGET - FY 2005  
NOVEMBER 30, 2004  
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,064	\$ 2,011	\$ 53	2.6%
Other Revenue	13	31	(18)	-58.1%
Total Operating Revenue	\$ 2,077	\$ 2,042	\$ 35	1.7%
Subsidy	1,196	1,651	(455)	-27.6%
<b>Total Revenue</b>	<b>\$ 3,273</b>	<b>\$ 3,693</b>	<b>\$ (420)</b>	<b>-11.4%</b>
Wages	\$ 1,840	\$ 1,700	\$ (140)	-8.2%
Fringes	401	325	(76)	-23.4%
Services	586	597	11	1.8%
Purchased Transportation	-	-	-	-
Materials	135	267	132	49.4%
Energy	534	578	43	7.4%
Risk Management	150	178	28	15.7%
General and Administrative	12	25	13	52.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 3,659</b>	<b>\$ 3,670</b>	<b>\$ 11</b>	<b>0.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (386)</b>	<b>\$ 23</b>	<b>\$ (409)</b>	<b>-1778.3%</b>
Net Subsidy	\$ (1,582)	\$ (1,628)	\$ 46	2.8%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 11,746	\$ 10,531	\$ 1,215	11.5%
Other Revenue	102	154	(52)	-33.8%
Total Operating Revenue	\$ 11,848	\$ 10,685	\$ 1,163	10.9%
Subsidy	9,383	7,902	1,481	18.7%
<b>Total Revenue</b>	<b>\$ 21,232</b>	<b>\$ 18,588</b>	<b>\$ 2,644</b>	<b>14.2%</b>
Wages	\$ 8,584	\$ 8,486	\$ (98)	-1.2%
Fringes	1,870	1,632	(238)	-14.6%
Services	3,404	3,049	(355)	-11.6%
Purchased Transportation	-	-	-	-
Materials	1,619	1,338	(281)	-21.0%
Energy	2,662	2,939	277	9.4%
Risk Management	678	890	212	23.8%
General and Administrative	76	126	51	40.5%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 18,892</b>	<b>\$ 18,460</b>	<b>\$ (432)</b>	<b>-2.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 2,339</b>	<b>\$ 127</b>	<b>\$ 2,212</b>	<b>1741.7%</b>
Net Subsidy	\$ (7,044)	\$ (7,775)	\$ 731	9.4%

# **SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

## **RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)**

### **FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004**

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month:	5	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
<b>REVENUE</b>											
	Passenger Fares	\$ 2,063,821	\$ 2,010,975	\$ 52,846	2.6%	\$ 11,745,914	\$ 10,530,950	\$ 1,214,964	11.5%	\$ 24,500,000	\$ 12,754,086
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	13,157	30,879	(17,722)	-57.4%	102,185	154,395	(52,210)	-33.8%	370,550	268,365
	Total Operating Revenue	\$ 2,076,978	\$ 2,041,854	\$ 35,124	1.7%	\$ 11,848,100	\$ 10,685,345	\$ 1,162,755	10.9%	\$ 24,870,550	\$ 13,022,450
	Subsidy	1,196,016	1,651,006	(454,990)	-27.6%	9,383,428	7,902,384	1,481,044	18.7%	21,261,175	11,877,747
	<b>Total Revenue</b>	<b>\$ 3,272,994</b>	<b>\$ 3,692,860</b>	<b>\$ (419,866)</b>	<b>-11.4%</b>	<b>\$ 21,231,528</b>	<b>\$ 18,587,729</b>	<b>\$ 2,643,799</b>	<b>14.2%</b>	<b>\$ 46,131,725</b>	<b>\$ 24,900,197</b>
<b>EXPENSES</b>											
<b><u>Personnel</u></b>											
	Wages	\$ 1,840,286	\$ 1,700,255	\$ (140,031)	-8.2%	\$ 8,583,838	\$ 8,485,545	\$ (98,293)	-1.2%	\$ 21,227,675	\$ 12,643,837
	Fringes	401,358	324,870	(76,488)	-23.5%	1,869,526	1,631,565	(237,961)	-14.6%	4,207,675	2,338,149
	<b>Total Personnel</b>	<b>\$ 2,241,645</b>	<b>\$ 2,025,125</b>	<b>\$ (216,520)</b>	<b>-10.7%</b>	<b>\$ 10,453,364</b>	<b>\$ 10,117,110</b>	<b>\$ (336,254)</b>	<b>-3.3%</b>	<b>\$ 25,435,350</b>	<b>\$ 14,981,986</b>
<b><u>Outside Services</u></b>											
	Security	\$ 302,835	\$ 299,867	\$ (2,968)	-1.0%	\$ 1,921,364	\$ 1,530,115	\$ (391,249)	-25.6%	\$ 3,745,350	\$ 1,823,986
	Repair/Maintenance Services	226,662	190,754	(35,908)	-18.8%	1,112,064	953,770	(158,294)	-16.6%	2,391,475	1,279,411
	Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
	Other Outside Services	56,263	106,069	49,806	47.0%	370,396	565,395	194,999	34.5%	1,350,475	980,079
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	<b>Total Outside Services</b>	<b>\$ 585,760</b>	<b>\$ 596,690</b>	<b>\$ 10,930</b>	<b>1.8%</b>	<b>\$ 3,403,823</b>	<b>\$ 3,049,280</b>	<b>\$ (354,543)</b>	<b>-11.6%</b>	<b>\$ 7,487,300</b>	<b>\$ 4,083,477</b>
<b><u>Materials &amp; Supplies</u></b>											
	Lubricants	\$ 82	\$ 3,558	\$ 3,476	97.7%	\$ 890	\$ 17,790	\$ 16,900	95.0%	\$ 43,975	\$ 43,085
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	134,752	263,330	128,578	48.8%	1,617,727	1,320,007	(297,720)	-22.6%	3,306,050	1,688,323
	<b>Total Main. Parts and Supplies</b>	<b>\$ 134,834</b>	<b>\$ 266,888</b>	<b>\$ 132,054</b>	<b>49.5%</b>	<b>\$ 1,618,618</b>	<b>\$ 1,337,797</b>	<b>\$ (280,821)</b>	<b>-21.0%</b>	<b>\$ 3,350,025</b>	<b>\$ 1,731,407</b>
<b><u>Energy</u></b>											
	Diesel Fuel	\$ 25,508	\$ 23,385	\$ (2,123)	-9.1%	\$ 129,969	\$ 117,498	\$ (12,471)	-10.6%	\$ 281,575	\$ 151,606
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	508,878	554,313	45,435	8.2%	2,532,373	2,821,974	289,601	10.3%	7,028,325	4,495,952
	<b>Total Energy</b>	<b>\$ 534,386</b>	<b>\$ 577,698</b>	<b>\$ 43,312</b>	<b>7.5%</b>	<b>\$ 2,662,342</b>	<b>\$ 2,939,472</b>	<b>\$ 277,130</b>	<b>9.4%</b>	<b>\$ 7,309,900</b>	<b>\$ 4,647,558</b>
<b><u>Risk Management</u></b>											
		\$ 150,172	\$ 178,048	\$ 27,876	15.7%	\$ 678,326	\$ 890,240	\$ 211,914	23.8%	\$ 2,232,225	\$ 1,553,899
<b><u>General and Administrative</u></b>											
		\$ 12,074	\$ 25,281	\$ 13,207	52.2%	\$ 75,820	\$ 126,405	\$ 50,585	40.0%	\$ 316,925	\$ 241,105
<b><u>Vehicle/facility Lease</u></b>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	<b>TOTAL EXPENSES</b>	<b>\$ 3,668,871</b>	<b>\$ 3,669,730</b>	<b>\$ 10,859</b>	<b>0.3%</b>	<b>\$ 18,892,292</b>	<b>\$ 18,460,304</b>	<b>\$ (431,988)</b>	<b>-2.3%</b>	<b>\$ 46,131,725</b>	<b>\$ 27,239,433</b>
	<b>Total Revenue Less Total Costs</b>	<b>\$ (385,877)</b>	<b>\$ 23,130</b>	<b>\$ (409,007)</b>	<b>1768.3%</b>	<b>\$ 2,339,236</b>	<b>\$ 127,426</b>	<b>\$ 2,211,811</b>	<b>-1736.8%</b>	<b>\$ -</b>	<b>\$ (2,339,236)</b>
	<b>NET SUBSIDY</b>	<b>\$ (1,581,893)</b>	<b>\$ (1,627,876)</b>	<b>\$ 45,983</b>	<b>2.8%</b>	<b>\$ (7,044,192)</b>	<b>\$ (7,774,969)</b>	<b>\$ 730,767</b>	<b>9.4%</b>	<b>\$ (21,261,176)</b>	<b>\$ (14,216,983)</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES - FIXED ROUTE

### COMPARISON TO BUDGET - FY 2005

NOVEMBER 30, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,367	\$ 1,375	\$ (8)	-0.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,367	\$ 1,375	\$ (8)	-0.6%
Subsidy	-	-	-	-
<b>Total Revenue</b>	<b>\$ 1,367</b>	<b>\$ 1,375</b>	<b>\$ (8)</b>	<b>-0.6%</b>
Wages	\$ 23	\$ 36	\$ 13	36.1%
Fringes	-	-	-	-
Services	41	83	41	49.4%
Purchased Transportation	2,876	2,909	34	1.2%
Materials	-	-	-	-
Energy	416	352	(64)	-18.2%
Risk Management	-	-	-	-
General and Administrative	-	1	1	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 3,356</b>	<b>\$ 3,381</b>	<b>\$ 25</b>	<b>0.7%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1,988)</b>	<b>\$ (2,006)</b>	<b>\$ 18</b>	<b>0.9%</b>
Net Subsidy	\$ (1,988)	\$ (2,006)	\$ 18	0.9%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,722	\$ 6,702	\$ 20	0.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 6,722	\$ 6,702	\$ 20	0.3%
Subsidy	-	-	-	-
<b>Total Revenue</b>	<b>\$ 6,722</b>	<b>\$ 6,702</b>	<b>\$ 20</b>	<b>0.3%</b>
Wages	\$ 147	\$ 182	\$ 35	19.2%
Fringes	-	-	-	-
Services	286	574	288	50.2%
Purchased Transportation	14,569	14,755	185	1.3%
Materials	-	-	-	-
Energy	2,001	1,784	(218)	-12.2%
Risk Management	-	-	-	-
General and Administrative	5	6	1	16.7%
Vehicle/Facility Lease	-	5	5	-
<b>Total Costs</b>	<b>\$ 17,008</b>	<b>\$ 17,305</b>	<b>\$ 297</b>	<b>1.7%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (10,286)</b>	<b>\$ (10,603)</b>	<b>\$ 317</b>	<b>3.0%</b>
Net Subsidy	\$ (10,286)	\$ (10,603)	\$ 317	3.0%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES - FIXED ROUTE

### FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month:	5	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
<b>REVENUE</b>											
Passenger Fares		\$ 1,367,396	\$ 1,375,000	\$ (7,604)	-0.6%	\$ 6,721,779	\$ 6,702,000	\$ 19,779	0.3%	\$ 15,200,000	\$ 8,478,221
Advertising		-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue		-	-	-	-	-	-	-	-	-	-
Other		-	-	-	-	-	-	-	-	-	-
Total Operating Revenue		\$ 1,367,396	\$ 1,375,000	\$ (7,604)	-0.6%	\$ 6,721,779	\$ 6,702,000	\$ 19,779	0.3%	\$ 15,200,000	\$ 8,478,221
Subsidy		-	-	-	-	-	-	-	-	-	-
Total Revenue		\$ 1,367,396	\$ 1,375,000	\$ (7,604)	-0.6%	\$ 6,721,779	\$ 6,702,000	\$ 19,779	0.3%	\$ 15,200,000	\$ 8,478,221
<b>EXPENSES</b>											
<u>Personnel</u>											
Wages		\$ 22,657	\$ 36,000	\$ 13,343	37.1%	\$ 146,857	\$ 181,850	\$ 34,993	19.2%	\$ 438,000	\$ 291,143
Fringes		-	-	-	-	-	-	-	-	-	-
Total Personnel		\$ 22,657	\$ 36,000	\$ 13,343	37.1%	\$ 146,857	\$ 181,850	\$ 34,993	19.2%	\$ 438,000	\$ 291,143
<u>Outside Services</u>											
Security		\$ 105	\$ 3,700	\$ 3,595	97.2%	\$ 3,393	\$ 17,500	\$ 14,107	80.6%	\$ 45,000	\$ 41,607
Repair/Maintenance Services		-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild		21,520	32,300	10,780	33.4%	88,995	160,400	71,405	44.5%	387,000	298,005
Other Outside Services		20,150	47,400	27,250	57.5%	193,695	396,100	202,405	51.1%	758,200	564,505
Purchased Transportation		2,875,502	2,909,011	33,509	1.2%	14,569,387	14,754,633	185,246	1.3%	35,407,000	20,837,613
Other Contracted Bus Services		-	-	-	-	-	-	-	-	-	-
Total Outside Services		\$ 2,917,277	\$ 2,992,411	\$ 75,134	2.5%	\$ 14,855,470	\$ 15,328,633	\$ 473,163	3.1%	\$ 36,597,200	\$ 21,741,730
<u>Materials &amp; Supplies</u>											
Lubricants		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires		-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies		-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>											
Diesel Fuel		\$ 149,619	\$ 107,000	\$ (42,619)	-39.8%	\$ 753,691	\$ 539,935	\$ (213,756)	-39.6%	\$ 1,294,800	\$ 541,109
CNG		266,386	244,656	(21,730)	-8.9%	1,247,566	1,243,786	(3,780)	-0.3%	2,968,000	1,720,434
Fuel and Electricity for Facilities		-	-	-	-	-	-	-	-	-	-
Total Energy		\$ 416,005	\$ 351,656	\$ (64,349)	-18.3%	\$ 2,001,257	\$ 1,783,721	\$ (217,536)	-12.2%	\$ 4,262,800	\$ 2,261,543
<u>Risk Management</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>General and Administrative</u>											
		\$ (46)	\$ 1,250	\$ 1,296	103.7%	\$ 4,598	\$ 5,875	\$ 1,277	21.7%	\$ 14,000	\$ 9,402
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ 5,000	\$ 5,000	-	\$ 20,000	\$ 20,000
TOTAL EXPENSES		\$ 3,355,893	\$ 3,381,317	\$ 25,424	0.8%	\$ 17,008,182	\$ 17,305,079	\$ 296,897	1.7%	\$ 41,332,000	\$ 24,323,818
Total Revenue Less Total Costs		\$ (1,988,497)	\$ (2,006,317)	\$ 17,819	0.9%	\$ (10,286,403)	\$ (10,603,079)	\$ 316,675	3.0%	\$ (26,132,000)	\$ (15,845,597)
NET SUBSIDY		\$ (1,988,497)	\$ (2,006,317)	\$ 17,819	0.9%	\$ (10,286,403)	\$ (10,603,079)	\$ 316,675	3.0%	\$ (26,132,000)	\$ (15,845,597)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES - PARATRANSIT

### COMPARISON TO BUDGET - FY 2005

NOVEMBER 30, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 119	\$ 114	\$ 4	3.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 119	\$ 114	\$ 4	3.5%
Subsidy	-	-	-	-
<b>Total Revenue</b>	<b>\$ 119</b>	<b>\$ 114</b>	<b>\$ 4</b>	<b>3.5%</b>
Wages	\$ 12	\$ 23	\$ 11	47.8%
Fringes	-	-	-	-
Services	68	45	(22)	-48.9%
Purchased Transportation	721	819	98	12.0%
Materials	-	-	-	-
Energy	75	72	(3)	-4.2%
Risk Management	-	9	9	-
General and Administrative	-	1	1	-
Vehicle/Facility Lease	-	14	14	-
<b>Total Costs</b>	<b>\$ 876</b>	<b>\$ 984</b>	<b>\$ 108</b>	<b>11.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (757)</b>	<b>\$ (869)</b>	<b>\$ 112</b>	<b>12.9%</b>
Net Subsidy	\$ (757)	\$ (869)	\$ 112	12.9%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 538	\$ 615	\$ (77)	-12.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 538	\$ 615	\$ (77)	-12.5%
Subsidy	-	-	-	-
<b>Total Revenue</b>	<b>\$ 538</b>	<b>\$ 615</b>	<b>\$ (77)</b>	<b>-12.5%</b>
Wages	\$ 92	\$ 115	\$ 23	20.0%
Fringes	-	-	-	-
Services	211	245	34	13.9%
Purchased Transportation	3,786	4,151	365	8.8%
Materials	-	-	-	-
Energy	401	364	(38)	-10.4%
Risk Management	-	45	45	-
General and Administrative	1	2	1	50.0%
Vehicle/Facility Lease	53	72	19	26.4%
<b>Total Costs</b>	<b>\$ 4,545</b>	<b>\$ 4,994</b>	<b>\$ 450</b>	<b>9.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (4,006)</b>	<b>\$ (4,379)</b>	<b>\$ 373</b>	<b>8.5%</b>
Net Subsidy	\$ (4,006)	\$ (4,379)	\$ 373	8.5%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES - PARATRANSIT

### FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004

FY Month: <u>5</u>	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
<b>REVENUE</b>										
Passenger Fares	\$ 118,545	\$ 114,100	\$ 4,445	3.9%	\$ 538,485	\$ 615,200	\$ (76,715)	-12.5%	\$ 1,640,000	\$ 1,101,515
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 118,545	\$ 114,100	\$ 4,445	3.9%	\$ 538,485	\$ 615,200	\$ (76,715)	-12.5%	\$ 1,640,000	\$ 1,101,515
Subsidy	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$ 118,545	\$ 114,100	\$ 4,445	3.9%	\$ 538,485	\$ 615,200	\$ (76,715)	-12.5%	\$ 1,640,000	\$ 1,101,515
<b>EXPENSES</b>										
<u>Personnel</u>										
Wages	\$ 12,325	\$ 23,100	\$ 10,775	46.6%	\$ 92,425	\$ 115,200	\$ 22,775	19.8%	\$ 276,900	\$ 184,475
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 12,325	\$ 23,100	\$ 10,775	46.6%	\$ 92,425	\$ 115,200	\$ 22,775	19.8%	\$ 276,900	\$ 184,475
<u>Outside Services</u>										
Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
Other Outside Services	67,735	45,050	(22,685)	-50.4%	211,522	245,600	34,078	13.9%	561,500	349,978
Purchased Transportation	721,170	819,437	98,267	12.0%	3,785,782	4,150,623	364,841	8.8%	9,933,063	6,147,281
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 788,905	\$ 864,487	\$ 75,582	8.7%	\$ 3,997,304	\$ 4,396,223	\$ 398,919	9.1%	\$ 10,494,563	\$ 6,497,259
<u>Materials &amp; Supplies</u>										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>										
Diesel Fuel	\$ 74,586	\$ 72,027	\$ (2,559)	-3.6%	\$ 401,276	\$ 363,691	\$ (37,585)	-10.3%	\$ 870,501	\$ 469,225
CNG	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ 74,586	\$ 72,027	\$ (2,559)	-3.6%	\$ 401,276	\$ 363,691	\$ (37,585)	-10.3%	\$ 870,501	\$ 469,225
<u>Risk Management</u>										
	\$ -	\$ 9,078	\$ 9,078	-	\$ -	\$ 45,390	\$ 45,390	-	\$ 108,936	\$ 108,936
<u>General and Administrative</u>										
	\$ 3	\$ 550	\$ 547	99.5%	\$ 976	\$ 2,475	\$ 1,499	60.6%	\$ 5,800	\$ 4,824
<u>Vehicle/facility Lease</u>										
	\$ -	\$ 14,300	\$ 14,300	-	\$ 52,788	\$ 71,500	\$ 18,712	26.2%	\$ 172,200	\$ 119,412
TOTAL EXPENSES	\$ 875,819	\$ 983,542	\$ 107,723	11.0%	\$ 4,544,769	\$ 4,994,479	\$ 449,710	9.0%	\$ 11,928,899	\$ 7,384,130
Total Revenue Less Total Costs	\$ (757,274)	\$ (869,442)	\$ 112,167	12.9%	\$ (4,006,284)	\$ (4,379,279)	\$ 372,995	8.5%	\$ (10,288,899)	\$ (6,282,615)
NET SUBSIDY	\$ (757,274)	\$ (869,442)	\$ 112,167	12.9%	\$ (4,006,284)	\$ (4,379,279)	\$ 372,995	8.5%	\$ (10,288,899)	\$ (6,282,615)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

### COMPARISON TO BUDGET - FY 2005

NOVEMBER 30, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 224	\$ 234	\$ (10)	-4.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 224	\$ 234	\$ (10)	-4.3%
Subsidy	275	295	(20)	-6.8%
<b>Total Revenue</b>	<b>\$ 498</b>	<b>\$ 529</b>	<b>\$ (31)</b>	<b>-5.9%</b>
Wages	\$ 36	\$ 54	\$ 18	33.3%
Fringes	-	-	-	-
Services	7	35	28	80.0%
Purchased Transportation	391	377	(14)	-3.7%
Materials	-	-	-	-
Energy	59	60	1	1.7%
Risk Management	-	-	-	-
General and Administrative	5	2	(2)	-100.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 498</b>	<b>\$ 529</b>	<b>\$ 31</b>	<b>5.9%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Net Subsidy	\$ (275)	\$ (295)	\$ 20	6.8%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,073	\$ 1,153	\$ (79)	-6.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,073	\$ 1,153	\$ (79)	-6.9%
Subsidy	1,538	1,587	(49)	-3.1%
<b>Total Revenue</b>	<b>\$ 2,612</b>	<b>\$ 2,740</b>	<b>\$ (128)</b>	<b>-4.7%</b>
Wages	\$ 253	\$ 265	\$ 12	4.5%
Fringes	-	-	-	-
Services	60	141	80	56.7%
Purchased Transportation	1,973	2,017	45	2.2%
Materials	-	-	-	-
Energy	314	308	(6)	-1.9%
Risk Management	-	-	-	-
General and Administrative	12	9	(3)	-33.3%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 2,612</b>	<b>\$ 2,740</b>	<b>\$ 128</b>	<b>4.7%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Net Subsidy	\$ (1,538)	\$ (1,587)	\$ 49	3.1%



# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

### FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month:	5	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
<b>REVENUE</b>											
Passenger Fares		\$ 223,528	\$ 233,602	\$ (10,074)	-4.3%	\$ 1,073,427	\$ 1,152,737	\$ (79,310)	-6.9%	\$ 2,550,000	\$ 1,476,573
Advertising		-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue		-	-	-	-	-	-	-	-	-	-
Other		-	-	-	-	-	-	-	-	-	-
Total Operating Revenue		\$ 223,528	\$ 233,602	\$ (10,074)	-4.3%	\$ 1,073,427	\$ 1,152,737	\$ (79,310)	-6.9%	\$ 2,550,000	\$ 1,476,573
Subsidy		274,750	295,243	(20,493)	-6.9%	1,538,158	1,586,865	(48,707)	-3.1%	4,283,240	2,745,082
Total Revenue		\$ 498,278	\$ 528,845	\$ (30,567)	-5.8%	\$ 2,611,585	\$ 2,739,602	\$ (128,017)	-4.7%	\$ 6,833,240	\$ 4,221,655
<b>EXPENSES</b>											
<u>Personnel</u>											
Wages		\$ 36,198	\$ 54,266	\$ 18,068	33.3%	\$ 252,508	\$ 264,950	\$ 12,442	4.7%	\$ 668,060	\$ 415,552
Fringes		-	-	-	-	-	-	-	-	-	-
Total Personnel		\$ 36,198	\$ 54,266	\$ 18,068	33.3%	\$ 252,508	\$ 264,950	\$ 12,442	4.7%	\$ 668,060	\$ 415,552
<u>Outside Services</u>											
Security		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services		6,560	8,900	2,340	26.3%	41,678	41,100	(578)	-1.4%	107,584	65,906
Engine and Transmission Rebuild		-	12,000	12,000	-	-	42,000	42,000	-	113,000	113,000
Other Outside Services		874	14,700	13,826	94.1%	18,590	57,360	38,770	67.6%	191,439	172,849
Purchased Transportation		390,984	376,696	(14,288)	-3.8%	1,972,897	2,017,419	44,522	2.2%	4,886,623	2,913,726
Other Contracted Bus Services		-	-	-	-	-	-	-	-	-	-
Total Outside Services		\$ 398,418	\$ 412,296	\$ 13,878	3.4%	\$ 2,033,165	\$ 2,157,879	\$ 124,714	5.8%	\$ 5,298,646	\$ 3,265,481
<u>Materials &amp; Supplies</u>											
Lubricants		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires		-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies		-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>											
Diesel Fuel		\$ 10,783	\$ 7,780	\$ (3,003)	-38.6%	\$ 55,926	\$ 35,380	\$ (20,546)	-58.1%	\$ 109,976	\$ 54,050
CNG		38,933	41,600	2,667	6.4%	211,292	216,550	5,258	2.4%	527,624	316,332
Fuel and Electricity for Facilities		9,025	10,430	1,405	13.5%	46,960	56,130	9,170	16.3%	128,046	81,086
Total Energy		\$ 58,741	\$ 59,810	\$ 1,069	1.8%	\$ 314,178	\$ 308,060	\$ (6,118)	-2.0%	\$ 765,646	\$ 451,468
<u>Risk Management</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 62,700	\$ 62,700
<u>General and Administrative</u>											
		\$ 4,921	\$ 2,473	\$ (2,448)	-99.0%	\$ 11,734	\$ 8,713	\$ (3,021)	-34.7%	\$ 38,188	\$ 26,454
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES		\$ 498,278	\$ 528,845	\$ 30,567	5.8%	\$ 2,611,585	\$ 2,739,602	\$ 128,017	4.7%	\$ 6,833,240	\$ 4,221,655
Total Revenue Less Total Costs		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
NET SUBSIDY		\$ (274,750)	\$ (295,243)	\$ 20,493	6.9%	\$ (1,538,158)	\$ (1,586,865)	\$ 48,707	3.1%	\$ (4,283,240)	\$ (2,745,082)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## NATIONAL CITY TRANSIT

### COMPARISON TO BUDGET - FY 2005

NOVEMBER 30, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 112	\$ 115	\$ (3)	-2.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 112	\$ 115	\$ (3)	-2.6%
Subsidy	95	95	-	0.0%
<b>Total Revenue</b>	<b>\$ 207</b>	<b>\$ 210</b>	<b>\$ (3)</b>	<b>-1.4%</b>
Wages	\$ 96	\$ 94	\$ (2)	-2.1%
Fringes	18	26	8	30.8%
Services	16	27	11	40.7%
Purchased Transportation	-	-	-	-
Materials	15	14	(1)	-7.1%
Energy	17	18	-	0.0%
Risk Management	29	30	1	3.3%
General and Administrative	1	1	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 193</b>	<b>\$ 210</b>	<b>\$ 17</b>	<b>8.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 14</b>	<b>\$ -</b>	<b>\$ 14</b>	<b>100.0%</b>
Net Subsidy	\$ (81)	\$ (95)	\$ 14	14.7%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 548	\$ 573	\$ (25)	-4.4%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 548	\$ 573	\$ (25)	-4.4%
Subsidy	475	475	-	0.0%
<b>Total Revenue</b>	<b>\$ 1,023</b>	<b>\$ 1,048</b>	<b>\$ (25)</b>	<b>-2.4%</b>
Wages	\$ 466	\$ 470	\$ 4	0.9%
Fringes	99	129	30	23.3%
Services	126	131	5	3.8%
Purchased Transportation	-	-	-	-
Materials	56	70	14	20.0%
Energy	101	88	(13)	-14.8%
Risk Management	145	150	5	3.3%
General and Administrative	11	10	(1)	-10.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 1,004</b>	<b>\$ 1,048</b>	<b>\$ 44</b>	<b>4.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 19</b>	<b>\$ -</b>	<b>\$ 19</b>	<b>100.0%</b>
Net Subsidy	\$ (456)	\$ (475)	\$ 19	4.0%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## NATIONAL CITY TRANSIT

### FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month:	5	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
<b>REVENUE</b>											
Passenger Fares		\$ 111,715	\$ 114,583	\$ (2,868)	-2.5%	\$ 547,906	\$ 572,917	\$ (25,011)	-4.4%	\$ 1,375,000	\$ 827,094
Advertising		-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue		-	-	-	-	-	-	-	-	-	-
Other		-	-	-	-	-	-	-	-	-	-
Total Operating Revenue		\$ 111,715	\$ 114,583	\$ (2,868)	-2.5%	\$ 547,906	\$ 572,917	\$ (25,011)	-4.4%	\$ 1,375,000	\$ 827,094
Subsidy		95,299	95,299	-	0.0%	474,904	474,904	0	0.0%	1,380,016	905,112
Total Revenue		\$ 207,014	\$ 209,883	\$ (2,868)	-1.4%	\$ 1,022,810	\$ 1,047,821	\$ (25,011)	-2.4%	\$ 2,755,016	\$ 1,732,206
<b>EXPENSES</b>											
<u>Personnel</u>											
Wages		\$ 95,799	\$ 94,000	\$ (1,799)	-1.9%	\$ 466,254	\$ 470,000	\$ 3,746	0.8%	\$ 1,128,000	\$ 661,746
Fringes		17,697	25,833	8,136	31.5%	98,693	129,167	30,474	23.6%	310,000	211,307
Total Personnel		\$ 113,496	\$ 119,833	\$ 6,337	5.3%	\$ 564,947	\$ 599,167	\$ 34,220	5.7%	\$ 1,438,000	\$ 873,053
<u>Outside Services</u>											
Security		\$ 3,500	\$ 611	\$ (2,889)	-472.7%	\$ 8,973	\$ 5,722	\$ (3,250)	-56.8%	\$ 10,000	\$ 1,028
Repair/Maintenance Services		(3,093)	6,400	9,493	148.3%	16,581	25,200	8,619	34.2%	70,000	53,419
Engine and Transmission Rebuild		-	-	-	-	-	-	-	-	-	-
Other Outside Services		15,517	20,000	4,483	22.4%	100,727	100,000	(727)	-0.7%	478,000	377,273
Purchased Transportation		-	-	-	-	-	-	-	-	-	-
Other Contracted Bus Services		-	-	-	-	-	-	-	-	-	-
Total Outside Services		\$ 15,924	\$ 27,011	\$ 11,088	41.0%	\$ 126,280	\$ 130,922	\$ 4,642	3.5%	\$ 558,000	\$ 431,720
<u>Materials &amp; Supplies</u>											
Lubricants		\$ 1,856	\$ 1,000	\$ (856)	-85.6%	\$ 1,856	\$ 5,000	\$ 3,144	62.9%	\$ 12,000	\$ 10,144
Tires		339	2,167	1,827	84.3%	6,431	10,833	4,402	40.6%	26,000	19,569
Other Materials and Supplies		12,938	10,833	(2,104)	-19.4%	47,235	54,167	6,931	12.8%	130,000	82,765
Total Main. Parts and Supplies		\$ 15,133	\$ 14,000	\$ (1,133)	-8.1%	\$ 55,523	\$ 70,000	\$ 14,477	20.7%	\$ 168,000	\$ 112,477
<u>Energy</u>											
Diesel Fuel		\$ 15,422	\$ 14,208	\$ (1,213)	-8.5%	\$ 92,359	\$ 71,042	\$ (21,317)	-30.0%	\$ 170,500	\$ 78,141
CNG		-	188	188	-	-	938	938	-	2,250	2,250
Fuel and Electricity for Facilities		2,022	3,188	1,166	36.6%	8,263	15,938	7,675	48.2%	38,250	29,987
Total Energy		\$ 17,444	\$ 17,583	\$ 140	0.8%	\$ 100,622	\$ 87,917	\$ (12,705)	-14.5%	\$ 211,000	\$ 110,378
<u>Risk Management</u>											
		\$ 29,423	\$ 30,000	\$ 577	1.9%	\$ 145,407	\$ 150,000	\$ 4,593	3.1%	\$ 360,000	\$ 214,593
<u>General and Administrative</u>											
		\$ 1,326	\$ 1,455	\$ 129	8.9%	\$ 11,139	\$ 9,815	\$ (1,324)	-13.5%	\$ 20,000	\$ 8,861
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 16	\$ 16
TOTAL EXPENSES		\$ 192,746	\$ 209,883	\$ 17,137	8.2%	\$ 1,003,917	\$ 1,047,821	\$ 43,903	4.2%	\$ 2,755,016	\$ 1,751,099
Total Revenue Less Total Costs		\$ 14,269	\$ -	\$ 14,269	-	\$ 18,892	\$ -	\$ 18,892	-	\$ -	\$ (18,892)
NET SUBSIDY		\$ (81,031)	\$ (95,299)	\$ 14,269	15.0%	\$ (456,012)	\$ (474,904)	\$ 18,892	4.0%	\$ (1,380,016)	\$ (924,004)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CORONADO FERRY

### COMPARISON TO BUDGET - FY 2005

NOVEMBER 30, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	-	-	-	-
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	-	-	-	-
Purchased Transportation	11	11	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 11</b>	<b>\$ 11</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (11)</b>	<b>\$ (11)</b>	<b>\$ -</b>	<b>0.0%</b>
Net Subsidy	\$ (11)	\$ (11)	\$ -	0.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	-	-	-	-
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	-	-	-	-
Purchased Transportation	55	55	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 55</b>	<b>\$ 55</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (55)</b>	<b>\$ (55)</b>	<b>\$ -</b>	<b>0.0%</b>
Net Subsidy	\$ (55)	\$ (55)	\$ -	0.0%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CORONADO FERRY

### FINANCIAL COMPARISON TO BUDGET FIVE MONTHS ENDING NOVEMBER 30, 2004

	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
FY Month: <u>5</u>										
<b>REVENUE</b>										
Passenger Fares	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Subsidy	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<b>EXPENSES</b>										
<u>Personnel</u>										
Wages	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Outside Services</u>										
Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
Other Outside Services	-	-	-	-	-	-	-	-	-	-
Purchased Transportation	10,927	10,927	-	0.0%	54,635	54,635	-	0.0%	131,124	76,489
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
<b>Total Outside Services</b>	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 54,635	\$ 54,635	\$ -	0.0%	\$ 131,124	\$ 76,489
<u>Materials &amp; Supplies</u>										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
<b>Total Main. Parts and Supplies</b>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>										
Diesel Fuel	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
CNG	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
<b>Total Energy</b>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Risk Management</u>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>General and Administrative</u>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Vehicle/facility Lease</u>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<b>TOTAL EXPENSES</b>	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 54,635	\$ 54,635	\$ -	0.0%	\$ 131,124	\$ 76,489
<b>Total Revenue Less Total Costs</b>	\$ (10,927)	\$ (10,927)	\$ -	0.0%	\$ (54,635)	\$ (54,635)	\$ -	0.0%	\$ (131,124)	\$ (76,489)
<b>NET SUBSIDY</b>	\$ (10,927)	\$ (10,927)	\$ -	0.0%	\$ (54,635)	\$ (54,635)	\$ -	0.0%	\$ (131,124)	\$ (76,489)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Fiscal Year 2005

## Energy Impact on Operations

Average annual cost per \$0.01 increase in price

Diesel	CNG
34,360	74,720

Annual budgetary impact (increased cost) at annual average prices

Diesel		CNG	
Average Annual Price	Annual Budgetary Impact	Average Annual Price	Annual Budgetary Impact
1.100	-	0.900	-
1.150	171,800	0.920	149,440
1.200	343,600	0.940	298,880
1.250	515,400	0.960	448,320
1.300	687,200	0.980	597,760
1.350	859,000	1.000	747,200
1.400	1,030,800	1.008	806,976
1.450	1,202,600	1.020	896,640
1.500	1,374,400	1.040	1,046,080
1.550	1,546,200	1.060	1,195,520
1.589	1,680,204	1.080	1,344,960
1.600	1,718,000	1.100	1,494,400
1.650	1,889,800	1.120	1,643,840
1.700	2,061,600	1.140	1,793,280
1.750	2,233,400	1.160	1,942,720

\* Note Diesel Rates: November 2004 (\$1.716) - YTD November 2004 (\$1.589)

\* Note CNG Rates: November 2004 (\$1.140) - YTD November 2004 (\$1.008)

\*\* Budget rates for Diesel and CNG are \$1.10 and \$0.90 respectively

# Metropolitan Transit System FY 2005 - November 2004 Financial Review

MTS Board of Directors Meeting  
January 27, 2005



## Net Operating Subsidy Variance Summary November 2004

	Month to Date Variance	Year to Date Variance
• Rail Operations Fare Revenue	\$ 53	\$ 1,215
• Outside Services, Risk and G&A Under Budget	16	938
• Purchased Transportation Expenses	117	595
• Internal Bus Operations Fringe Under Budget	22	449
• Electricity Expenses Under Budget	54	329
• Internal Bus Operations Fare Revenue	(180)	(867)
• Diesel Expenses Over Budget	(178)	(865)
• Internal Bus Operations Wages Over Budget	(142)	(622)
• Materials and Supplies YTD Over Budget	121	(443)
• Security Expenses YTD Over Budget	4	(347)
• Rail Operations Fringe Expenses Over Budget	(76)	(238)
• All Other Net Operations Over Budget	(145)	(169)
• Overall net operating subsidy positive variance	\$ (334)	\$ (25)



SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED OPERATIONS				
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES				
COMPARISON TO BUDGET - FY 2005				
NOVEMBER 30, 2004				
(in \$000's)				
	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	4,442	3,897	(545)	-14.0%
Rail Operations	1,582	1,628	46	2.8%
Contracted Bus Operations - Fixed Route	1,988	2,006	18	0.9%
Contracted Bus Operations - Para Transit	757	869	112	12.9%
Other Operators	367	401	34	8.5%
<b>Total Transit Operators Net Subsidy</b>	<b>9,137</b>	<b>8,802</b>	<b>(334)</b>	<b>-3.8%</b>
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	75	83	8	9.4%
San Diego and Arizona Eastern	13	12	(1)	-7.0%
Debt Service	0	0	0	-
General Fund	91	83	(8)	-9.9%
<b>Grand Total Expenditures</b>	<b>9,317</b>	<b>8,980</b>	<b>(335)</b>	<b>-3.7%</b>



SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED MTS TRANSIT OPERATORS				
COMPARISON TO BUDGET - FY 2005				
NOVEMBER 30, 2004				
(in \$000's)				
	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VAR
Fare Revenue	\$5,797	\$5,940	(\$144)	-2.4%
Other Revenue	104	107	(2)	-1.9%
<b>Total Operating Revenue</b>	<b>5,901</b>	<b>6,047</b>	<b>(146)</b>	<b>-2.4%</b>
Wages/Fringes	7,190	6,902	(287)	-4.2%
Purchased Transportation	3,999	4,116	117	2.8%
Energy	1,721	1,548	(172)	-11.1%
Other Expenses	2,128	2,283	154	6.7%
<b>Total Costs</b>	<b>15,037</b>	<b>14,849</b>	<b>(188)</b>	<b>-1.3%</b>
<b>Net Operating Subsidy</b>	<b>(\$9,137)</b>	<b>(\$8,802)</b>	<b>(\$334)</b>	<b>-3.8%</b>





SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED OPERATIONS				
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES				
COMPARISON TO BUDGET - FY 2005				
FISCAL YEAR TO DATE, NOVEMBER 30, 2004				
(in \$000's)				
	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	21,430	19,917	(1,513)	-7.6%
Rail Operations	7,044	7,775	731	9.4%
Contracted Bus Operations - Fixed Route	10,286	10,603	317	3.0%
Contracted Bus Operations - Para Transit	4,006	4,379	373	8.5%
Other Operators	2,050	2,117	67	3.2%
<b>Total Transit Operators Net Subsidy</b>	<b>44,816</b>	<b>44,791</b>	<b>(25)</b>	<b>-0.1%</b>
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	374	416	42	10.0%
San Diego and Arizona Eastern	82	94	12	12.3%
Debt Service	0	0	0	-
General Fund	2,850	2,921	71	2.4%
<b>Grand Total Expenditures</b>	<b>48,467</b>	<b>48,566</b>	<b>99</b>	<b>0.2%</b>










SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED MTS TRANSIT OPERATORS				
COMPARISON TO BUDGET - FY 2005				
FISCAL YEAR TO DATE, NOVEMBER 30, 2004				
(in \$000's)				
	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VAR
Fare Revenue	\$30,061	\$29,875	\$186	0.6%
Other Revenue	496	538	(42)	-7.8%
<b>Total Operating Revenue</b>	<b>30,557</b>	<b>30,413</b>	<b>144</b>	<b>0.5%</b>
Wages/Fringes	35,104	34,700	(405)	-1.2%
Purchased Transportation	20,383	20,977	595	2.8%
Energy	8,461	7,873	(588)	-7.5%
Other Expenses	11,424	11,655	230	2.0%
<b>Total Costs</b>	<b>75,372</b>	<b>75,204</b>	<b>(169)</b>	<b>-0.2%</b>
<b>Net Operating Subsidy</b>	<b>(\$44,816)</b>	<b>(\$44,791)</b>	<b>(\$25)</b>	<b>-0.1%</b>



SAN DIEGO METROPOLITAN TRANSIT SYSTEM			
Fiscal Year 2005			
Energy Impact on Operations			
Average annual cost per \$0.01 increase in price			
Diesel		CNG	
34,360		74,720	
Annual budgetary impact (increased cost) at annual average prices			
Diesel		CNG	
Average Annual Price	Annual Budgetary Impact	Average Annual Price	Annual Budgetary Impact
1.100	-	0.900	-
1.200	343,600	0.930	224,160
1.300	687,200	0.960	448,320
1.400	1,030,800	0.990	672,480
1.500	1,374,400	1.008	806,976
1.589	1,680,204	1.020	896,640
1.600	1,718,000	1.050	1,120,800

\* Note Diesel Rates: November 2004 (\$1.716) - YTD November 2004 (\$1.589)  
\* Note CNG Rates: November 2004 (\$1.140) - YTD November 2004 (\$1.008)  
\*\* Budget rates for Diesel and CNG are \$1.10 and \$0.90 respectively








# Metropolitan Transit System

## FY 2005 - November 2004

### Financial Review

MTS Board of Directors Meeting  
January 27, 2005



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

## Agenda

Item No. 47

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

ADM 121.10 (PC 20484)

January 27, 2005

### SUBJECT:

MTS: COMPREHENSIVE OPERATIONAL ANALYSIS: PROJECT UPDATE

### RECOMMENDATION:

That the Board of Directors receive this status report on the Comprehensive Operational Analysis (COA) of MTS services.

#### Budget Impact

None.

### DISCUSSION:

The goal of the COA is to evaluate and restructure MTS services and operations to more efficiently and effectively serve the region's transit needs and meet regional transportation goals within the constraints of the current financial and operating environment. This report is intended to update the MTS Board on the status of the project as of January 2005. Efforts this month include the following:

#### Service Efficiencies

Our consultant, Transportation Management and Design (TMD) and MTS planning staff have been rigorously evaluating the service, operational, and financial conditions of the transit system. This analysis led to the development of concepts of how we can achieve system efficiencies and performance standards to help address the budget deficit.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

These concepts and standards will be shared with the Blue Ribbon Committee (BRC), Citizens Advisory Committee (CAC), and the MTS Board in March 2005.

With input from the COA committees and MTS Board, we will use the concepts and standards to identify and prioritize service and operational efficiencies to be considered for implementation starting June 2005. These efficiencies will be presented to the public, bus, and trolley operators, BRC and CAC, and MTS Board prior to public hearing and approval.

#### Public Participation

The BRC, CAC, and Technical Advisory Committee (TAC) are currently being assembled. As of January 18, 13 of the 18 BRC nominees and 12 of the 31 CAC nominees have agreed to participate on their respective committees. Most of the TAC members have confirmed their participation on the committee.

Project information and collateral are currently being developed, including a project website, hot line, newsletter to bus and trolley operators and the general public, and car cards. This media will help to provide information on the COA, announce public meetings, and solicit input on various aspects of the project.

An updated status of committee membership, meeting schedules, and project information will be presented at the January 27 MTS Board meeting.



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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Conan Cheung, 619.515.0933, [conan.cheung@sdmts.com](mailto:conan.cheung@sdmts.com)

JGarde/JAN27-05.47.CCHEUNG  
1/18/05



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

## Agenda

Item No. 48

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

OPS 970.2 (PC 30102)

January 27, 2005

Subject:

MTS: ROCK 'N' ROLL MARATHON RACE STATUS UPDATE

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact

None.

### DISCUSSION:

As a follow-up to the May 13, 2004, meeting of the Board of Directors, a letter dated July 19, 2004, was sent to Elite Racing notifying the race promoter that the crossing at Friars Road/Napa Street cannot be closed to light rail transit (LRT) through movement for any duration of time for future marathon race events after the 2004 event. A post-race meeting was also conducted with Elite Racing on August 5, 2004. At that time, a revised course route was presented for consideration. Although the tentative proposal eliminates the conflict at the Napa Street/Friars Road crossing, some issues of potential conflict exist with the route as proposed. This proposal was presented at the September 2, 2004, meeting of the Executive Committee. Staff was directed to conduct ridership surveys and report back with the data. This was to include the impact on bus routes and passengers in the downtown area.

Ridership surveys of the LRT trips affected by the proposed route have been completed. Affected bus routes and trips have also been identified. Additionally, staff has continued to work with Elite Racing to modify the downtown portion of the proposed route to help better facilitate a "bus bridge" for LRT service around the affected areas.



Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company. MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

### Pros

- Eliminates the conflict at Napa Street/Friars Road entirely.
- LRT special operations limited to a 90-minute period.

### Cons

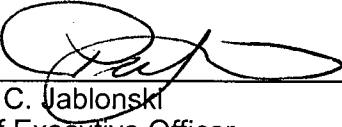
- Expanded downtown routing closes off downtown area (affecting bus and trolley).
- One hundred fifty three additional bus trips, on ten San Diego Transit Corporation (SDTC) bus routes, may be impacted by the change in the downtown routing.
- Prohibits the shuttle service connecting south and north Blue Line via Convention Center.
- No service to Seaport Village or City College Stations (City College due to Smart Corner Station relocation).
- Track closures time frame extended from 8:30 a.m. to 9:00 a.m. due to extended downtown route.

### Possible Mitigation Efforts

- Operate Bayside shuttle from Imperial to Convention Center Station.
- Create connecting service "bus bridge" between Park & Market and 5th Avenue Stations.
- Northbound Blue Line has greatest ridership averaging 200 passengers per affected train.
- Most of these riders will need to continue to the C Street corridor or Old Town/Mission Valley.
- Orange Line also affected.

### Follow-up Actions

- Continue dialog with Elite Racing and various City of San Diego departments regarding routing issues.
- Work to refine route mitigation plan.
- Continue to address issues of concern affecting LRT and bus operations.
- Staff will continue to keep the Board of Directors advised of the progress of 2005 Suzuki Rock 'N' Roll Marathon discussions.



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Paul C. Jablonski  
Chief Executive Officer

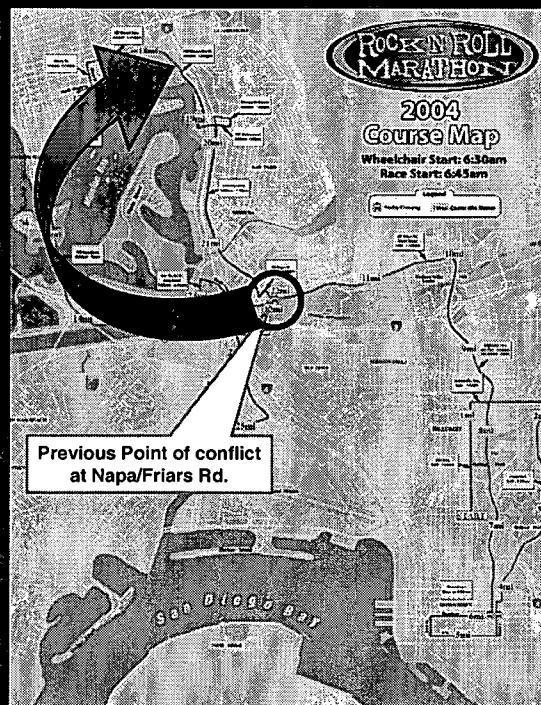
Key Staff Contact: Tom Doogan, 619.595.4984, [tom.doogan@sdti.sdmtns.com](mailto:tom.doogan@sdti.sdmtns.com)

# Rock 'N' Roll Marathon

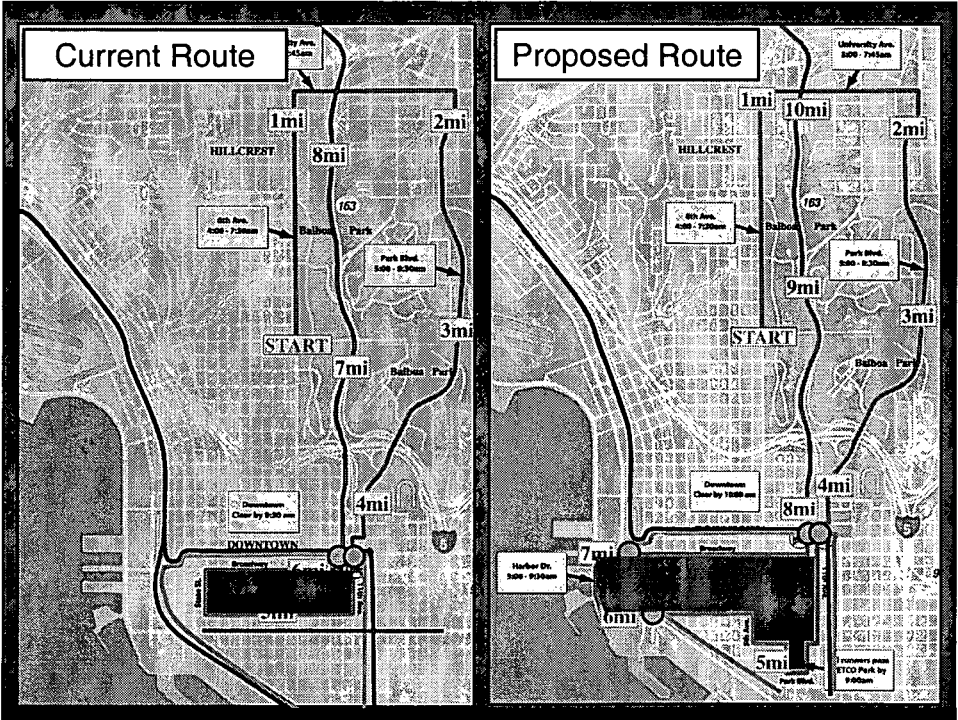
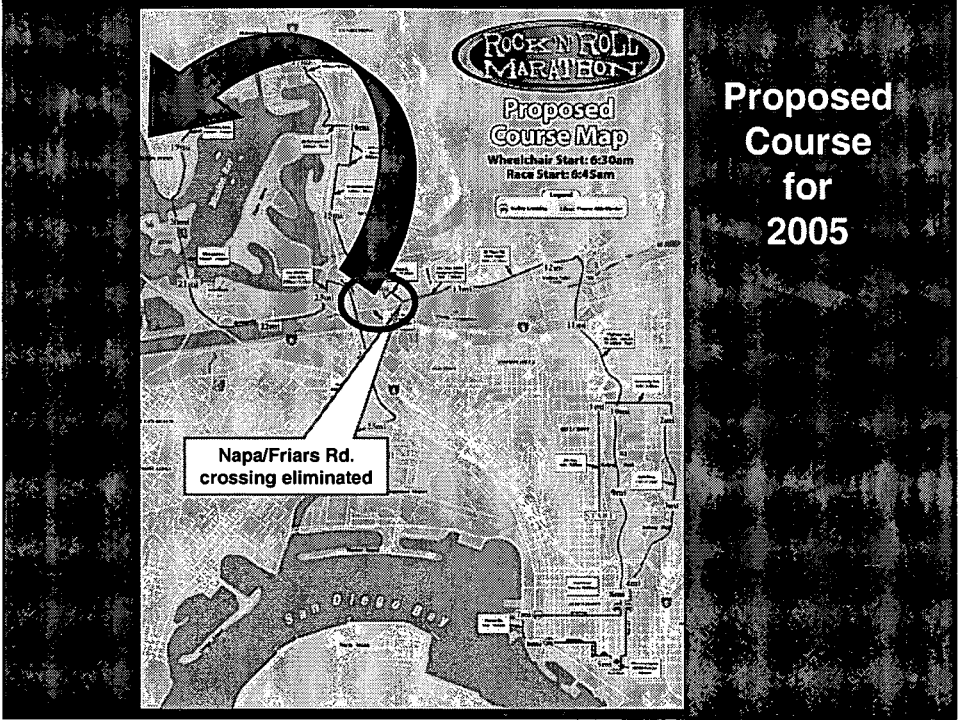
## Race Status Update

Board of Directors Meeting  
January 27, 2005

By  
Tom Doogan



Previous  
Course  
through  
2004



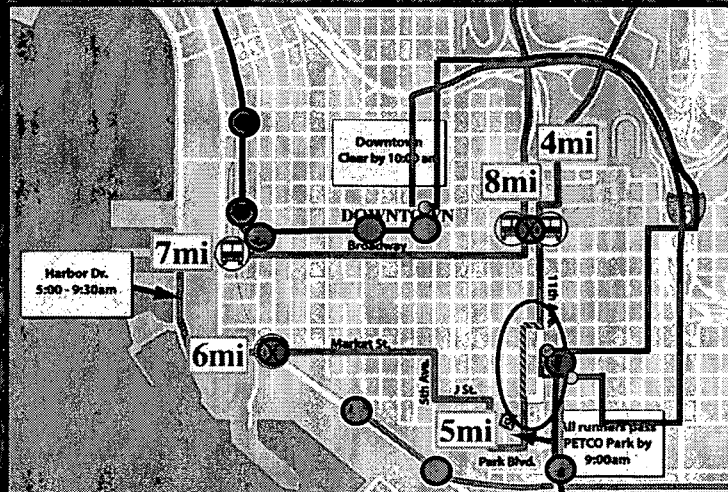


## Possible Mitigation Efforts - LRT

- Terminate Blue Line trains from San Ysidro and Orange Lines trains from Santee at Park & Market
- Terminate southbound Mission Valley Blue Line trains at 5<sup>th</sup> Avenue
- Provide connecting “Bus Bridge” service via I-5
- Operate Bayside shuttle to Convention Center



## LRT Routes Affected



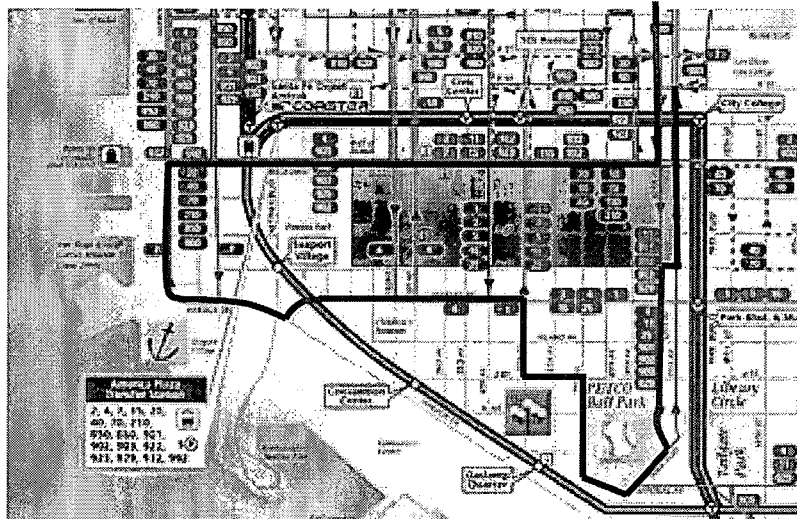
## LRT Trips Affected

(12<sup>th</sup> & Imperial time points indicated)

<b>Blue Line Northbound:</b> <ul style="list-style-type: none"> <li>• 7:31 a.m.</li> <li>• 8:01 a.m.</li> <li>• 8:31 a.m.</li> </ul>		<b>Blue Line Southbound:</b> <ul style="list-style-type: none"> <li>• 7:52 a.m.</li> <li>• 8:22 a.m.</li> <li>• 8:37 a.m.</li> <li>• 8:52 a.m.</li> </ul>
	600 pass.	150 pass.
<b>Orange Line Eastbound:</b> <ul style="list-style-type: none"> <li>• 7:35 a.m.</li> <li>• 8:05 a.m.</li> <li>• 8:35 a.m.</li> </ul>		<b>Orange Line Westbound:</b> <ul style="list-style-type: none"> <li>• 7:20 a.m.</li> <li>• 7:50 a.m.</li> <li>• 8:20 a.m.</li> </ul>
	<100 pass.	<100 pass.



## Bus Routes Affected



## LRT Operations Pros & Cons

### Pros

- Eliminates point of conflict at Napa Friars
- LRT Special Operations limited to 90-minute period

### Cons

- Expanded downtown routing closes off downtown area (affecting LRT and bus operations)
- Prohibits shuttle service connecting south and north Blue Line
- No service to Seaport Village or City College stations (City College due to Smart Corner station relocation)
- Downtown track closures extended from 8:30 a.m. to 9:00 a.m. due to extended downtown route

## Follow-up Actions

- Continue dialog with Elite Racing and various City departments regarding routing issues
- Work to refine route mitigation plan
- Continue to address issues of concern affecting LRT and bus operations



# ROCK 'N' ROLL MARATHON®

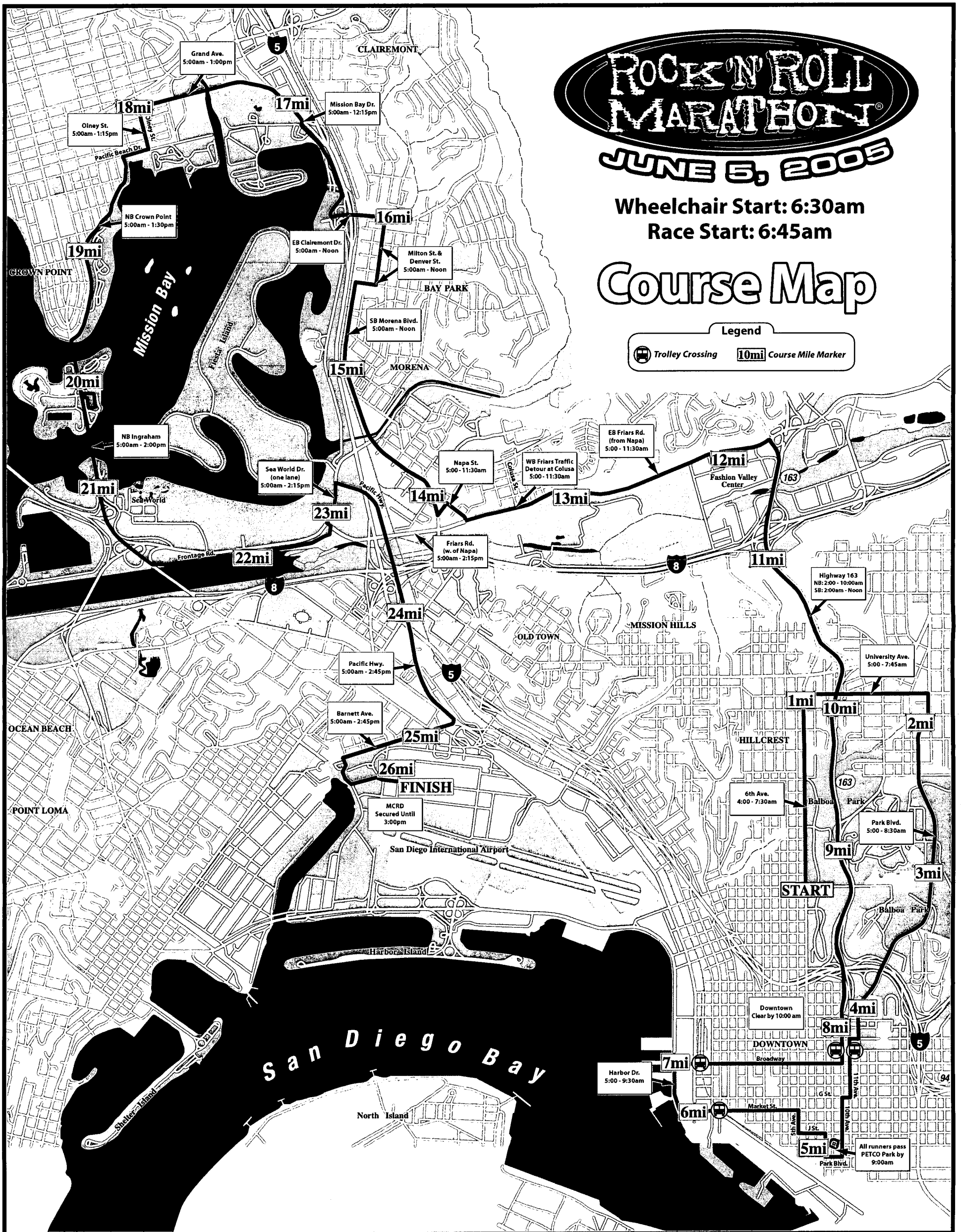
## JUNE 5, 2005

Wheelchair Start: 6:30am  
Race Start: 6:45am

## Course Map

### Legend

 Trolley Crossing  10mi Course Mile Marker







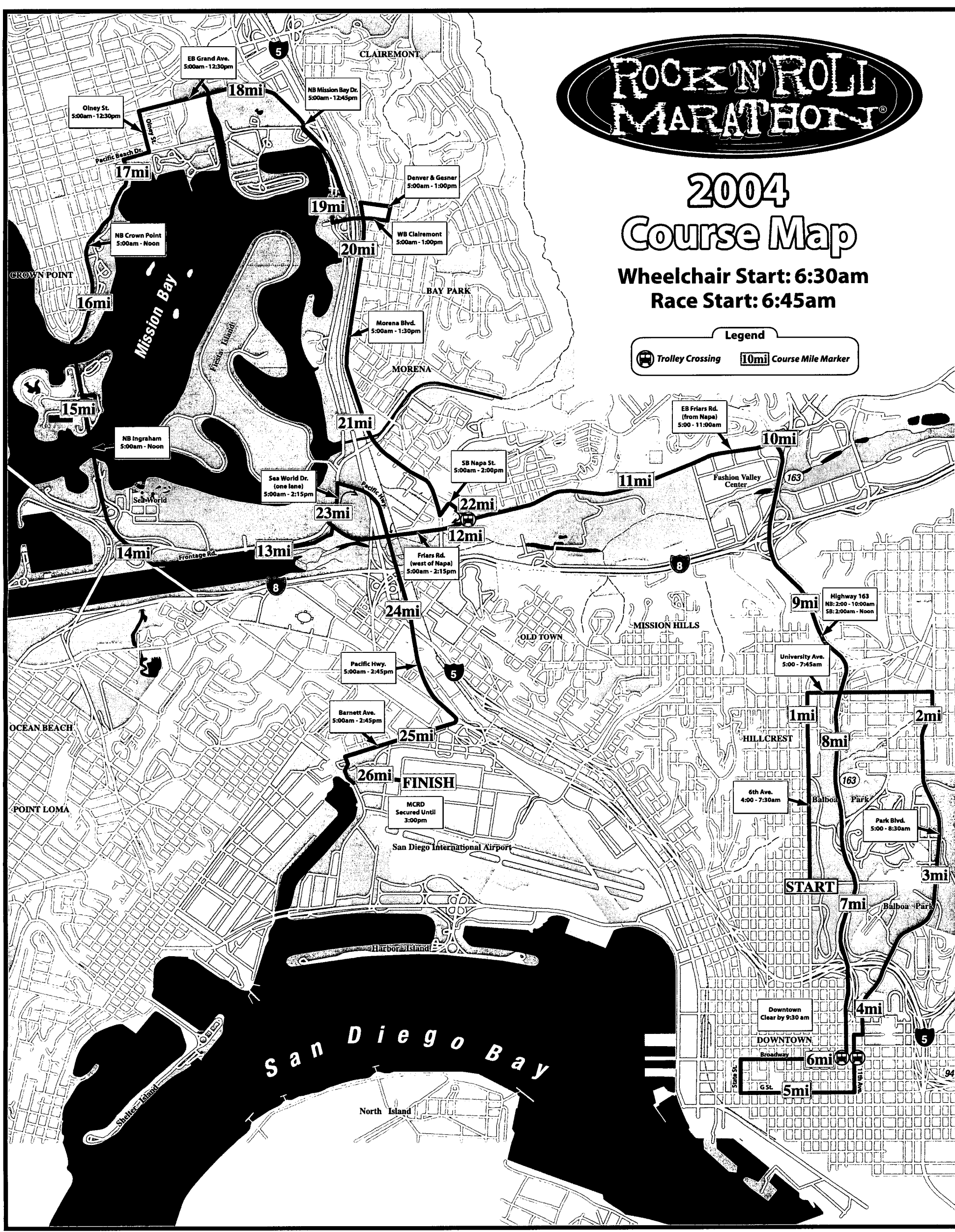
# 2004 Course Map

Wheelchair Start: 6:30am  
Race Start: 6:45am

Legend

Trolley Crossing

10mi Course Mile Marker





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

## Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

January 27, 2005

### Minor Contract Actions

- Orion Construction Corporation/Balboa Construction Inc., Joint Venture, for construction services for Mission Valley East Light Rail Extension.
- Clark Construction Group Incorporated for construction services for the SDSU Tunnel and Underground Station – Mission Valley East Light Rail Extension.
- Balfour Beatty/Ortiz Enterprises for construction services for the La Mesa segment of the Mission Valley East Light Rail Extension.

### Contract Matters

There were no contract matters to report.

gail.williams/agenda item 61  
1/18/2005



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.

1.

Jan. 27, 2005

MTSB mtg.

**AGENDA ITEM #3 ( Public Comment)**

**Good morning Chair Williams, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Ave. #124 which is in the SDSU neighborhood of San Diego. 92115 Phone 619-546-5610**

**Have been having some issues with my power wheelchair recently so was not able to be at your first meeting of the New Year.**

**To start things off this morning Happy New Year all. As you may see have my fund raising garb present. The 2005 MS Walk for land-lubbers will take place the 9th & 10th of April, but was informed the Water Walking Team of which I am a part will do their Water Walk Sat. April 2 at 10:00 am in the Mission Beach Plunge at 3115 Ocean Front Walk. You are all invited to observe our water activities that day.**

**Again I request your sponsoship donations of \$20 , \$25 or larger amounts if you are able to be so generous. And for those writing checks please make payment to National MS Society. If giving cash please a card or note with your address for a thank you message.**

**Want to thank some of you for your support in previous years, because of your kind support I and others with MS are able to swim at the Mission Beach Plunge for exercise and research continues around the country to find a cure. Please help us again with your kind sponsorship donations of any amount and I sure pray they find a cure soon so I don't have do this fund raising shtik anymore, last year you helped me move higher on the fundraising ladder from position # 39 to #20 by raising \$5, 995, thank you!!!**

**Will be here after the meeting today and other meetings between now and the MS Walk to collect your sponsorship donations.**

**2.**  
**MTS mtg**  
**Jan. 27, 2005**  
**AI #03 Chuck Lurgerhausen**

**Now on the public transportation front have been a steady customer of the route 955 over the last year or so since moving to my new address and I imagine you should know that recent management decisions at ATC Vancom to require drivers to secure wheelchairs using a four point tiedown system will have a definite impact on schedules. One driver estimated the time needed for tiedown and release to be eight minutes total for each chair. And furthermore drivers have been threatened with lose of their jobs if these tiedowns are not made.**

**Previous to this week divers helped me with one seatbelt and we would be on our way. Time estimate there was about 1 minute. And I felt safe**

**Will also point out that there are no tiedowns on any Trolley and would say they sometimes move as fast as a bus. Had a sliding experience on a Trolley several times when the brakes were applied and do not look forward to that experience again.**

**There is time and safety delema brewing here and thought you should know.**

**Thank you for listening and the opportunity to speak**