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Agenda

****SPECIAL JOINT MEETING****

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

February 24, 2005

» » 8:00 a.m. « «

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

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

FINANCE WORKSHOP - 8:00 A.M.

ACTION RECOMMENDED

1. **Roll Call**
2.
 - a. **MTS: Operators Budget Status Report for December FY 05** Receive
Action would receive the report for information.
 - b. **MTS: FY 2005 Midyear Budget and Capital Improvement Project Adjustments** Approve
Action would (1) approve the MTS FY 05 Midyear Adjustment (Resolution No. 05-2); and (2) forward a recommendation to the San Diego Association of Governments Transportation Committee to transfer FY 05 capital improvement funds for various projects.



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.

- | | | |
|----|---|---------|
| c. | <u>SDTC: Pension Bond Results Update</u>
Action would receive this report for information. | Receive |
| d. | <u>MTS: FY 2006 Budget Development</u>
Action would receive this report for information. | Receive |
| e. | <u>MTS: Amendment to FY 2006 Capital Improvement Program</u>
Action would approve a reduction of federal formula program funding within the 2006 Capital Improvement Program fund. | Approve |

BOARD MEETING - 9:00 A.M.

- | | | | |
|----|----|---|-----------------|
| 3. | a. | <u>Roll Call</u> | |
| | b. | <u>Approval of Minutes</u> - January 27, 2005 | Approve |
| | c. | <u>Public Comments</u> - 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. | | <u>Presentation of Employee Awards</u> | Receive |
| 5. | | <u>Closed Session Items</u> | Possible Action |
| | a. | MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION California Government Code Section 54956.9(a): <u>Save Our Heritage Organisation (SOHO) v. City of San Diego</u> , Et. Al., Superior Court Case No. GIC 837743 | |
| | b. | CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - California Government Code Section 54956.9(a): <u>OPM/Gateway Inn v. MTDB</u> , San Diego Superior Court Case No. GIS 008067 | |
| | c. | CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - California Government Code Section 54956.9(a): <u>MTDB v. Wells Fargo Bank (Jack in the Box)</u> , San Diego Superior Court Case No. GIC 777301-1 | |

Oral Report of Final Actions Taken in Closed Session

Written Report of Final Actions Taken in Closed Session:

AGENDA ITEM NO. 5e, December 9, 2004, MTDB: CONFERENCE

WITH LEGAL COUNSEL - EXISTING LITIGATION - California

Government Code Section 54956.9(a): MTDB v. The Price Company,

San Diego Superior Court Case No. GIC 774603-1

The Board received a report from outside counsel and gave direction to staff and outside counsel to approve a change in the area of the property to be acquired for the project, reducing the take to 4,731 square feet of fee simple interest, 39,199 square feet of temporary construction easement, and 24,057 square feet of temporary access easement.

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

- | | | |
|------|---|---------|
| * 6. | <u>MTS: Mission Valley East Light Rail Transit: Mitigation Monitoring and Reporting Program</u>
Action would receive the final Mitigation Monitoring and Reporting Program Status Report for the Mission Valley East Light Rail Transit Project. | Receive |
| * 7. | <u>SDTC: Drug and Alcohol Policy</u>
Action would adopt San Diego Transit Corporation (SDTC) Resolution No. 05-01 approving the Federal Transit Administration (FTA)-mandated Drug and Alcohol Policy. | Approve |
| * 8. | <u>SDTI: Renaming of the Weld Boulevard Station to Gillespie Field Station</u>
Action would authorize changing the name of the Weld Boulevard Station to Gillespie Field Station to more accurately reflect its regional identity, in conjunction with opening the Mission Valley East Light Rail Transit (LRT) extension. | Approve |

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

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|-----|---|---------|
| 30. | <u>MTS: Contract Change Orders for Mission Valley East</u>
Action would authorize the Chief Executive Officer to execute Contract Change Order (CCO) No. 124, Supplement No. 1, to Contract LRT-426.5 with Stacy and Witbeck, Inc., for increases in contract quantities for bid item work under the Track and Systems Construction. | Approve |
|-----|---|---------|

- | | | |
|-----|---|---------|
| 31. | <u>MTS: Access and ADA Suburban Paratransit Contract Amendments</u>
Action would (1) find that it is in the best interest of MTS to extend the MTS Access and Americans with Disabilities Act (ADA) Suburban/Flex Route contracts with Laidlaw Transit Services (Laidlaw) until June 30, 2008, with two one-year options, without going through a competitive bid process; (2) authorize CEO to execute Amendment No. 3 (MTS Doc. No. B0338.0-02) for MTS Suburban services with Laidlaw to extend the contract for ADA services for a period of three years with two one-year options; and (3) authorize the CEO to execute Amendment No. 2 (MTS Doc. No. B0368.0-03) for MTS Access services with Laidlaw to extend the contract for ADA services for a period of three years with two one-year options. | Approve |
| 32. | <u>MTS: IFAS to Ellipse System Migration Service Agreement</u>
Action would approve an agreement with Mincom Incorporated to provide professional services to migrate the Sungard/Bi-Tech's Integrated Financial Application System (IFAS) to Mincom's Ellipse Enterprise Resource Planning System (ERP). | Approve |
| 33. | <u>MTS: Liability Insurance Renewal</u>
Action would authorize the Chief Executive Officer to place the liability insurance policy at an annual cost, effective March 1, 2005, through March 1, 2006. | Approve |
| 34. | <u>MTS: 2005 Joint Federal Legislative Program</u>
Action would approve the 2005 Joint Federal Legislative Program. | Approve |
| 35. | <u>MTS: Washington, D.C. Representation Services Contract Extension</u>
Action would authorize the Chief Executive Officer to execute a final amendment to the Washington, D.C. Representation Services Contract (MTS Doc. No. G0548.0-00) with Thomas Walters and Associates, Inc. to extend our Washington, D.C. representation services until the completion of the joint Request for Proposals for Federal Legislative Services currently in process at the San Diego Association of Governments. | Approve |

REPORT ITEMS

- | | | |
|-----|---|-----------------|
| 45. | <u>MTS: December Monthly Performance Indicators</u>
Action would receive this report for information. | Receive |
| 46. | <u>MTS: Comprehensive Operational Analysis: Project Update</u>
Action would receive this report for information. | Receive |
| 47. | <u>SDTI: San Diego Chargers 2004 Year-End Summary</u>
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 |

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 2/24/05

CALL TO ORDER (TIME): 8:12 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:25 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
CLABBY	<input checked="" type="checkbox"/> (J Jones) <input 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"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIEIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:58 a.m. during AI 2.b	
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input type="checkbox"/> (Janney) <input type="checkbox"/>		<input checked="" type="checkbox"/>
RYAN	<input type="checkbox"/> (B Jones) <input checked="" type="checkbox"/>		
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:58 a.m. during AI 2.b	

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Tiffany Hoverson

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 PAYMENT OF FEES.

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 2/24/05

CALL TO ORDER (TIME): 9:25 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:37 a.m.

RECONVENE: 9:58 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:25 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
CLABBY	<input checked="" type="checkbox"/> (J. Jones) <input 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"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		9:58 a.m. at end of Closed Session
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input type="checkbox"/> (Janney) <input type="checkbox"/>		<input checked="" type="checkbox"/>
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Tiffany Korman

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

January 27, 2005

BOARD OF DIRECTORS MEETING ROOM, 10TH FLOOR
1255 IMPERIAL AVENUE, SAN DIEGO

MINUTES

1. Roll Call

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

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the January 13, 2005, Board of Directors meeting. Mr. Rindone seconded the motion and the vote was 9 to 0 in favor.

3. Public Comment

Chuck Lungerhausen: Mr. Lungerhausen thanked everyone for their donations in the past and requested their sponsorship for this year's MS Walk for Landlubbers, which will take place on April 9 and 10. He provided instructions for making a donation. He stated that last year's donations of \$5,995 enabled him to move from position number 39 on the fund-raising ladder to number 20. He also invited everyone to the MTS Water Walk on April 2 and expressed thanks to those that supported the effort to get permission for he and other with MS to swim at the Mission Beach Plunge.

Mr. Lungerhausen informed the Board that ATC Vancom's recent management decision requiring drivers to secure wheelchairs using a four-point tie-down system will have a negative impact on schedules. He stated that one driver estimated the time needed for this process to be eight minutes for each chair compared with the former process, which only required one minute per chair. He stated that drivers have been threatened with the loss of their jobs if this process is not followed. He added that there are no tie downs on any trolley car, and he has had sliding experiences on the Trolley that he doesn't look forward to experiencing again.

Mr. Monroe stated that a recent incident that occurred in Coronado in which a passenger who was not tied down was injured may have prompted ATC Vancom's decision regarding tie downs.

Welcome to New Board Member

Mr. Williams welcomed MTS's newest Board member, Mr. Tony Young.

4. Presentation of Employee Awards

a. MTS: Nomination and Election of Vice Chair and Chair Pro Tem

Action Taken

Mr. Williams nominated Mr. Rindone as Vice Chair and Mr. Emery as Chair Pro Tem of the MTS Board of Directors for 2005. Mr. Clabby seconded the nomination, and the vote was 10 to 0 in favor.

Mr. Monroe strongly supported a rotation of members on the Executive Committee. Mr. Rindone thanked the Board for its vote of confidence.

b. Presentation of Employee Awards

Mr. J. Greenland, Human Resources Manager of Employment, presented years of service awards to the following SDTI employees: 15 Years of Service: Robert Simons and Bret Vaughn. 20 years of Service: Harry Elmore.

Mr. Wayne Terry, SDTI Vice President of Operations, presented Mr. Richard Bradford, SDTI Train Operator, with a distinguished service award for noticing and promptly reporting an individual who was lying on the tracks. The person was removed from the tracks before any trains arrived at that location.

5. Closed Session Items (ADM 122)

There were no Closed Session Items.

CONSENT ITEMS

6. MTS: Finalized Audit Report on Taxicab Administration (LEG 492, PC 30100)

That the Board of Directors receive the Taxicab Administration Audit Report.

7. SDTI: Emergency Approval of 8th Street Rail Replacement Contract – The General Manager's Report (OPS 970.6, PC 30102)

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.

8. MTS: Transportation Development Act Claim Amendment (FIN 340.2, PC 30100)

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

Motion on Recommended Consent Items

Mr. Rindone moved to approve Consent Agenda Item Nos. 6, 7, and 8. Mr. Lewis seconded the motion, and the vote was 11 to 0 in favor.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Fiscal Year 2006 Capital Improvement Program (CIP 10400)

Mr. Paul Jablonski, Chief Executive Officer, explained that the FY 06 Capital Improvement Program (CIP) will be included in the regional 5307 Urbanized Area Formula and Section 5309 grant applications, which would result in the receipt of \$29.5 million in preventive maintenance and planning funds for MTS operations, and \$21.4 million in capital funds for a total of \$50.9 million. He stated that this \$50.9 million in total federal formula program funding would be allocated as follows: \$29.5 million for preventive maintenance (FY 05 operating), \$8 million for loan payments, and \$12 million for capital projects. He stated that the \$12 million for capital projects will be supplemented with \$11.5 million remaining from completed or almost completed projects and will be applied against a CIP that consists of \$75 million in projects.

Mr. Peter Tereschuck, SDTI President-General Manager, then provided the Board with a comprehensive report on aging infrastructure issues, reviewing the various types of infrastructure and how infrastructure age impacts the agency. He stated that while aging infrastructure impacts both bus and trolley operations, trolley-related infrastructure is more complex. He showed the Committee examples of infrastructure elements providing information regarding age, cost of repair or replacement, and the volume of repair or replacement needed. He provided information on the following elements: Cross-span catenary wire systems, cross ties/rail, down guy wires, asphalt pavement heaving, grade crossings, camshaft control units, station shelters, traction power substations, trolley vehicles, wayside signals/switches, wayside slope/drainage, shop equipment, and on-track equipment.

Mr. Tereschuck also provided examples of aging infrastructure and capital replacement needs for MTS bus operations. These included buses, the Imperial Avenue Division bus lot, maintenance facilities (hoist, exhaust extractors, and shop equipment), HVAC replacement, roof replacement, bus washer, and interior cleaning equipment for buses. Mr. Jablonski stated that the average age of MTS's buses is eight years old, and a good replacement cycle should be six to seven years. He stated that MTS should be buying 60 buses per year. He added that MTS will be receiving 50 buses in the spring, but it could be four years before additional buses can be purchased, which means that MTS would then be 150 buses behind a normal replacement schedule. He added that the longer each purchase is delayed, the more expensive maintenance of the existing fleet becomes.

Mr. Jablonski stated that he will be developing a 20-year-horizon spreadsheet detailing MTS's annual capital needs. He provided the Board with a comparison of MTS's capital funding needs and available funding for FY 06 through FY 10. He reported that over 80

percent of MTS's capital needs are not funded. He then provided the Board with details on the capital project transfers that staff intends to make from projects that are near completion or have been completed. Mr. Jablonski referred Board members to the chart in staff's report, which lists all capital projects and shows the funding status for each. He reported that additional funding for security items may be received if there is federal legislation to support security measures.

Mr. Emery expressed support for the CIP program and the CEO's direction in this regard. He also stated that MTS cannot keep using its reserves to balance the budget and must keep its infrastructure in good repair to ensure that the system continues to run. Mr. Rindone stated that MTS's most critical and challenging issues are to right-size the system through the Comprehensive Operational Analysis (COA) and rehabilitation/replacement of its infrastructure. Ms. Atkins stated that MTS cannot afford to get incrementally behind with regard to its CIP. She stated that she appreciated the proactive, aggressive approach that is being taken. She stated that the Aging Infrastructure/Capital Needs Report is one of the better resources the Board has been given for many years. In response to a question from Ms. Sterling, staff reported that La Mesa's share of the cameras for the Spring Street station would be approximately \$75,000. She concurred with Ms. Atkin's comment about not getting incrementally behind.

Mr. Williams stated the one of the Board's goals when it first embarked on a light rail transit system was to have a system that was aesthetically pleasing and mechanically reliable. He also spoke about transit making communities more livable and becoming a way of life and the importance of helping people realize how key transit is to making that happen.

Mr. Jablonski thanked SANDAG and Kim York for assistance with the formulation of the CIP.

Public Comments

Clive Richard: Mr. Richard expressed his support of MTS's CIP and his hope that legislators will see that this program plays a key role in keeping the MTS system in good working order. He stated that it is important to move forward with this program in a timely manner.

Mr. Monroe offered congratulations to Mr. Richard regarding his recent selection to serve on the Citizens Advisory Committee, which will advise SANDAG's Transportation Committee and the Regional Planning Committee. He stated that over 100 people applied, and Mr. Richard was one of 26 selected because of his interest, his comments at board meetings, and his demeanor.

Action Taken

Mr. Emery moved to (1) approve the FY 06 Capital Improvement Program; (2) recommend that the San Diego Association of Governments Board of Directors approve the submittal of federal Sections 5307 and 5309 applications for the MTS FY 06 CIP as shown in Attachment A of the agenda item; (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 in accordance with the FY 06 CIP recommendation. Mr. Rindone seconded the motion, and the vote was 14 to 0 in favor.

31. MTS: Unified Salary Range Schedule for MTS, SDTC, and SDTI (ADM 150.3, PC 30100)

Mr. Jablonski stated that he had set two specific initiatives for Human Resources as the three agencies were being blended – the blending of three different benefit packages and three different salary structures for employees of the three agencies. He stated that achieving a unified benefit structure is the larger and more complex of the two tasks and that will be brought to the Board when a plan has been developed. He stated that this particular agenda item proposes a unified salary structure.

Mr. Jeff Stumbo, Director of Resources and Labor Relations, reported that this study was also pursued at the direction of the Board as part of the reorganization process for the three agencies. He reviewed the goals of the salary study and the methodology used to determine the proposed ranges. He added that in order to be more closely aligned with SANDAG and achieve cross-agency parity, MTS used SANDAG's salary ranges as the rough basis for its salary ranges.

Mr. Rindone complimented staff on the report and reinforced the statement made in staff's report that no employee will be negatively impacted by these changes. He also stated that this structure will be refined over the next few years. In response to a comment from Ms. Sterling, Mr. Stumbo stated that the placement of positions within salary ranges was based on comparative data yielded by the salary survey. He further pointed out that the tops of salary ranges are adjusted annually based on changes in cost of living.

Mr. Rindone moved to approve the unified Metropolitan Transit System (MTS) Salary Range Schedule (Attachment A of the agenda item).

Mr. Young stated that there may be a perception that the top ranges in the structure were increased more dramatically than the lower ranges. Mr. Stumbo pointed out that Range Nos. 1, 2, and 3 reflect entry-level positions, a level from which promotions are usually made before incumbents reach the tops of their ranges. Mr. Jablonski briefly discussed the positions in each of these three ranges and then added that the placement of the positions within these three ranges is substantiated by the job market. In response to a comment by Mr. Lewis, Mr. Stumbo stated that the budget is not impacted by this action; the action is simply to adjust salary ranges, not actual salaries. Mr. Young stated that he could not support the recommended action because of the perception that the lower ranges have not been treated in the same way as the upper ranges.

Mr. Jablonski stated that staff was directed by the Executive Committee to develop a salary structure that would blend the position titles and various salary ranges being used at the three separate entities into one structure. He stated that this structure was developed using a validation process that considered market conditions within the transit industry and the San Diego community as well as within SANDAG. Ms. Lorenzen stated that the Board's oversight of this process is part of MTS's enabling legislation. Ms. Stumbo stated that the transit agencies that were surveyed were selected because they were similar to MTS in size and type of operation. He added that less weight was given to the data received from firms outside San Diego County.

Mr. Young moved to retain the former salary ranges for Range Nos. 1, 2, and 3. Mr. Lewis seconded that motion. Mr. Monroe stated that he would not support this motion

because to do so would actually decrease the top of proposed Range No. 2. He stated that staff had done a good job with this task, and the Board needed to recognize that careers are fluid. Mr. Roberts stated that these are simply salary ranges, not actually salaries of incumbents. He stated that any inequities could be addressed in the future.

Action Taken

Mr. Roberts moved to approve the unified MTS Salary Range Schedule as outlined in Attachment A of the agenda item, except for the bottom of Range Nos. 1 and 2, which will be \$23,670 and \$27,539, respectively. Mr. Clabby seconded the motion, and the vote was 14 to 0 in favor.

REPORT ITEMS

45. MTS: November Monthly Performance Indicators
(OPS 920.1, 960.5, 970.5, PC 30101, 102, 103)

Mr. Conan Cheung, Director of Planning, reviewed the MTS November 2004 Monthly Performance Indicators. He reported that this is staff's first attempt at developing a consolidated MTS monthly operations report. He stated that each agency previously had its own reporting format and its own methodology for collecting data. He stated that the current report will focus on system-wide and service-type performance. He added that staff will continue to refine this report. Mr. Cheung reported that performance indicators will evaluate service effectiveness, reliability, quality and cost efficiency. He reviewed the results for system ridership, ridership by fare type, passengers per revenue hour, on-time performance, missed trips, mean distance between failures, customer complaints, and collision accidents.

In response to a question from Mr. Lewis, Mr. Cheung reported that pass sales revenues are supposed to be reconciled, bundled, and submitted to SANDAG by vendors no later than 45 days after the end of the month. He added that the operators that receive a portion of this revenue must submit ridership numbers so SANDAG can apportion the proper amount of the revenues back to the operators. Mr. Lewis stated that vendors should only have two weeks to submit their revenues in order to speed up the process. Mr. Jablonski stated that the length of the current process not only impacts the calculation of performance indicators but also has an impact in MTS's financial results. He stated the staff is currently looking for ways to streamline this process or develop a new process that is quicker. He pointed out that MTS has 250 different locations that sell passes. He also pointed out that the vendors have a financial incentive for reporting their results quickly.

Mr. Monroe stated that comparisons between one month and the same month the previous year is meaningless. He stated that he was most interested in what happened between the two time periods. Ms. Rose stated that she could not identify from the information presented whether MTS was doing well or not in the category of missed trips. Mr. Cheung thanked Mr. Monroe for his comments and stated that charts in staff's report do include that information, and he possibly chose the wrong charts to present during his verbal report to the Board. Mr. Cheung explained the different types of analysis his planning staff is doing. Mr. Jablonski stated that the effort to date to develop this report has been substantial, and the report will go through refinements along the way. Mr. Jablonski stated that he would like to track performance against

MTS's goals in these areas as well. He added that goals are formulated toward achieving continuous improvement. Mr. Roberts stated that Mr. Monroe's statements had validity. He added that he felt staff was moving in the right direction with Mr. Monroe's help. He stated that reliable data is key to making decisions.

Ms. Sterling expressed concern over the number of ADA-related complaints. Ms. Hafner explained that most of the complaints were about the advance-reservation element of MTS's service. Mr. Jablonski pointed out that the number of complaints represents 0.4 percent of ADA ridership, which is very low. Mr. Morrison stated that the Board can anticipate an increase in all complaints, a political inevitability, when MTS begins to right-size its service.

Action Taken

Mr. Roberts moved to receive the report on MTS operators' performance for the month of November 2004. Mr. Morrison seconded the motion, and the vote was 11 to 0 in favor.

46. MTS: Operators Budget Status Report for November 05 (FIN 310, PC 30100)

Mr. Tom Lynch, Controller reviewed the Operators Budget Status Report for November 05. He reviewed the Net Operating Subsidy Variance Summary, Transit Operators Net Subsidy and Other Expenditures, Comparisons to Budget, and Energy Impact on Operations. In response to a question from Ms. Rose, Mr. Jablonski stated that MTS traditionally submits a budget amendment to the Board for approval in February, and the amendment that will be on the Board agenda for February 24, 2005, will most likely show an adjustment to fuel costs. He added that the new Budget Development Committee will be involved in this process.

Action Taken

Mr. Emery moved to receive the MTS Operators Budget Status Report for November FY 05. Mr. Rindone seconded the motion, and the vote was 10 to 0 in favor.

48. MTS: Rock 'N' Roll Marathon Race Status Update (OPS 970.2, PC 30102)
(Taken Out of Order)

Mr. Tereschuck provided the Board with a brief overview of the problems that occurred with the race course for the Rock 'N' Roll Marathon in past years. He stated that, as directed by the Board after the 2004 race, staff has worked with Elite Racing to identify a new race course for 2005 that would eliminate the difficulties at Friars Road and Napa Street. Maps of the previous race course and the proposed course were distributed to Board members. Mr. Tom Doogan, Event Coordinator, reviewed problems that the new course would cause for both bus and trolley routes and reviewed possible mitigation efforts for trolley. He reported that staff will continue to discuss routing issues with various City of San Diego departments and Elite Racing, and will continue work to refine the route mitigation plan.

Ms. Rose congratulated staff on the new race course. Ms. Rose asked why ridership is so high on the Blue Line so early in the morning. Mr. Doogan stated that hotel workers, as well as workers traveling to shopping centers via C Street, Old Town, and Mission

Valley account for most of the ridership on this route in the early morning. Staff assured Mr. Monroe that Elite Racing covers the additional cost that is incurred as a result of this race but added that an estimate for this year's race has not yet been calculated.

Action Taken

Mr. Emery moved to receive this report for information. Mr. Roberts seconded the motion, and the vote was 9 to 0 in favor.

47. MTS: Comprehensive Operational Analysis: Project Update (ADM 121.10, PC 20484)

Mr. Cheung reported that Planning Department staff is currently in the process of collecting and analyzing data in order to identify early efficiencies. He stated that the concepts and standards of the COA will be shared with the Blue Ribbon Committee (BRC) and the Citizens Advisory Committee (CAC) in March. He reported that most of the individuals invited to serve on these committees are agreeing to participate. He also provided a brief overview of other activities that are occurring as part of the COA process.

Action Taken

Mr. Emery moved to receive this status report on the COA. Ms. Rose seconded the motion, and the vote was 8 to 0 in favor.

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

There was no Chairman's Report.

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, February 24, 2005, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Williams adjourned the meeting at 11:55 a.m.



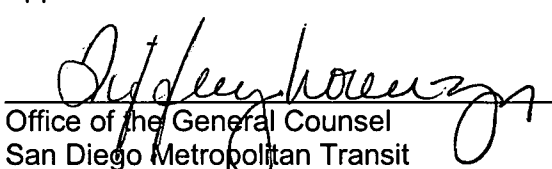
Chairman
San Diego Metropolitan Transit
Development Board

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachment: A. Roll Call Sheet

gail.williams/minutes

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

Jeffrey Horowitz



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

Agenda

Item No. 2a

MTS Operators Finance Workshop

FIN 310.1 (PC 30100)

February 24, 2005

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR DECEMBER FY 05

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

This report compares operating expenditures compared to budget for December 2004. (Attachment A-1 is 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 – December 2004. Combined fare revenue for December 2004 aggregated \$5,695,000 compared to the approved budget of \$5,834,000, which represents a \$139,000 (-2.4%) unfavorable variance. Fare revenues for rail operations were \$2,104,000 compared to a \$2,051,000 budget, resulting in a \$53,000 (2.6%) positive revenue variance. Rail operations continued their strong performance primarily



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.

due to two regular season Chargers games. Fare revenues associated with internal bus operations were \$133,000 (-6.6%) under budget. The fare revenue under budget results was driven primarily by the continued trend of lower ridership within internal bus operations. Passenger levels within internal bus operations were – 3.5% under budget (1,880,000 actual passengers versus 1,949,000 budgeted passengers). Other Operations (Chula Vista Transit and National City Transit) and Contract Services operations fare revenue was \$59,000 (-3.3%) under budget.

Total passengers for December 2004 were 5,976,000 compared to a budget of 5,810,000 representing a positive ridership variance of 166,000. Rail operations had 349,000 (17.9%) more passengers than budget while all other bus-related operations were 183,000 (-5.0%) passengers less than the December 2004 budget.

Fare Revenue – Year-to-Date December 2004. Combined fare revenue for December 2004 year-to-date was \$35,756,000 compared to the year-to-date budget of \$35,708,000, representing a \$48,000 (0.1%) positive year-to-date variance. Rail operations contributed a \$1,268,000 (10.1%) year-to-date positive variance, while all year-to-date bus-related operations were \$1,220,000 (-5.6%) under budget.

Total passengers for the first six months of the 2005 fiscal year totaled 38,746,000 for all MTS operations compared to year-to-date budgeted ridership totaling 36,798,000, representing a 1,948,000 positive ridership variance. Rail operations contributed a 2,907,000 (23.9%) positive ridership variance while other bus-related operations were 959,000 (-3.9%) passengers less than the December 2004 year-to-date budget.

Other Revenue. Other revenue totaled \$70,000 compared to a December 2004 budget of \$109,000. Year-to-date other revenues through December 2004 were \$565,000 compared to the year-to-date budget of \$648,000, representing an \$82,000 negative variance primarily due to less-than-anticipated advertising-related income. This drop in advertising revenue is due to a combination of newer buses that do not have promotional advertising and a decrease in advertising demand over the months of November and December 2004.

Subsidy. Combined subsidy for December 2004 was \$9,349,000 compared to a \$9,543,000 budget. This represents a \$194,000 or 2.0% negative variance. Year-to-date subsidy through December 2004 was \$55,009,000 compared to a year-to-date subsidy budget of \$54,334,000. This \$675,000 positive variance is primarily due to rail operations advancing significant Transportation Development Act (TDA) subsidy in the early part of the fiscal year.

Expenses

Personnel Costs. Total personnel-related costs for December 2004 were \$7,237,000 compared to the budget at \$7,219,000, resulting in an \$18,000 (-0.3%) unfavorable variance. Year-to-date employee-related costs totaled \$42,341,000 compared to a year-to-date budgetary figure of \$41,918,000. Year-to-date personnel costs were over budget by \$423,000 (-1.0%). This year-to-date unfavorable variance is primarily due to performance bonus payments, significant overtime within the maintenance and operations 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 – December 2004. Total outside services expenses totaled \$5,137,000 compared to a budgetary figure of \$5,460,000, resulting in a positive expense variance of \$323,000 (5.9%). Purchased transportation contributed a positive variance of \$278,000 (6.4%) primarily due to lesser than anticipated demand within paratransit services. Other outside services contributed a combined favorable variance of \$127,000 (35.6%) primarily due to lesser than anticipated legal and technical outside services costs for the month.

Outside Services and Purchased Transportation – Year-to-Date December 2004. Total outside services for the first six months of the fiscal year totaled \$30,875,000 compared to \$32,085,000, resulting in a year-to-date positive variance of \$1,110,000 (3.5%). Total purchased transportation provided an \$872,000 (3.4%) positive variance due to reduced demand within paratransit services. Other outside services through December 2004 provided a positive variance of \$607,000 (26.4%) primarily due to legal costs lower than expected, other outside consulting expenses and timing issues. Year-to-date security expenses were \$374,000 (-15.8%) 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 \$4,000 (0.2%) under budget for the fiscal year through December 2004.

Materials and Supplies. Total combined materials and supplies costs were \$746,000 for December 2004 compared to the approved budget of \$588,000, resulting in an unfavorable expense variance of \$158,000 (-26.8%). Rail operations material uses trended up significantly within the month (\$93,000 over budget) combined with an expected Mission Valley East expenditure of \$43,000 to make up the majority of the variance. Year-to-date materials and supplies expenses totaled \$4,136,000 compared to a budgetary figure of \$3,512,000, resulting in a negative expense variance of \$624,000 (-17.8%). Purchases within rail operations are primarily the result of significant early fiscal year purchases as well as purchases relating to Mission Valley East. Internal bus operations' purchases are the result of the preventative maintenance program.

Energy – December 2004. Total energy costs were \$1,644,000 for the month compared to the budget of \$1,599,000. This negative variance of \$45,000 (-2.8%) is primarily the result of diesel fuel and CNG average prices greater-than-budgeted rates partially offset by lower electricity prices than budget. Diesel fuel expense for the month aggregated \$507,000 compared to a budget of \$385,000, resulting in a \$122,000 (-31.6%) negative variance. CNG produced an unfavorable variance of \$68,000 (-11.6%), while electricity contributed a positive variance of 145,000 (23.0%). Diesel prices for the month averaged \$1.639 per gallon compared to the budgetary rate of \$1.10 per gallon. CNG averaged \$1.144 per therm compared to a budgetary rate of \$0.90 per therm.

Energy – Year-to-Date December 2004. Total year-to-date energy costs were \$10,105,000 compared to the budget of \$9,471,000, resulting in a year-to-date negative variance of \$633,000 (-6.7%). Year-to-date diesel fuel expenses were over budget by \$986,000 (-43.5%), CNG expenses were over budget by \$121,000 (-3.5%), and electricity-related expenses were under budget by \$474,000 (12.6%). Year-to-date

diesel prices averaged \$1.597 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 \$550,000 for December 2004 compared to a \$467,000 budgetary figure, resulting in an unfavorable variance of \$83,000 (-17.7%). This unfavorable variance is primarily due to a legal settlement with rail operations totaling \$175,000. Year-to-date expenses for risk management including this settlement payment were \$269,000 (9.6%) 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.

General and Administrative. General and administrative costs were \$34,000 for the month compared to the approved budget of \$69,000, resulting in a favorable expense variance of \$35,000 (50.3%). Year-to-date general and administrative costs were \$140,000 (34.2%) under budget totaling \$270,000 through December 2004 compared to a year-to-date budget of \$411,000. This is primarily due to lesser than anticipated telephone expenses, office supplies, and postage.

Month-End Summary. The total unfavorable variance of \$107,000 for the month of December 2004 was produced by various factors. Strong performance in operating revenue for rail operations offset by all other operations fare revenue, resulting in an unfavorable budgetary variance of \$178,000 (-3.0%). From an expense standpoint, purchased transportation and outside consulting positive variances were partially offset by the large settlement payment of \$175,000, the negative variance relating to energy, and the materials purchases relating to Mission Valley East. Total expenses remained under budget by \$71,000 (0.5%).

Year-to-Date Summary. Total operating revenues were under budget by \$34,000 (-0.1%) primarily due to lower ridership in bus operations (\$1,251,000 unfavorable variance) offset by a strong performance in rail operations (\$1,217,000 positive variance) as a result of large ridership for PETCO Park and other special events. Total expenses were \$98,000 (-0.1%) 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 \$132,000 (-0.2%).

OTHER EXPENDITURES

Attachment A-1 summarizes total nonoperating other expenditures.

The December 2004 combined favorable variance for other expenditures totaled \$85,000 or 10.3% of total budgeted other expenditures. Taxicab Administration and the

General Fund contributed \$56,000 and \$35,000 to the positive variance, respectively. The San Diego and Arizona Eastern Railroad Company was over budget by \$5,000. Total year-to-date expenses totaled \$4,439,000 compared to a year-to-date budget of \$4,649,000, resulting in a positive variance of \$209,000 (4.7%) through December 2004.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
FEB24-05.2a.LMARINESI
2/15/05

Attachment: A. Budget Status

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

FINANCE WORKSHOP

Att. A, AI 2a,

2/24/05, FIN 310.1

COMBINED OPERATIONS TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES

COMPARISON TO BUDGET - FY 2005

DECEMBER 31, 2004

(in \$000's)

	MONTH			%
	ACTUAL	BUDGET	VARIANCE	
MTS Net Operating Subsidy				
Internal Bus Operations	4,332	4,254	(77)	-1.8%
Rail Operations	1,808	1,693	(115)	-6.8%
Contracted Bus Operations - Fixed Route	2,243	2,225	(18)	-0.8%
Contracted Bus Operations - Para Transit	706	895	189	21.1%
Other Operators	562	476	(86)	-18.1%
Total MTS Net Operating Subsidy	9,651	9,543	(107)	-1.1%
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	28	83	56	66.9%
San Diego and Arizona Eastern	17	12	(5)	-38.9%
Debt Service	0	0	0	-
General Fund	744	779	35	4.4%
Grand Total Expenditures	10,440	10,417	(22)	-0.2%

	YEAR TO DATE			%
	ACTUAL	BUDGET	VARIANCE	
MTS Net Operating Subsidy				
Internal Bus Operations	25,762	24,172	(1,591)	-6.6%
Rail Operations	8,852	9,468	616	6.5%
Contracted Bus Operations - Fixed Route	12,529	12,828	299	2.3%
Contracted Bus Operations - Para Transit	4,712	5,275	562	10.7%
Other Operators	2,612	2,592	(19)	-0.7%
Total MTS Net Operating Subsidy	54,467	54,334	(132)	-0.2%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	402	499	97	19.5%
San Diego and Arizona Eastern	100	106	7	6.4%
Debt Service	-	0	0	-
General Fund	3,594	3,699	105	2.8%
Grand Total Expenditures	58,906	58,983	77	0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS

COMPARISON TO BUDGET - FY 2005

DECEMBER 31, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,695	\$ 5,834	\$ (139)	-2.4%
Other Revenue	70	109	(39)	-35.8%
Total Operating Revenue	\$ 5,765	\$ 5,943	\$ (178)	-3.0%
Subsidy	9,349	9,543	(194)	-2.0%
Total Revenue	\$ 15,114	\$ 15,486	\$ (372)	-2.4%
Wages	\$ 4,663	\$ 4,628	\$ (35)	-0.8%
Fringes	2,574	2,591	17	0.7%
Services	1,065	1,110	45	4.1%
Purchased Transportation	4,072	4,350	278	6.4%
Materials	809	654	(155)	-23.7%
Energy	1,644	1,599	(45)	-2.8%
Risk Management	550	467	(83)	-17.8%
General and Administrative	34	69	35	50.7%
Vehicle/Facility Lease	5	19	14	73.7%
Total Costs	\$ 15,415	\$ 15,486	\$ 71	0.5%
Total Revenue Less Total Costs	\$ (301)	\$ -	\$ (301)	100.0%
Net Operating Subsidy	\$ (9,651)	\$ (9,543)	\$ (107)	-1.1%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 35,756	\$ 35,708	\$ 48	0.1%
Other Revenue	565	648	(82)	-12.7%
Total Operating Revenue	\$ 36,321	\$ 36,356	\$ (34)	-0.1%
Subsidy	55,009	54,334	675	1.2%
Total Revenue	\$ 91,331	\$ 90,690	\$ 641	0.7%
Wages	\$ 27,821	\$ 27,139	\$ (682)	-2.5%
Fringes	14,520	14,779	259	1.8%
Services	6,521	6,758	238	3.5%
Purchased Transportation	24,454	25,327	872	3.4%
Materials	4,505	3,907	(598)	-15.3%
Energy	10,105	9,471	(633)	-6.7%
Risk Management	2,533	2,802	269	9.6%
General and Administrative	270	411	140	34.1%
Vehicle/Facility Lease	58	96	38	39.6%
Total Costs	\$ 90,788	\$ 90,690	\$ (98)	-0.1%
Total Revenue Less Total Costs	\$ 543	\$ -	\$ 543	100.0%
Net Operating Subsidy	\$ (54,467)	\$ (54,334)	\$ (132)	-0.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS

FINANCIAL COMPARISON TO BUDGET SIX MONTHS ENDING DECEMBER 31, 2004

CURRENT MONTH COMPARISON					YEAR TO DATE COMPARISON				FULL YEAR		
FY Month:	6	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 5,694,721	\$ 5,833,539	\$ (138,818)	-2.4%	\$ 35,755,906	\$ 35,708,343	\$ 47,563	0.1%	\$ 68,005,000	\$ 32,249,094
	Advertising	31,766	66,400	(34,634)	-52.2%	370,601	400,000	(29,399)	-7.3%	800,000	429,399
	Contracted Service Revenue	-	2,000	(2,000)	-	-	12,000	(12,000)	-	25,000	25,000
	Other	38,131	40,879	(2,748)	-6.7%	194,717	235,274	(40,557)	-17.2%	470,550	275,833
	Total Operating Revenue	\$ 5,764,619	\$ 5,942,818	\$ (178,199)	-3.0%	\$ 36,321,225	\$ 36,355,617	\$ (34,392)	-0.1%	\$ 69,300,550	\$ 32,979,325
	Subsidy	9,349,414	9,543,431	(194,018)	-2.0%	55,009,440	54,334,273	675,167	1.2%	113,231,204	58,221,764
	Total Revenue	\$ 15,114,033	\$ 15,486,249	\$ (372,217)	-2.4%	\$ 91,330,665	\$ 90,689,890	\$ 640,775	0.7%	\$ 182,531,754	\$ 91,201,089
EXPENSES											
	Personnel										
	Wages	\$ 4,663,227	\$ 4,627,730	\$ (35,497)	-0.8%	\$ 27,821,489	\$ 27,139,266	\$ (682,223)	-2.5%	\$ 54,998,885	\$ 27,177,396
	Fringes	2,573,662	2,590,807	17,145	0.7%	14,519,632	14,778,590	258,958	1.8%	29,723,877	15,204,245
	Total Personnel	\$ 7,236,888	\$ 7,218,537	\$ (18,351)	-0.3%	\$ 42,341,122	\$ 41,917,856	\$ (423,266)	-1.0%	\$ 84,722,762	\$ 42,381,640
	Outside Services										
	Security	\$ 425,209	\$ 398,679	\$ (26,530)	-6.7%	\$ 2,746,500	\$ 2,372,721	\$ (373,778)	-15.8%	\$ 4,810,038	\$ 2,063,538
	Repair/Maintenance Services	334,480	254,783	(79,697)	-31.3%	1,753,483	1,515,360	(238,123)	-15.7%	3,143,404	1,389,921
	Engine and Transmission Rebuild	75,836	100,833	24,997	24.8%	327,362	569,398	242,036	42.5%	1,138,800	811,438
	Other Outside Services	229,477	356,265	126,788	35.6%	1,693,405	2,300,711	607,306	26.4%	4,731,591	3,038,186
	Purchased Transportation	4,071,766	4,349,502	277,736	6.4%	24,454,467	25,326,812	872,345	3.4%	50,357,810	25,903,343
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 5,136,768	\$ 5,460,062	\$ 323,294	5.9%	\$ 30,975,217	\$ 32,085,002	\$ 1,109,786	3.5%	\$ 64,181,643	\$ 33,206,426
	Materials & Supplies										
	Lubricants	\$ 10,573	\$ 14,791	\$ 4,218	28.5%	\$ 69,196	\$ 88,096	\$ 18,900	21.5%	\$ 176,505	\$ 107,309
	Tires	52,903	51,201	(1,703)	-3.3%	300,341	307,204	6,863	2.2%	614,407	314,066
	Other Materials and Supplies	745,604	587,974	(157,630)	-26.8%	4,135,839	3,511,737	(624,102)	-17.8%	6,908,016	2,772,177
	Total Main. Parts and Supplies	\$ 809,080	\$ 653,966	\$ (155,114)	-23.7%	\$ 4,505,376	\$ 3,907,037	\$ (598,339)	-15.3%	\$ 7,698,928	\$ 3,193,552
	Energy										
	Diesel Fuel	\$ 507,078	\$ 385,327	\$ (121,751)	-31.6%	\$ 3,256,626	\$ 2,270,159	\$ (986,467)	-43.5%	\$ 4,534,413	\$ 1,277,787
	CNG	651,596	583,627	(67,969)	-11.6%	3,569,268	3,448,382	(120,886)	-3.5%	6,846,672	3,277,405
	Fuel and Electricity for Facilities	485,189	629,847	144,658	23.0%	3,278,862	3,752,803	473,941	12.6%	7,744,021	4,465,159
	Total Energy	\$ 1,643,863	\$ 1,598,801	\$ (45,062)	-2.8%	\$ 10,104,755	\$ 9,471,344	\$ (633,412)	-6.7%	\$ 19,125,106	\$ 9,020,350
	Risk Management	\$ 549,809	\$ 467,026	\$ (82,783)	-17.7%	\$ 2,533,319	\$ 2,802,156	\$ 268,837	9.6%	\$ 5,762,659	\$ 3,229,340
	General and Administrative	\$ 34,054	\$ 68,557	\$ 34,503	50.3%	\$ 270,324	\$ 410,695	\$ 140,371	34.2%	\$ 848,439	\$ 578,115
	Vehicle/facility Lease	\$ 5,000	\$ 19,300	\$ 14,300	74.1%	\$ 57,788	\$ 95,800	\$ 38,012	39.7%	\$ 192,216	\$ 134,428
	TOTAL EXPENSES	\$ 15,415,463	\$ 15,486,249	\$ 70,787	0.5%	\$ 90,787,901	\$ 90,689,890	\$ (98,011)	-0.1%	\$ 182,531,752	\$ 91,743,851
	Total Revenue Less Total Costs	\$ (301,430)	\$ -	\$ (301,430)	-	\$ 542,764	\$ -	\$ 542,764	-	\$ 2	\$ (542,762)
	NET OPERATING SUBSIDY	\$ (9,650,844)	\$ (9,543,431)	\$ (107,413)	-1.1%	\$ (54,466,676)	\$ (54,334,273)	\$ (132,403)	-0.2%	\$ (113,231,202)	\$ (58,764,526)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

COMPARISON TO BUDGET - FY 2005
DECEMBER 31, 2004
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,869	\$ 2,002	\$ (133)	-6.6%
Other Revenue	38	78	(40)	-51.3%
Total Operating Revenue	\$ 1,907	\$ 2,080	\$ (173)	-8.3%
Subsidy	4,254	4,254	-	0.0%
Total Revenue	\$ 6,162	\$ 6,335	\$ (173)	-2.7%
Wages	\$ 2,661	\$ 2,651	\$ (10)	-0.4%
Fringes	2,200	2,238	38	1.7%
Services	154	302	148	49.0%
Purchased Transportation	-	-	-	-
Materials	399	373	(26)	-7.0%
Energy	591	483	(108)	-22.4%
Risk Management	209	250	40	16.0%
General and Administrative	24	38	14	36.8%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 6,239	\$ 6,335	\$ 96	1.5%
Total Revenue Less Total Costs	\$ (77)	\$ -	\$ (77)	100.0%
Net Operating Subsidy	\$ (4,332)	\$ (4,254)	\$ (77)	1.8%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 11,302	\$ 12,303	\$ (1,001)	-8.1%
Other Revenue	432	462	(30)	-6.5%
Total Operating Revenue	\$ 11,734	\$ 12,765	\$ (1,031)	-8.1%
Subsidy	24,172	24,172	-	0.0%
Total Revenue	\$ 35,906	\$ 36,937	\$ (1,031)	-2.8%
Wages	\$ 16,277	\$ 15,645	\$ (632)	-4.0%
Fringes	12,177	12,665	487	3.8%
Services	1,522	1,809	287	15.9%
Purchased Transportation	-	-	-	-
Materials	2,422	2,218	(203)	-9.2%
Energy	3,573	2,873	(700)	-24.4%
Risk Management	1,369	1,499	130	8.7%
General and Administrative	156	227	71	31.3%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 37,496	\$ 36,937	\$ (560)	-1.5%
Total Revenue Less Total Costs	\$ (1,591)	\$ -	\$ (1,591)	100.0%
Net Operating Subsidy	\$ (25,762)	\$ (24,172)	\$ (1,591)	-6.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

FINANCIAL COMPARISON TO BUDGET SIX MONTHS ENDING DECEMBER 31, 2004

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 6		ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 1,868,538	\$ 2,002,000	\$ (133,462)	-6.7%	\$ 11,302,213	\$ 12,303,000	\$ (1,000,787)	-8.1%	\$ 22,740,000	\$ 11,437,787
	Advertising	31,766	66,400	(34,634)	-52.2%	370,601	400,000	(29,399)	-7.3%	800,000	429,399
	Contracted Service Revenue	-	2,000	(2,000)	-	-	12,000	(12,000)	-	25,000	25,000
	Other	6,834	10,000	(3,166)	-31.7%	61,234	50,000	11,234	22.5%	100,000	38,766
	Total Operating Revenue	\$ 1,907,137	\$ 2,080,400	\$ (173,263)	-8.3%	\$ 11,734,048	\$ 12,765,000	\$ (1,030,952)	-8.1%	\$ 23,665,000	\$ 11,930,952
	Subsidy	4,254,451	4,254,450	1	0.0%	24,171,575	24,171,571	4	-	49,754,448	25,582,873
	Total Revenue	\$ 6,161,588	\$ 6,334,850	\$ (173,262)	-2.7%	\$ 35,905,623	\$ 36,936,571	\$ (1,030,948)	-2.8%	\$ 73,419,448	\$ 37,513,825
EXPENSES											
<u>Personnel</u>											
	Wages	\$ 2,661,021	\$ 2,650,919	\$ (10,102)	-0.4%	\$ 16,277,401	\$ 15,644,910	\$ (632,491)	-4.0%	\$ 31,260,250	\$ 14,982,849
	Fringes	2,199,585	2,237,699	38,114	1.7%	12,177,337	12,664,750	487,413	3.8%	25,206,202	13,028,865
	Total Personnel	\$ 4,860,606	\$ 4,888,618	\$ 28,012	0.6%	\$ 28,454,738	\$ 28,309,660	\$ (145,078)	-0.5%	\$ 56,466,452	\$ 28,011,714
<u>Outside Services</u>											
	Security	\$ 77,983	\$ 84,141	\$ 6,158	7.3%	\$ 465,544	\$ 504,846	\$ 39,302	7.8%	\$ 1,009,688	\$ 544,144
	Repair/Maintenance Services	62,187	48,629	(13,558)	-27.9%	310,867	289,136	(21,731)	-7.5%	574,345	263,478
	Engine and Transmission Rebuild	10,935	53,233	42,298	79.5%	173,466	319,398	145,932	45.7%	638,800	465,334
	Other Outside Services	3,380	115,998	112,618	97.1%	572,378	695,989	123,611	17.8%	1,391,977	819,599
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 154,484	\$ 302,001	\$ 147,517	48.8%	\$ 1,522,255	\$ 1,809,369	\$ 287,114	15.9%	\$ 3,614,810	\$ 2,092,555
<u>Materials & Supplies</u>											
	Lubricants	\$ 10,228	\$ 10,233	\$ 5	0.1%	\$ 66,105	\$ 60,748	\$ (5,357)	-8.8%	\$ 120,530	\$ 54,425
	Tires	52,860	49,034	(3,826)	-7.8%	293,866	294,204	338	0.1%	588,407	294,541
	Other Materials and Supplies	336,290	313,811	(22,479)	-7.2%	2,061,562	1,863,400	(198,162)	-10.6%	3,471,966	1,410,404
	Total Main. Parts and Supplies	\$ 399,377	\$ 373,078	\$ (26,299)	-7.0%	\$ 2,421,533	\$ 2,218,352	\$ (203,181)	-9.2%	\$ 4,180,903	\$ 1,759,370
<u>Energy</u>											
	Diesel Fuel	\$ 244,166	\$ 153,386	\$ (90,780)	-59.2%	\$ 1,560,493	\$ 910,672	\$ (649,821)	-71.4%	\$ 1,807,061	\$ 246,568
	CNG	307,556	284,313	(23,243)	-8.2%	1,766,370	1,687,794	(78,576)	-4.7%	3,348,798	1,582,428
	Fuel and Electricity for Facilities	39,754	45,783	6,029	13.2%	245,831	274,698	28,867	10.5%	549,400	303,569
	Total Energy	\$ 591,475	\$ 483,482	\$ (107,993)	-22.3%	\$ 3,572,694	\$ 2,873,164	\$ (699,530)	-24.3%	\$ 5,705,259	\$ 2,132,565
<u>Risk Management</u>											
		\$ 209,468	\$ 249,900	\$ 40,432	16.2%	\$ 1,369,246	\$ 1,499,400	\$ 130,154	8.7%	\$ 2,998,798	\$ 1,629,552
<u>General and Administrative</u>											
		\$ 23,665	\$ 37,771	\$ 14,106	37.3%	\$ 155,668	\$ 226,626	\$ 70,958	31.3%	\$ 453,226	\$ 297,558
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 6,239,076	\$ 6,334,850	\$ 95,774	1.5%	\$ 37,496,134	\$ 36,936,571	\$ (559,563)	-1.5%	\$ 73,419,448	\$ 35,923,314
	Total Revenue Less Total Costs	\$ (77,487)	\$ -	\$ (77,487)	-	\$ (1,590,511)	\$ -	\$ (1,590,511)	-	\$ -	\$ 1,590,511
	NET OPERATING SUBSIDY	\$ (4,331,938)	\$ (4,254,450)	\$ (77,488)	-1.8%	\$ (25,762,086)	\$ (24,171,571)	\$ (1,590,511)	-6.6%	\$ (49,754,448)	\$ (23,992,362)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

COMPARISON TO BUDGET - FY 2005
DECEMBER 31, 2004
(in \$000's)

	MONTH			%
	ACTUAL	BUDGET	VARIANCE	
Fare Revenue	\$ 2,104	\$ 2,051	\$ 53	2.6%
Other Revenue	32	31	1	3.2%
Total Operating Revenue	\$ 2,136	\$ 2,082	\$ 54	2.6%
Subsidy	1,584	1,693	(108)	-6.4%
Total Revenue	\$ 3,720	\$ 3,774	\$ (55)	-1.5%
Wages	\$ 1,740	\$ 1,775	\$ 35	2.0%
Fringes	353	327	(26)	-8.0%
Services	681	607	(74)	-12.2%
Purchased Transportation	-	-	-	-
Materials	399	267	(132)	-49.4%
Energy	455	595	140	23.5%
Risk Management	307	178	(129)	-72.5%
General and Administrative	8	25	17	68.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 3,944	\$ 3,774	\$ (169)	-4.5%
Total Revenue Less Total Costs	\$ (224)	\$ -	\$ (224)	100.0%
Net Operating Subsidy	\$ (1,808)	\$ (1,693)	\$ (116)	6.9%

	YEAR TO DATE			%
	ACTUAL	BUDGET	VARIANCE	
Fare Revenue	\$ 13,850	\$ 12,582	\$ 1,268	10.1%
Other Revenue	134	185	(51)	-27.6%
Total Operating Revenue	\$ 13,984	\$ 12,767	\$ 1,217	9.5%
Subsidy	10,986	9,468	1,518	16.0%
Total Revenue	\$ 24,969	\$ 22,235	\$ 2,735	12.3%
Wages	\$ 10,324	\$ 10,261	\$ (63)	-0.6%
Fringes	2,223	1,959	(264)	-13.5%
Services	4,085	3,656	(429)	-11.7%
Purchased Transportation	-	-	-	-
Materials	2,018	1,605	(413)	-25.7%
Energy	3,117	3,534	417	11.8%
Risk Management	985	1,068	83	7.8%
General and Administrative	84	152	68	44.7%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 22,836	\$ 22,235	\$ (601)	-2.7%
Total Revenue Less Total Costs	\$ 2,133	\$ -	\$ 2,133	100.0%
Net Operating Subsidy	\$ (8,852)	\$ (9,468)	\$ 615	-6.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

FINANCIAL COMPARISON TO BUDGET SIX MONTHS ENDING DECEMBER 31, 2004

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 6		ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE											
Passenger Fares	\$	2,104,318	\$ 2,050,975	\$ 53,343	2.6%	\$ 13,850,232	\$ 12,581,925	\$ 1,268,307	10.1%	\$ 24,500,000	\$ 10,649,768
Advertising	-	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-	-
Other		31,298	30,879	419	1.4%	133,483	185,274	(51,791)	-28.0%	370,550	237,067
Total Operating Revenue	\$	2,135,616	\$ 2,081,854	\$ 53,762	2.6%	\$ 13,983,716	\$ 12,767,199	\$ 1,216,517	9.5%	\$ 24,870,550	\$ 10,886,834
Subsidy		1,584,282	1,692,635	(108,353)	-6.4%	10,985,692	9,467,594	1,518,098	16.0%	21,261,175	10,275,483
Total Revenue	\$	3,719,898	\$ 3,774,489	\$ (54,591)	-1.4%	\$ 24,969,408	\$ 22,234,793	\$ 2,734,615	12.3%	\$ 46,131,725	\$ 21,162,317
EXPENSES											
Personnel											
Wages	\$	1,740,406	\$ 1,775,357	\$ 34,951	2.0%	\$ 10,324,244	\$ 10,260,902	\$ (63,342)	-0.6%	\$ 21,227,675	\$ 10,903,431
Fringes		353,489	327,275	(26,214)	-8.0%	2,223,015	1,958,840	(264,175)	-13.5%	4,207,675	1,984,660
Total Personnel	\$	2,093,895	\$ 2,102,632	\$ 8,737	0.4%	\$ 12,547,259	\$ 12,219,742	\$ (327,517)	-2.7%	\$ 25,435,350	\$ 12,888,091
Outside Services											
Security	\$	340,679	\$ 310,127	\$ (30,552)	-9.9%	\$ 2,262,043	\$ 1,840,242	\$ (421,801)	-22.9%	\$ 3,745,350	\$ 1,483,307
Repair/Maintenance Services		256,908	190,754	(66,154)	-34.7%	1,368,972	1,144,524	(224,448)	-19.6%	2,391,475	1,022,503
Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-	-
Other Outside Services		83,319	106,067	22,748	21.4%	453,715	671,462	217,747	32.4%	1,350,475	896,760
Purchased Transportation	-	-	-	-	-	-	-	-	-	-	-
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$	680,907	\$ 606,948	\$ (73,959)	-12.2%	\$ 4,084,730	\$ 3,656,228	\$ (428,502)	-11.7%	\$ 7,487,300	\$ 3,402,570
Materials & Supplies											
Lubricants	\$	-	\$ 3,558	\$ 3,558	-	\$ 890	\$ 21,348	\$ 20,458	95.8%	\$ 43,975	\$ 43,085
Tires	-	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies		399,315	263,330	(135,985)	-51.6%	2,017,042	1,583,337	(433,705)	-27.4%	3,306,050	1,289,008
Total Main. Parts and Supplies	\$	399,315	\$ 266,888	\$ (132,427)	-49.6%	\$ 2,017,932	\$ 1,604,685	\$ (413,247)	-25.8%	\$ 3,350,025	\$ 1,332,093
Energy											
Diesel Fuel	\$	21,752	\$ 23,576	\$ 1,824	7.7%	\$ 151,721	\$ 141,074	\$ (10,647)	-7.5%	\$ 281,575	\$ 129,854
CNG	-	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities		433,057	571,116	138,059	24.2%	2,965,430	3,393,090	427,660	12.6%	7,028,325	4,062,895
Total Energy	\$	454,810	\$ 594,692	\$ 139,882	23.5%	\$ 3,117,151	\$ 3,534,164	\$ 417,013	11.8%	\$ 7,309,900	\$ 4,192,749
Risk Management											
	\$	306,680	\$ 178,048	\$ (128,632)	-72.2%	\$ 985,006	\$ 1,068,288	\$ 83,282	7.8%	\$ 2,232,225	\$ 1,247,219
General and Administrative											
	\$	8,235	\$ 25,281	\$ 17,046	67.4%	\$ 84,055	\$ 151,686	\$ 67,631	44.6%	\$ 316,925	\$ 232,870
Vehicle/facility Lease											
	\$	-	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES	\$	3,943,841	\$ 3,774,489	\$ (169,352)	-4.5%	\$ 22,836,133	\$ 22,234,793	\$ (601,340)	-2.7%	\$ 46,131,725	\$ 23,295,592
Total Revenue Less Total Costs	\$	(223,943)	\$ -	\$ (223,943)	-	\$ 2,133,275	\$ -	\$ 2,133,275	-	\$ -	\$ (2,133,275)
NET OPERATING SUBSIDY	\$	(1,808,225)	\$ (1,692,635)	\$ (115,590)	-6.8%	\$ (8,852,417)	\$ (9,467,594)	\$ 615,177	6.5%	\$ (21,261,175)	\$ (12,408,758)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - FIXED ROUTE

COMPARISON TO BUDGET - FY 2005

DECEMBER 31, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,286	\$ 1,330	\$ (44)	-3.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,286	\$ 1,330	\$ (44)	-3.3%
Subsidy	2,243	2,225	18	0.8%
Total Revenue	\$ 3,529	\$ 3,555	\$ (26)	-0.7%
Wages	\$ 38	\$ 36	\$ (2)	-5.6%
Fringes	-	-	-	-
Services	115	93	(21)	-22.6%
Purchased Transportation	2,943	3,055	112	3.7%
Materials	-	-	-	-
Energy	428	365	(63)	-17.3%
Risk Management	-	-	-	-
General and Administrative	1	1	1	100.0%
Vehicle/Facility Lease	5	5	-	0.0%
Total Costs	\$ 3,529	\$ 3,555	\$ 26	0.7%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (2,243)	\$ (2,225)	\$ (18)	-0.8%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 8,008	\$ 8,032	\$ (24)	-0.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 8,008	\$ 8,032	\$ (24)	-0.3%
Subsidy	12,529	12,828	(299)	-2.3%
Total Revenue	\$ 20,537	\$ 20,860	\$ (323)	-1.5%
Wages	\$ 184	\$ 218	\$ 33	15.1%
Fringes	-	-	-	-
Services	400	668	267	40.0%
Purchased Transportation	17,513	17,809	297	1.7%
Materials	-	-	-	-
Energy	2,429	2,148	(281)	-13.1%
Risk Management	-	-	-	-
General and Administrative	5	7	2	28.6%
Vehicle/Facility Lease	5	10	5	50.0%
Total Costs	\$ 20,537	\$ 20,860	\$ 323	1.5%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (12,529)	\$ (12,828)	\$ 299	2.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - FIXED ROUTE

FINANCIAL COMPARISON TO BUDGET SIX MONTHS ENDING DECEMBER 31, 2004

FY Month: 6	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 1,285,807	\$ 1,330,000	\$ (44,193)	-3.3%	\$ 8,007,586	\$ 8,032,000	\$ (24,414)	-0.3%	\$ 15,200,000	\$ 7,192,414
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 1,285,807	\$ 1,330,000	\$ (44,193)	-3.3%	\$ 8,007,586	\$ 8,032,000	\$ (24,414)	-0.3%	\$ 15,200,000	\$ 7,192,414
Subsidy	2,242,972	2,224,895	18,077	0.8%	12,529,375	12,827,974	(298,599)	-2.3%	26,132,201	13,602,826
Total Revenue	\$ 3,528,779	\$ 3,554,895	\$ (26,116)	-0.7%	\$ 20,536,961	\$ 20,859,974	\$ (323,013)	-1.5%	\$ 41,332,201	\$ 20,795,240
EXPENSES										
Personnel										
Wages	\$ 37,600	\$ 35,850	\$ (1,750)	-4.9%	\$ 184,457	\$ 217,700	\$ 33,243	15.3%	\$ 438,000	\$ 253,543
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 37,600	\$ 35,850	\$ (1,750)	-4.9%	\$ 184,457	\$ 217,700	\$ 33,243	15.3%	\$ 438,000	\$ 253,543
Outside Services										
Security	\$ 6,400	\$ 3,800	\$ (2,600)	-68.4%	\$ 9,793	\$ 21,300	\$ 11,507	54.0%	\$ 45,000	\$ 35,207
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild	46,439	32,600	(13,839)	-42.5%	135,434	193,000	57,566	29.8%	387,000	251,566
Other Outside Services	61,885	57,200	(4,685)	-8.2%	255,580	453,300	197,720	43.6%	758,200	502,620
Purchased Transportation	2,943,141	3,054,790	111,649	3.7%	17,512,528	17,809,423	296,895	1.7%	35,407,000	17,894,472
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 3,057,865	\$ 3,148,390	\$ 90,525	2.9%	\$ 17,913,335	\$ 18,477,023	\$ 563,688	3.1%	\$ 36,597,200	\$ 18,683,865
Materials & Supplies										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy										
Diesel Fuel	\$ 134,703	\$ 111,227	\$ (23,476)	-21.1%	\$ 888,394	\$ 651,162	\$ (237,232)	-36.4%	\$ 1,294,800	\$ 406,406
CNG	293,051	253,353	(39,698)	-15.7%	1,540,617	1,497,139	(43,478)	-2.9%	2,968,000	1,427,383
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ 427,754	\$ 364,580	\$ (63,174)	-17.3%	\$ 2,429,011	\$ 2,148,301	\$ (280,710)	-13.1%	\$ 4,262,800	\$ 1,833,789
Risk Management										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
General and Administrative										
	\$ 560	\$ 1,075	\$ 515	47.9%	\$ 5,158	\$ 6,950	\$ 1,792	25.8%	\$ 14,200	\$ 9,042
Vehicle/facility Lease										
	\$ 5,000	\$ 5,000	\$ -	0.0%	\$ 5,000	\$ 10,000	\$ 5,000	50.0%	\$ 20,000	\$ 15,000
TOTAL EXPENSES	\$ 3,528,779	\$ 3,554,895	\$ 26,116	0.7%	\$ 20,536,961	\$ 20,859,974	\$ 323,013	1.5%	\$ 41,332,200	\$ 20,795,239
Total Revenue Less Total Costs	\$ -	\$ -	\$ 0	-	\$ -	\$ -	\$ 0	-	\$ 1	\$ 1
NET OPERATING SUBSIDY	\$ (2,242,972)	\$ (2,224,895)	\$ (18,077)	-0.8%	\$ (12,529,375)	\$ (12,827,974)	\$ 298,599	2.3%	\$ (26,132,200)	\$ (13,602,825)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - PARATRANSIT

COMPARISON TO BUDGET - FY 2005

DECEMBER 31, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 136	\$ 122	\$ 14	11.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 136	\$ 122	\$ 14	11.5%
Subsidy	706	895	(189)	-21.1%
Total Revenue	\$ 842	\$ 1,018	\$ (175)	-17.2%
Wages	\$ 25	\$ 23	\$ (1)	-4.3%
Fringes	-	-	-	-
Services	48	45	(2)	-4.4%
Purchased Transportation	701	851	150	17.6%
Materials	-	-	-	-
Energy	69	74	5	6.8%
Risk Management	-	9	9	-
General and Administrative	-	-	-	-
Vehicle/Facility Lease	-	14	14	-
Total Costs	\$ 842	\$ 1,018	\$ 175	17.2%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (706)	\$ (895)	\$ 189	21.1%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 675	\$ 738	\$ (63)	-8.5%
Other Revenue	-	(1)	-	-
Total Operating Revenue	\$ 675	\$ 738	\$ (63)	-8.5%
Subsidy	4,712	5,275	(562)	-10.7%
Total Revenue	\$ 5,387	\$ 6,012	\$ (625)	-10.4%
Wages	\$ 117	\$ 138	\$ 21	15.2%
Fringes	-	-	-	-
Services	259	291	32	11.0%
Purchased Transportation	4,487	5,002	515	10.3%
Materials	-	-	-	-
Energy	470	438	(32)	-7.3%
Risk Management	-	54	54	-
General and Administrative	1	3	2	66.7%
Vehicle/Facility Lease	53	86	33	38.4%
Total Costs	\$ 5,387	\$ 6,012	\$ 625	10.4%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (4,712)	\$ (5,275)	\$ 562	10.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - PARATRANSIT

FINANCIAL COMPARISON TO BUDGET SIX MONTHS ENDING DECEMBER 31, 2004

FY Month: 6	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 136,411	\$ 122,300	\$ 14,111	11.5%	\$ 674,896	\$ 737,500	\$ (62,604)	-8.5%	\$ 1,640,000	\$ 965,104
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 136,411	\$ 122,300	\$ 14,111	11.5%	\$ 674,896	\$ 737,500	\$ (62,604)	-8.5%	\$ 1,640,000	\$ 965,104
Subsidy	705,889	895,358	(189,469)	-21.2%	4,712,173	5,274,637	(562,464)	-10.7%	10,289,000	5,576,827
Total Revenue	\$ 842,300	\$ 1,017,658	\$ (175,358)	-17.2%	\$ 5,387,069	\$ 6,012,137	\$ (625,068)	-10.4%	\$ 11,929,000	\$ 6,541,931
EXPENSES										
Personnel										
Wages	\$ 24,585	\$ 23,100	\$ (1,485)	-6.4%	\$ 117,010	\$ 138,300	\$ 21,290	15.4%	\$ 276,900	\$ 159,890
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 24,585	\$ 23,100	\$ (1,485)	-6.4%	\$ 117,010	\$ 138,300	\$ 21,290	15.4%	\$ 276,900	\$ 159,890
Outside Services										
Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	(9,859)
Engine and Transmission Rebuild	9,859	-	(9,859)	-	9,859	-	(9,859)	-	-	312,390
Other Outside Services	37,588	45,100	7,512	16.7%	249,110	290,700	41,590	14.3%	561,500	5,446,063
Purchased Transportation	701,218	851,325	150,107	17.6%	4,487,000	5,001,948	514,948	10.3%	9,933,063	-
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 748,665	\$ 896,425	\$ 147,760	16.5%	\$ 4,745,969	\$ 5,292,648	\$ 546,679	10.3%	\$ 10,494,563	\$ 5,748,594
Materials & Supplies										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy										
Diesel Fuel	\$ 69,024	\$ 74,380	\$ 5,356	7.2%	\$ 470,300	\$ 438,071	\$ (32,229)	-7.4%	\$ 870,501	\$ 400,201
CNG	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ 69,024	\$ 74,380	\$ 5,356	7.2%	\$ 470,300	\$ 438,071	\$ (32,229)	-7.4%	\$ 870,501	\$ 400,201
Risk Management	\$ -	\$ 9,078	\$ 9,078	-	\$ -	\$ 54,468	\$ 54,468	-	\$ 108,936	\$ 108,936
General and Administrative	\$ 26	\$ 375	\$ 349	93.1%	\$ 1,002	\$ 2,850	\$ 1,848	64.8%	\$ 5,900	\$ 4,898
Vehicle/facility Lease	\$ -	\$ 14,300	\$ 14,300	-	\$ 52,788	\$ 85,800	\$ 33,012	38.5%	\$ 172,200	\$ 119,412
TOTAL EXPENSES	\$ 842,300	\$ 1,017,658	\$ 175,358	17.2%	\$ 5,387,069	\$ 6,012,137	\$ 625,068	10.4%	\$ 11,928,999	\$ 6,541,930
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 0	-	\$ 1	\$ 1
NET OPERATING SUBSIDY	\$ (705,889)	\$ (895,358)	\$ 189,469	21.2%	\$ (4,712,173)	\$ (5,274,637)	\$ 562,464	10.7%	\$ (10,288,999)	\$ (5,576,826)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CHULA VISTA TRANSIT

COMPARISON TO BUDGET - FY 2005 DECEMBER 31, 2004 (in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 189	\$ 214	\$ (24)	-11.2%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 189	\$ 214	\$ (24)	-11.2%
Subsidy	392	361	31	8.6%
Total Revenue	\$ 581	\$ 575	\$ 6	1.0%
Wages	\$ 61	\$ 47	\$ (14)	-29.8%
Fringes	-	-	-	-
Services	32	31	(1)	-3.2%
Purchased Transportation	416	432	16	3.7%
Materials	-	-	-	-
Energy	71	63	(9)	-14.3%
Risk Management	-	-	-	-
General and Administrative	1	3	2	66.7%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 581	\$ 575	\$ (6)	-1.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (392)	\$ (361)	\$ (31)	-8.6%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,263	\$ 1,366	\$ (104)	-7.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,263	\$ 1,366	\$ (104)	-7.6%
Subsidy	1,914	1,919	(6)	-0.3%
Total Revenue	\$ 3,176	\$ 3,286	\$ (110)	-3.3%
Wages	\$ 303	\$ 302	\$ (2)	-0.7%
Fringes	-	-	-	-
Services	91	159	68	42.8%
Purchased Transportation	2,389	2,450	61	2.5%
Materials	-	-	-	-
Energy	380	364	(17)	-4.7%
Risk Management	-	-	-	-
General and Administrative	13	11	(1)	-9.1%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 3,176	\$ 3,286	\$ 110	3.3%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (1,914)	\$ (1,919)	\$ 6	0.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CHULA VISTA TRANSIT

FINANCIAL COMPARISON TO BUDGET SIX MONTHS ENDING DECEMBER 31, 2004

FY Month: 6	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 189,190	\$ 213,681	\$ (24,491)	-11.5%	\$ 1,262,617	\$ 1,366,418	\$ (103,801)	-7.6%	\$ 2,550,000	\$ 1,287,383
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 189,190	\$ 213,681	\$ (24,491)	-11.5%	\$ 1,262,617	\$ 1,366,418	\$ (103,801)	-7.6%	\$ 2,550,000	\$ 1,287,383
Subsidy	391,854	361,331	30,523	8.4%	1,913,527	1,919,476	(5,949)	-0.3%	4,169,387	2,255,860
Total Revenue	\$ 581,044	\$ 575,012	\$ 6,032	1.0%	\$ 3,176,144	\$ 3,285,894	\$ (109,750)	-3.3%	\$ 6,719,387	\$ 3,543,243
EXPENSES										
Personnel										
Wages	\$ 60,649	\$ 46,528	\$ (14,121)	-30.3%	\$ 303,277	\$ 301,598	\$ (1,679)	-0.6%	\$ 644,348	\$ 341,071
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 60,649	\$ 46,528	\$ (14,121)	-30.3%	\$ 303,277	\$ 301,598	\$ (1,679)	-0.6%	\$ 644,348	\$ 341,071
Outside Services										
Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services	11,188	9,000	(2,188)	-24.3%	52,866	50,100	(2,766)	-5.5%	107,584	54,718
Engine and Transmission Rebuild	8,603	15,000	6,397	42.6%	8,603	57,000	48,397	84.9%	113,000	104,397
Other Outside Services	12,188	6,900	(5,288)	-76.6%	29,043	52,100	23,057	44.3%	119,344	90,301
Purchased Transportation	416,480	432,460	15,980	3.7%	2,389,377	2,449,879	60,502	2.5%	4,886,623	2,497,246
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 448,459	\$ 463,360	\$ 14,901	3.2%	\$ 2,479,889	\$ 2,609,079	\$ 129,190	5.0%	\$ 5,226,551	\$ 2,746,662
Materials & Supplies										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy										
Diesel Fuel	\$ 10,954	\$ 8,550	\$ (2,404)	-28.1%	\$ 66,880	\$ 43,930	\$ (22,950)	-52.2%	\$ 109,976	\$ 43,096
CNG	50,989	45,774	(5,215)	-11.4%	262,281	262,324	43	0.0%	527,624	265,343
Fuel and Electricity for Facilities	9,208	8,200	(1,008)	-12.3%	51,298	57,650	6,352	11.0%	110,000	58,702
Total Energy	\$ 71,151	\$ 62,524	\$ (8,627)	-13.8%	\$ 380,459	\$ 363,904	\$ (16,555)	-4.5%	\$ 747,600	\$ 367,141
Risk Management										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 62,700	\$ 62,700
General and Administrative										
	\$ 785	\$ 2,600	\$ 1,815	69.8%	\$ 12,519	\$ 11,313	\$ (1,206)	-10.7%	\$ 38,188	\$ 25,669
Vehicle/facility Lease										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES	\$ 581,044	\$ 575,012	\$ (6,032)	-1.0%	\$ 3,176,144	\$ 3,285,894	\$ 109,750	3.3%	\$ 6,719,387	\$ 3,543,243
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
NET OPERATING SUBSIDY	\$ (391,854)	\$ (361,331)	\$ (30,523)	-8.4%	\$ (1,913,527)	\$ (1,919,476)	\$ 5,949	0.3%	\$ (4,169,387)	\$ (2,255,860)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NATIONAL CITY TRANSIT

COMPARISON TO BUDGET - FY 2005

DECEMBER 31, 2004

(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 110	\$ 115	\$ (4)	-3.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 110	\$ 115	\$ (4)	-3.5%
Subsidy	156	95	61	64.2%
Total Revenue	\$ 266	\$ 210	\$ 57	27.1%
Wages	\$ 137	\$ 94	\$ (43)	-45.7%
Fringes	21	26	5	19.2%
Services	35	27	(8)	-29.6%
Purchased Transportation	-	-	-	-
Materials	10	14	4	28.6%
Energy	29	18	(11)	-61.1%
Risk Management	34	30	(4)	-13.3%
General and Administrative	1	1	1	100.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 266	\$ 210	\$ (57)	-27.1%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (156)	\$ (95)	\$ (61)	-64.2%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 658	\$ 688	\$ (29)	-4.2%
Other Revenue	-	(1)	-	-
Total Operating Revenue	\$ 658	\$ 688	\$ (29)	-4.2%
Subsidy	612	570	42	7.4%
Total Revenue	\$ 1,270	\$ 1,258	\$ 13	1.0%
Wages	\$ 603	\$ 564	\$ (39)	-6.9%
Fringes	119	155	36	23.2%
Services	162	158	(4)	-2.5%
Purchased Transportation	-	-	-	-
Materials	66	84	18	21.4%
Energy	129	106	(24)	-22.6%
Risk Management	179	180	1	0.6%
General and Administrative	12	11	(1)	-9.1%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 1,270	\$ 1,258	\$ (13)	-1.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (612)	\$ (570)	\$ (42)	-7.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NATIONAL CITY TRANSIT

**FINANCIAL COMPARISON TO BUDGET
SIX MONTHS ENDING DECEMBER 31, 2004**

FY Month: 6	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 110,457	\$ 114,583	\$ (4,126)	-3.6%	\$ 658,363	\$ 687,500	\$ (29,137)	-4.2%	\$ 1,375,000	\$ 716,637
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 110,457	\$ 114,583	\$ (4,126)	-3.6%	\$ 658,363	\$ 687,500	\$ (29,137)	-4.2%	\$ 1,375,000	\$ 716,637
Subsidy	156,031	95,299	60,732	63.7%	612,043	570,203	41,839	7.3%	1,380,016	767,973
Total Revenue	\$ 266,488	\$ 209,883	\$ 56,606	27.0%	\$ 1,270,406	\$ 1,257,703	\$ 12,702	1.0%	\$ 2,755,016	\$ 1,484,610
EXPENSES										
<u>Personnel</u>										
Wages	\$ 136,990	\$ 94,000	\$ (42,990)	-45.7%	\$ 603,244	\$ 564,000	\$ (39,244)	-7.0%	\$ 1,128,000	\$ 524,756
Fringes	20,588	25,833	5,245	20.3%	119,281	155,000	35,719	23.0%	310,000	190,719
Total Personnel	\$ 157,578	\$ 119,833	\$ (37,745)	-31.5%	\$ 722,525	\$ 719,000	\$ (3,525)	-0.5%	\$ 1,438,000	\$ 715,475
<u>Outside Services</u>										
Security	\$ 147	\$ 611	\$ 464	75.9%	\$ 9,120	\$ 6,333	\$ (2,786)	-44.0%	\$ 10,000	\$ 881
Repair/Maintenance Services	4,197	6,400	2,203	34.4%	20,778	31,600	10,822	34.2%	70,000	49,222
Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
Other Outside Services	31,117	20,000	(11,117)	-55.6%	131,844	120,000	(11,844)	-9.9%	478,000	346,156
Purchased Transportation	-	-	-	-	-	-	-	-	-	-
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 35,461	\$ 27,011	\$ (8,450)	-31.3%	\$ 161,741	\$ 157,933	\$ (3,808)	-2.4%	\$ 558,000	\$ 396,259
<u>Materials & Supplies</u>										
Lubricants	\$ 345	\$ 1,000	\$ 655	65.5%	\$ 2,201	\$ 6,000	\$ 3,799	63.3%	\$ 12,000	\$ 9,799
Tires	44	2,167	2,123	98.0%	6,475	13,000	6,525	50.2%	26,000	19,525
Other Materials and Supplies	9,999	10,833	834	7.7%	57,235	65,000	7,765	11.9%	130,000	72,765
Total Main. Parts and Supplies	\$ 10,388	\$ 14,000	\$ 3,612	25.8%	\$ 65,911	\$ 84,000	\$ 18,089	21.5%	\$ 168,000	\$ 102,089
<u>Energy</u>										
Diesel Fuel	\$ 26,479	\$ 14,208	\$ (12,271)	-86.4%	\$ 118,838	\$ 85,250	\$ (33,588)	-39.4%	\$ 170,500	\$ 51,662
CNG	-	188	188	-	-	1,125	1,125	-	2,250	2,250
Fuel and Electricity for Facilities	2,138	3,188	1,050	32.9%	10,400	19,125	8,725	45.6%	38,250	27,850
Total Energy	\$ 28,617	\$ 17,583	\$ (11,033)	-62.7%	\$ 129,238	\$ 105,500	\$ (23,738)	-22.5%	\$ 211,000	\$ 81,762
<u>Risk Management</u>										
	\$ 33,661	\$ 30,000	\$ (3,661)	-12.2%	\$ 179,068	\$ 180,000	\$ 932	0.5%	\$ 360,000	\$ 180,932
<u>General and Administrative</u>										
	\$ 783	\$ 1,455	\$ 672	46.2%	\$ 11,922	\$ 11,270	\$ (652)	-5.8%	\$ 20,000	\$ 8,078
<u>Vehicle/facility Lease</u>										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 16	\$ 16
TOTAL EXPENSES	\$ 266,488	\$ 209,883	\$ (56,606)	-27.0%	\$ 1,270,406	\$ 1,257,703	\$ (12,702)	-1.0%	\$ 2,755,016	\$ 1,484,610
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ (0)	-	\$ -	\$ -
NET OPERATING SUBSIDY	\$ (156,031)	\$ (95,299)	\$ (60,732)	-63.7%	\$ (612,043)	\$ (570,203)	\$ (41,839)	-7.3%	\$ (1,380,016)	\$ (767,973)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

COMPARISON TO BUDGET - FY 2005 DECEMBER 31, 2004 (in \$000's)

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

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	66	66	-	0.0%
Total Revenue	\$ 66	\$ 66	\$ -	0.0%
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	-	-	-	-
Purchased Transportation	66	66	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 66	\$ 66	\$ -	0.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (66)	\$ (66)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

FINANCIAL COMPARISON TO BUDGET SIX MONTHS ENDING DECEMBER 31, 2004

FY Month: 6	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	BUDGET	VARIANCE	% VAR	ACTUAL	BUDGET	VARIANCE	% VAR	BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Subsidy	10,927	10,927	-	0.0%	65,562	65,562	-	0.0%	131,124	65,562
Total Revenue	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 65,562	\$ 65,562	\$ -	0.0%	\$ 131,124	\$ 65,562
EXPENSES										
<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%	65,562	65,562	-	0.0%	131,124	65,562
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 65,562	\$ 65,562	\$ -	0.0%	\$ 131,124	\$ 65,562
<u>Materials & Supplies</u>										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>										
Diesel Fuel	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
CNG	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Risk Management</u>										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>General and Administrative</u>										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Vehicle/facility Lease</u>										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 65,562	\$ 65,562	\$ -	0.0%	\$ 131,124	\$ 65,562
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
NET OPERATING SUBSIDY	\$ (10,927)	\$ (10,927)	\$ -	0.0%	\$ (65,562)	\$ (65,562)	\$ -	0.0%	\$ (131,124)	\$ (65,562)

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	1.020	896,640
1.450	1,202,600	1.029	963,888
1.500	1,374,400	1.040	1,046,080
1.550	1,546,200	1.060	1,195,520
1.597	1,707,692	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



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Agenda

Item No. 2b

MTS Operations Finance Workshop

FIN 310.1 (PC 30100)

February 24, 2005

SUBJECT:

MTS: FY 2005 MIDYEAR BUDGET AND CAPITAL IMPROVEMENT PROJECT
ADJUSTMENTS

RECOMMENDATION:

That the Board of Directors:

1. approve the Metropolitan Transit System (MTS) FY 2005 Midyear Adjustment. (Resolution No. 05-2 [Attachment A]); and
2. forward a recommendation to the San Diego Association of Governments (SANDAG) Transportation Committee to transfer FY 2005 capital improvement project (CIP) funds for various projects.

Budget Impact

The MTS combined FY 2005 midyear budgetary increase of \$650,000.

Pending final approval by the SANDAG Transportation Committee, transfer approximately \$1,260,100 within CIP budgets as shown on Attachment L (Budget Amendment Summary). The net budgetary effect is zero.

DISCUSSION:

Combined MTS FY 2005 Midyear Adjustment

As a recap of unaudited fiscal year 2004 results, combined MTS operations provided a \$2.4 million positive addition to the contingency reserve.



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.

Despite an over \$2 million diesel and compressed natural gas (CNG) budgetary shortfall and the continued lower ridership with bus operations, combined net operating subsidy after the usage of energy contingency is projected to be only \$650,000.

Operating revenues resulted in a \$788,000 positive midyear adjustment primarily due to strong performance within rail operations offset by bus operations.

Personnel-related expenses resulted in a \$1,667,000 unfavorable midyear adjustment primarily due to 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.

Total outside services produced a favorable midyear adjustment of \$1,023,000. This positive result is primarily due to lower-than-anticipated purchased transportation costs and other outside services expenses offset by higher-than-anticipated security costs relative to PETCO Park.

An unfavorable midyear adjustment of \$612,000 for materials and supplies expenses is primarily due to the preventative maintenance program within internal bus operations.

Energy-related costs provided an unfavorable midyear adjustment of \$1,131,000 primarily due to higher actual energy rates than anticipated. Over the first six months of the year, diesel prices have averaged \$1.597, and CNG averaged \$1.020. The budgeted rates for FY 2005 were \$1.10 for diesel and \$.90 for CNG.

General and administrative costs and risk management-related expenses are resulting in a positive midyear adjustment of \$536,000, primarily due to lower-than-anticipated costs within these areas.

The total combined operating midyear adjustment is \$1,063,500.

Total administrative midyear adjustments include the \$462,000 additional subsidy revenue and expense relating to the Comprehensive Operational Analysis as well as the \$183,020 additional subsidy revenue and expense for the planning positions that returned from SANDAG.

After the energy contingency reserve of \$350,000 is utilized and the \$63,500 additional subsidy revenue is calculated, the net operating midyear adjustment totals \$650,000.

Combined MTS FY 2005 Midyear Capital Improvement Project Adjustments

As a result of detailed cost estimates and revised scopes of work on several minor capital improvement projects, we are recommending budget transfers between projects.

SANDAG staff has identified funding from completed projects and projects with projected surplus funding that can be transferred to projects ready for construction:

1. \$137,100 from prior-year completed CIPs and \$23,000 from Regional Miscellaneous Operations capital would be transferred to the Cesar E. Chavez/25th & Commercial Station Improvement Project (CIP 1074000) to upgrade the existing station. The total amount transferred is \$160,100:
 - Approximately \$100,500 will come from the Sweetwater Flats Replacement Project (CIP 1089300), including \$97,000 approved under the SANDAG Executive Director's authority;
 - \$6,500 from the Light Rail Transit (LRT) Station and Parking Lot Improvement Project (CIP 1074100);
 - \$26,599 from the Station and Parking Lot Lighting Project (CIP 1083900);
 - \$3,441 of Miscellaneous Project Revenue matching funds from the Fenton Parkway Grade Crossing Project (CIP 1084300); and
 - \$23,000 from the Regional Miscellaneous Operations Capital Project (CIP 1106900).
2. \$200,000 from the Kearny Mesa Division (KMD) Paint Booth Filters Replacement and Drop Table Rehabilitation, Building 100 Project (CIP 1100200), a project with potential surplus, will be transferred to the Imperial Avenue Division (IAD) Steam Rack Upgrade Project (CIP 1112900), which provides for a new hoist lift system to steam clean standard and articulated buses. Due to San Diego Transit Corporation's (SDTC's) urgency to complete this FY 05 project, design was fast tracked and is now ready for construction. The existing budget is insufficient and needs approximately \$200,000 to adequately fund the project for construction. Approximately \$200,000 will be transferred from the KMD Drop Table Project (CIP 1100200) that is in the same grant as the IAD Steam Rack Upgrade Project and has a projected \$200,000 in surplus funds due to a less costly alternative design.

In addition, adjustments need to be made to the Construction Contingency to complete the Grantville Segment of the Mission Valley East Project. The Construction Contingency increase for the Grantville Segment (LRT-426.3) is required to fund item adjustments and to close out change orders as the project is completed. The Construction Contingency increase for the Track and Systems Project (LRT-426.5) is requested to fund pending contract change orders (CCO), such as changes to the 70th Street parking lot and demolition and additional signage at three surface stations (\$30,000), plus numerous CCOs in the range of \$10,000 to \$50,000 that are anticipated by the resident engineer to complete the project in April 2005 (including the CCO

discussed in Agenda Item No. 30) Staff is therefore requesting the following changes to the 2005 CIP:

3. \$100,000 would be transferred into the Grantville Construction Contingency from the available funds in the Grantville Construction line item (WBS #10426-10991GR), leaving a line item balance of \$961,138.
4. \$800,000 would be transferred into the Track and Systems Construction Contingency from the available funds in the Track and Systems Construction line item (WBS #10426-109918TR), leaving a balance of \$632,089.



Paul C. Jablonski
Chief Executive Officer

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

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- Attachments:
- A. Resolution No. 05-2
 - B. Total Combined Administrative Proposed Adjustments
 - C. Combined Operating Budget Adjustments
 - D. SDTC Supporting Operating Adjustments
 - E. SDTI Supporting Operating Adjustments
 - F. Fixed-Route Supporting Operating Adjustments
 - G. Paratransit Supporting Operating Adjustments
 - H. Chula Vista Transit Supporting Operating Adjustments
 - I. National City Transit Supporting Operating Adjustments
 - J. Coronado Ferry Supporting Operating Adjustments
 - K. 2005 CIP Adjustments

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-2

A Resolution Approving Amendments to FY 2005 Budget

WHEREAS, the MTS Board of Directors adopted Resolution No. 04-5 on June 24, 2004, approving the FY 2005 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, Chula Vista Transit, National City Transit, and Coronado Ferry; NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors approves changes to the FY 05 Operating Budget, per the attached proposed budget amendments (Exhibit A and Exhibit B).

PASSED AND ADOPTED, by the MTS Board of Directors this _____ day of February 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

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Resolutions\2005\RES05-2.BUDGET.LMARINESI.doc
2/15/05

Attachments: Exhibit A
Exhibit B

Exhibit A
METROPOLITAN TRANSIT SYSTEM
GENERAL FUND / TRANSPORTATION SERVICES
FY 2005 PROPOSED SUBSIDY REVENUE BUDGET ADJUSTMENT

FUND SOURCES	APPROVED FY 2005	PROPOSED ADJUSTMENT	AMENDED FY 2005	% INCR (DECR)
<u>STATE</u>				
STIP	\$ -	\$ -	\$ -	-
Traffic Congestion Relief Program	-	-	-	-
Caltrans	138,000	240,000	378,000	173.9%
MediCal	400,000	-	400,000	-
	<u>\$ 538,000</u>	<u>\$ 240,000</u>	<u>\$ 778,000</u>	<u>44.6%</u>
<u>FEDERAL</u>				
Transportation Enhancement Activities	\$ -	\$ -	\$ -	-
FTA 5309 - Capital New Starts	-	-	-	-
FTA MVE Startup Operations	-	-	-	-
FTA 5307 - Planning/Capital/CMAQ	328,000	222,000	550,000	67.7%
FTA 5307 - Debt Service	3,751,868	-	3,751,868	-
FTA 5307/5309 - Maintenance/Operations	24,422,763	-	24,422,763	-
	<u>\$ 28,502,631</u>	<u>\$ 222,000</u>	<u>\$ 28,724,631</u>	<u>0.8%</u>
<u>LOCAL - TRANSPORTATION DEVELOPMENT ACT</u>				
TDA - Article 4.0 MTDB Area	\$ 57,392,457	\$ 63,500	\$ 57,455,957	0.1%
TDA - Article 4.5 (ADA)	3,311,551	-	3,311,551	-
TDA - Article 8.0	1,619,124	-	1,619,124	-
TDA - 10% and Administration	4,779,803	183,020	4,962,823	3.8%
	<u>\$ 67,102,935</u>	<u>\$ 246,520</u>	<u>\$ 67,349,455</u>	<u>0.4%</u>
<u>OTHER LOCAL</u>				
TransNet	\$ 13,721,853	\$ -	\$ 13,721,853	-
TransNet - MVE Startup Operations	-	-	-	-
SANDAG - Inland Breeze	834,065	-	834,065	-
City of San Diego	428,918	-	428,918	-
APCD	575,500	-	575,500	-
Other	-	-	-	-
	<u>\$ 15,560,336</u>	<u>\$ -</u>	<u>\$ 15,560,336</u>	<u>-</u>
<u>STATE TRANSIT ASSISTANCE</u>				
STA - Discretionary	\$ 3,166,341	\$ -	\$ 3,166,341	-
STA - Formula	1,743,482	-	1,743,482	-
	<u>\$ 4,909,823</u>	<u>\$ -</u>	<u>\$ 4,909,823</u>	<u>-</u>
<u>OTHER FUNDS</u>				
Property Lease/Rental Income (MTS Tower)	\$ 318,000	\$ -	\$ 318,000	-
MTS Tower Parking Income (MTS Portion)	75,000	-	75,000	-
Land Management Rentals	290,000	-	290,000	-
Cost Recovery - Other Agencies	100,000	-	100,000	-
Taxicab Administration	766,892	-	766,892	-
Bus Shelter Administration	150,000	-	150,000	-
Bus Bench Administration	90,000	-	90,000	-
SD&AE Revenue	100,000	-	100,000	-
	<u>\$ 1,889,892</u>	<u>\$ -</u>	<u>\$ 1,889,892</u>	<u>-</u>

**METROPOLITAN TRANSIT SYSTEM
GENERAL FUND / TRANSPORTATION SERVICES
FY 2005 PROPOSED SUBSIDY REVENUE BUDGET ADJUSTMENT**

FUND SOURCES	APPROVED FY 2005	PROPOSED ADJUSTMENT	AMENDED FY 2005	% INCR (DECR)
<u>RESERVE REVENUE USED IN CURRENT BUDGET</u>				
MTDB Contingency Reserve	\$ 7,523,433	\$ 650,000	\$ 8,173,433	8.6%
MTDB Contract Services Capital Replacement	-	-	-	-
MTDB Capital Replacement	-	-	-	-
Taxicab Administration Capital Replacement	-	-	-	-
Lease/Leaseback Lease Payment Fund	7,600,623	-	7,600,623	-
CCDC Reserve	-	-	-	-
Land Management	257,000	-	257,000	-
SD&AE Reserve	80,000	-	80,000	-
Billboard Reserve	-	-	-	-
	<u>\$ 15,461,056</u>	<u>\$ 650,000</u>	<u>\$ 16,111,056</u>	<u>4.2%</u>
	<u>\$ 133,964,673</u>	<u>\$ 1,358,520</u>	<u>\$ 135,323,193</u>	<u>1.0%</u>
<u>OTHER INCOME</u>				
Insurance Reserve contribution	\$ 1,950,000	\$ -	\$ 1,950,000	-
Land Management Reserve contribution	248,000	-	248,000	-
Energy Contingency Reserve contribution	350,000	-	350,000	-
Private Sector - Billboards	75,000	-	75,000	-
Grade Crossing Maint. - PUC	50,000	-	50,000	-
	<u>\$ 2,673,000</u>	<u>\$ -</u>	<u>\$ 2,673,000</u>	<u>-</u>
<u>REVENUE SUMMARY</u>				
GENERAL FUND/TRANSPORTATION SERVICES	\$ 133,964,673	\$ 1,358,520	\$ 135,323,193	1.0%
CAPITAL PROJECTS TOTAL	88,684,000	-	88,684,000	-
CARRYOVER	460,457	-	460,457	-
	<u>\$ 223,109,130</u>	<u>\$ 1,358,520</u>	<u>\$ 224,467,650</u>	<u>0.6%</u>
OTHER INCOME	2,673,000	-	2,673,000	-
	<u>\$ 225,782,130</u>	<u>\$ 1,358,520</u>	<u>\$ 227,140,650</u>	<u>0.6%</u>

**METROPOLITAN TRANSIT SYSTEM
COMBINED ADMINISTRATIVE EXPENDITURE TABLE
FY 05 PROPOSED BUDGET AMENDMENT**

BUDGET CATEGORY	APPROVED FY 2005	PROPOSED ADJUSTMENT	AMENDED FY 2005	% INCR (DECR)
GENERAL FUND				
<u>TRANSIT SUPPORT ACTIVITIES</u>				
Transfers, Tickets, Passes	\$ -	\$ -	\$ -	-
Regional Transit Store Operations	73,000	-	73,000	-
Regional Transit Marketing (All MTS Operators)	496,000	-	496,000	-
TRANSIT SUPPORT SUBTOTAL:	\$ 569,000	\$ -	\$ 569,000	-
<u>TRANSPORTATION PLANNING</u>				
Operations Planning	\$ 410,000	\$ 462,000	\$ 872,000	112.7%
SRTP & FUND ADM. SUBTOTAL:	\$ 410,000	\$ 462,000	\$ 872,000	112.7%
<u>GENERAL AND ADMINISTRATIVE</u>				
Personnel	\$ 3,814,000	\$ 183,020	\$ 3,997,020	4.8%
Consultants	100,000	-	100,000	-
Legal Services	75,000	-	75,000	-
Board of Directors	141,000	-	141,000	-
Travel/Conferences	19,000	-	19,000	-
Training	4,000	-	4,000	-
Insurance/Risk Management	800,000	-	800,000	-
Audit Services	119,000	-	119,000	-
Land Management/Joint Development	42,000	-	42,000	-
Bus Shelter Administration	150,000	-	150,000	-
Bus Bench Administration	90,000	-	90,000	-
<u>OFFICE EXPENSES:</u>				
Rent	1,115,000	-	1,115,000	-
Vehicle Maintenance	3,000	-	3,000	-
Equipment Rental/Maintenance	18,000	-	18,000	-
Management Information Systems	161,000	-	161,000	-
Furniture/Equipment	15,000	-	15,000	-
General Expenses	188,000	-	188,000	-
Telecommunications	40,000	-	40,000	-
Postage	6,000	-	6,000	-
Local Meetings	2,000	-	2,000	-
Dues/Subscriptions	28,000	-	28,000	-
Public Notices	4,000	-	4,000	-
G&A SUBTOTAL:	\$ 6,934,000	\$ 183,020	\$ 7,117,020	2.6%
<u>LABOR/OVERHEAD REIMBURSEMENT</u>	\$ (1,330,000)	-	\$ (1,330,000)	-
TOTAL GENERAL FUND:	\$ 6,583,000	\$ 645,020	\$ 7,228,020	9.8%

**METROPOLITAN TRANSIT SYSTEM
COMBINED ADMINISTRATIVE EXPENDITURE TABLE
FY 05 PROPOSED BUDGET AMENDMENT**

BUDGET CATEGORY	APPROVED FY 2005	PROPOSED ADJUSTMENT	AMENDED FY 2005	% INCR (DECR)
<u>INSURANCE RESERVE CONTRIBUTION</u>	\$ 1,950,000		\$ 1,950,000	-
<u>LAND MGMT RESERVE CONTRIBUTION</u>	248,000		248,000	-
<u>ENERGY CONTINGENCY RESERVE</u>	350,000	(350,000)	-	-100.0%
<u>CONTINGENCY RESERVE CONTRIBUTION</u>	-		-	-
TOTAL GEN FUND & RESERVE CONTRIBUTIONS	\$ 9,131,000	\$ 295,020	\$ 9,426,020	3.2%
<u>DEBT SERVICE</u>				
Buses (1990)	\$ -		\$ -	-
LRV Sale/Leaseback (1995)	7,600,623		7,600,623	-
Regional Transit Management System (2002)	3,849,400		3,849,400	-
Automated Fare Collection (2003)	840,435		840,435	-
Revenue Anticipation Notes (2005)	250,000		250,000	-
TOTAL DEBT SERVICE:	\$ 12,540,458	\$ -	\$ 12,540,458	-
<u>TRANSPORTATION SERVICES</u>				
<u>TRANSIT OPERATING CONTRACTS:</u>				
San Diego Transit	\$ 49,754,448	\$ 3,676,549	\$ 53,430,997	7.4%
San Diego Trolley (Base Operations)	18,652,550	(2,559,852)	16,092,698	-13.7%
San Diego Trolley (MVE Startup Expenses)	2,608,625	-	2,608,625	-
MTS Contract Services - Fixed Route	26,132,000	209,900	26,341,900	0.8%
MTS Contract Services - Paratransit	10,289,200	(497,771)	9,791,429	-4.8%
Chula Vista Transit	4,283,265	93,953	4,377,218	2.2%
National City Transit	1,380,016	140,722	1,520,738	10.2%
Coronado Ferry	131,124	-	131,124	-
Administrative Pass-Through	344,180	-	344,180	-
OPERATING CONTRACTS SUBTOTAL:	\$ 113,575,408	\$ 1,063,500	\$ 114,638,909	0.9%
<u>OTHER SERVICES:</u>				
Taxicab Administration	\$ 998,262	\$ -	\$ 998,262	-
San Diego and Arizona Eastern	180,000	-	180,000	-
OTHER SERVICES SUBTOTAL:	\$ 1,178,262	\$ -	\$ 1,178,262	-
TOTAL TRANSPORTATION SERVICES:	\$ 114,753,671	\$ 1,063,500	\$ 115,817,171	0.9%
GRAND TOTAL:	\$ 136,425,129	\$ 1,358,520	\$ 137,783,649	1.0%

**METROPOLITAN TRANSIT SYSTEM
 COMBINED OPERATIONS
 FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31 (a)	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
REVENUE:					
Passenger Fares	67,672,686	68,005,000	35,755,906	68,912,400	907,400
Advertising	681,305	800,000	370,601	740,000	(60,000)
Contracted Service Revenue	52,270	25,000	-	25,000	-
Other	502,543	470,550	194,717	411,269	(59,281)
	<u>68,908,804</u>	<u>69,300,550</u>	<u>36,321,225</u>	<u>70,088,669</u>	<u>788,119</u>
EXPENSES:					
<u>Personnel</u>	78,884,226	84,722,862	42,341,122	86,390,217	(1,667,355)
<u>Outside Services:</u>					
Marketing	569,751	-	-	-	-
Security	4,468,264	4,810,038	2,746,500	5,322,613	(512,575)
Repair/Maintenance Services	3,264,912	3,143,404	1,753,483	3,335,511	(192,107)
Engines and Transmissions	1,072,786	1,138,800	327,362	1,012,003	126,797
Other Outside Services	3,976,852	4,731,591	1,693,405	3,903,113	828,478
Purchased Transportation	47,950,184	50,329,747	24,454,467	49,557,717	772,030
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	<u>61,302,749</u>	<u>64,153,580</u>	<u>30,975,217</u>	<u>63,130,957</u>	<u>1,022,624</u>
<u>Materials & Supplies:</u>					
Lubricants	132,380	176,505	69,196	165,772	10,733
Tires	571,375	614,407	300,341	614,407	-
Other Materials & Supplies	6,727,904	6,908,016	4,135,839	7,530,370	(622,354)
Total Maint. Parts & Supplies:	<u>7,431,659</u>	<u>7,698,928</u>	<u>4,505,376</u>	<u>8,310,549</u>	<u>(611,621)</u>
<u>Energy:</u>					
Fuel	4,939,218	4,534,412	3,256,626	6,488,321	(1,953,909)
CNG	6,501,026	6,846,672	3,569,268	7,090,260	(243,588)
Electricity	6,603,671	7,744,021	3,278,862	6,677,389	1,066,632
Total Energy:	<u>18,043,915</u>	<u>19,125,105</u>	<u>10,104,755</u>	<u>20,255,970</u>	<u>(1,130,865)</u>
<u>Risk Management</u>	6,140,474	5,790,723	2,533,319	5,432,070	358,653
<u>General & Administrative</u>	685,970	848,339	270,324	671,434	176,905
TOTAL OPERATING EXPENSES	<u>172,488,993</u>	<u>182,339,537</u>	<u>90,730,113</u>	<u>184,191,197</u>	<u>(1,851,660)</u>
NET OPERATING COST	<u>(103,580,189)</u>	<u>(113,038,987)</u>	<u>(54,408,888)</u>	<u>(114,102,529)</u>	<u>(1,063,541)</u>
Vehicle/Facility Leases	165,603	192,241	57,788	192,200	(41)
NET COST AFTER DEPOSIT	<u>(103,745,792)</u>	<u>(113,231,228)</u>	<u>(54,466,676)</u>	<u>(114,294,729)</u>	<u>(1,063,500)</u>

Attachment D

C-1

Farebox Recovery Ratio	39.2%	37.3%	39.4%	37.4%
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**METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TRANSIT CORPORATION
FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
			(a)		
REVENUE:					
Passenger Fares	22,500,659	22,740,000	11,302,213	21,180,000	(1,560,000)
Advertising	681,305	800,000	370,601	740,000	(60,000)
Contracted Service Revenue	52,270	25,000	-	25,000	-
Other	140,331	100,000	61,234	100,000	-
	<u>23,374,565</u>	<u>23,665,000</u>	<u>11,734,048</u>	<u>22,045,000</u>	<u>(1,620,000)</u>
EXPENSES:					
<u>Personnel</u>	53,974,321	56,466,452	28,454,738	57,210,986	(744,534)
<u>Outside Services:</u>					
Marketing	220,000	-	-	-	-
Security	935,082	1,009,688	465,544	715,892	293,796
Repair/Maintenance Services	528,498	574,345	310,867	554,345	20,000
Engines and Transmissions	672,641	638,800	173,466	513,800	125,000
Other Outside Services	1,174,766	1,391,977	572,378	1,316,977	75,000
Purchased Transportation	-	-	-	-	-
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	<u>3,530,987</u>	<u>3,614,810</u>	<u>1,522,255</u>	<u>3,101,014</u>	<u>513,796</u>
<u>Materials & Supplies:</u>					
Lubricants	114,583	120,530	66,105	120,530	-
Tires	543,648	588,407	293,866	588,407	-
Other Materials & Supplies	3,603,943	3,471,966	2,061,562	3,971,966	(500,000)
Total Maint. Parts & Supplies:	<u>4,262,174</u>	<u>4,180,903</u>	<u>2,421,533</u>	<u>4,680,903</u>	<u>(500,000)</u>
<u>Energy:</u>					
Fuel	2,225,700	1,807,061	1,560,493	3,079,662	(1,272,601)
CNG	3,310,212	3,348,798	1,766,370	3,508,798	(160,000)
Electricity	496,957	549,400	245,831	524,400	25,000
Total Energy:	<u>6,032,869</u>	<u>5,705,259</u>	<u>3,572,694</u>	<u>7,112,860</u>	<u>(1,407,601)</u>
<u>Risk Management</u>	3,398,712	2,998,798	1,369,246	2,958,798	40,000
<u>General & Administrative</u>	426,103	453,226	155,668	411,436	41,790
TOTAL OPERATING EXPENSES	<u>71,625,166</u>	<u>73,419,448</u>	<u>37,496,134</u>	<u>75,475,997</u>	<u>(2,056,549)</u>
NET OPERATING COST	<u>(48,250,601)</u>	<u>(49,754,448)</u>	<u>(25,762,086)</u>	<u>(53,430,997)</u>	<u>(3,676,549)</u>
Vehicle/Facility Leases	-	-	-	-	-
NET COST AFTER DEPOSIT	<u><u>(48,250,601)</u></u>	<u><u>(49,754,448)</u></u>	<u><u>(25,762,086)</u></u>	<u><u>(53,430,997)</u></u>	<u><u>(3,676,549)</u></u>

**METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TROLLEY INCORPORATED
FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
			(a)		
REVENUE:					
Passenger Fares	24,196,943	24,500,000	13,850,232	27,271,900	2,771,900
Advertising	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-
Other	362,212	370,550	133,483	311,269	(59,281)
	<u>24,559,155</u>	<u>24,870,550</u>	<u>13,983,716</u>	<u>27,583,169</u>	<u>2,712,619</u>
EXPENSES:					
<u>Personnel</u>	22,261,990	25,435,350	12,547,259	26,389,642	(954,292)
<u>Outside Services:</u>					
Marketing	251,846	-	-	-	-
Security	3,502,539	3,745,350	2,262,043	4,551,721	(806,371)
Repair/Maintenance Services	2,592,790	2,391,475	1,368,972	2,603,674	(212,199)
Engines and Transmissions	-	-	-	-	-
Other Outside Services	1,287,473	1,350,475	453,715	794,322	556,153
Purchased Transportation	-	-	-	-	-
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	<u>7,634,648</u>	<u>7,487,300</u>	<u>4,084,730</u>	<u>7,949,717</u>	<u>(462,417)</u>
<u>Materials & Supplies:</u>					
Lubricants	12,404	43,975	890	37,242	6,733
Tires	-	-	-	-	-
Other Materials & Supplies	2,978,080	3,306,050	2,017,042	3,433,404	(127,354)
Total Maint. Parts & Supplies:	<u>2,990,484</u>	<u>3,350,025</u>	<u>2,017,932</u>	<u>3,470,646</u>	<u>(120,621)</u>
<u>Energy:</u>					
Fuel	253,673	281,575	151,721	311,074	(29,499)
CNG	-	-	-	-	-
Electricity	5,989,831	7,028,325	2,965,430	6,005,072	1,023,253
Total Energy:	<u>6,243,504</u>	<u>7,309,900</u>	<u>3,117,151</u>	<u>6,316,146</u>	<u>993,754</u>
<u>Risk Management</u>	2,356,202	2,232,225	985,006	1,976,572	255,653
<u>General & Administrative</u>	194,734	316,925	84,055	181,768	135,157
TOTAL OPERATING EXPENSES	<u>41,681,562</u>	<u>46,131,725</u>	<u>22,836,133</u>	<u>46,284,491</u>	<u>(152,766)</u>
NET OPERATING COST	<u>(17,122,407)</u>	<u>(21,261,175)</u>	<u>(8,852,417)</u>	<u>(18,701,323)</u>	<u>2,559,852</u>
Vehicle/Facility Leases	-	-	-	-	-
NET COST AFTER DEPOSIT	<u>(17,122,407)</u>	<u>(21,261,175)</u>	<u>(8,852,417)</u>	<u>(18,701,323)</u>	<u>2,559,852</u>

**METROPOLITAN TRANSIT SYSTEM
CONTRACT SERVICES - FIXED ROUTE
FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31 (a)	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
REVENUE:					
Passenger Fares	15,327,437	15,200,000	8,007,586	15,200,000	-
Advertising	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-
Other	-	-	-	-	-
	15,327,437	15,200,000	8,007,586	15,200,000	-
EXPENSES:					
<u>Personnel</u>	408,477	438,000	184,457	397,000	41,000
<u>Outside Services:</u>					
Marketing	75,847	-	-	-	-
Security	30,643	45,000	9,793	45,000	-
Repair/Maintenance Services	-	-	-	-	-
Engines and Transmissions	340,094	387,000	135,434	417,000	(30,000)
Other Outside Services	542,741	758,200	255,580	590,700	167,500
Purchased Transportation	33,946,531	35,407,000	17,512,528	35,267,000	140,000
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	34,935,856	36,597,200	17,913,335	36,319,700	277,500
<u>Materials & Supplies:</u>					
Lubricants	-	-	-	-	-
Tires	-	-	-	-	-
Other Materials & Supplies	-	-	-	-	-
Total Maint. Parts & Supplies:	-	-	-	-	-
<u>Energy:</u>					
Fuel	1,396,347	1,294,800	888,394	1,760,200	(465,400)
CNG	2,691,138	2,968,000	1,540,617	3,031,000	(63,000)
Electricity	-	-	-	-	-
Total Energy:	4,087,485	4,262,800	2,429,011	4,791,200	(528,400)
<u>Risk Management</u>	-	-	-	-	-
<u>General & Administrative</u>	15,250	14,000	5,158	14,000	-
TOTAL OPERATING EXPENSES	39,447,068	41,312,000	20,531,961	41,521,900	(209,900)
NET OPERATING COST	(24,119,631)	(26,112,000)	(12,524,375)	(26,321,900)	(209,900)
Vehicle/Facility Leases	-	20,000	5,000	20,000	-
NET COST AFTER DEPOSIT	(24,119,631)	(26,132,000)	(12,529,375)	(26,341,900)	(209,900)

		Attachment G		
Farebox Recovery Ratio	38.9%	36.8%	39.0%	36.6%

**METROPOLITAN TRANSIT SYSTEM
CONTRACT SERVICES - PARATRANSIT
FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31 (a)	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
REVENUE:					
Passenger Fares	1,836,902	1,640,000	674,896	1,535,000	(105,000)
Advertising	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-
Other	-	-	-	-	-
	1,836,902	1,640,000	674,896	1,535,000	(105,000)
EXPENSES:					
<u>Personnel</u>	205,931	277,000	117,010	271,000	6,000
<u>Outside Services:</u>					
Marketing	200	-	-	-	-
Security	-	-	-	-	-
Repair/Maintenance Services	-	-	-	-	-
Engines and Transmissions	8,892	-	9,859	-	-
Other Outside Services	428,621	561,500	249,110	534,300	27,200
Purchased Transportation	9,174,270	9,905,000	4,487,000	9,305,000	600,000
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	9,611,983	10,466,500	4,745,969	9,839,300	627,200
<u>Materials & Supplies:</u>					
Lubricants	-	-	-	-	-
Tires	-	-	-	-	-
Other Materials & Supplies	-	-	-	-	-
Total Maint. Parts & Supplies:	-	-	-	-	-
<u>Energy:</u>					
Fuel	757,553	870,500	470,300	943,929	(73,429)
CNG	-	-	-	-	-
Electricity	-	-	-	-	-
Total Energy:	757,553	870,500	470,300	943,929	(73,429)
<u>Risk Management</u>	30,563	137,000	-	94,000	43,000
<u>General & Administrative</u>	3,857	6,000	1,002	6,000	-
TOTAL OPERATING EXPENSES	10,609,887	11,757,000	5,334,281	11,154,229	602,771
NET OPERATING COST	(8,772,985)	(10,117,000)	(4,659,385)	(9,619,229)	497,771
Vehicle/Facility Leases	165,587	172,200	52,788	172,200	-
NET COST AFTER DEPOSIT	(8,938,572)	(10,289,200)	(4,712,173)	(9,791,429)	497,771

**METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT
FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31 (a)	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
REVENUE:					
Passenger Fares	2,492,050	2,550,000	1,262,617	2,425,000	(125,000)
Advertising	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-
Other	-	-	-	-	-
	2,492,050	2,550,000	1,262,617	2,425,000	(125,000)
EXPENSES:					
<u>Personnel</u>	601,001	668,060	315,133	653,589	14,471
<u>Outside Services:</u>					
Marketing	-	-	-	-	-
Security	-	-	-	-	-
Repair/Maintenance Services	90,271	107,584	52,866	107,492	92
Engines and Transmissions	51,159	113,000	8,603	81,203	31,797
Other Outside Services	119,807	191,439	30,778	188,814	2,625
Purchased Transportation	4,702,075	4,886,623	2,389,377	4,854,593	32,030
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	4,963,312	5,298,646	2,481,624	5,232,102	66,544
<u>Materials & Supplies:</u>					
Lubricants	-	-	-	-	-
Tires	-	-	-	-	-
Other Materials & Supplies	-	-	-	-	-
Total Maint. Parts & Supplies:	-	-	-	-	-
<u>Energy:</u>					
Fuel	99,283	109,976	66,880	142,618	(32,642)
CNG	499,676	527,624	262,281	550,462	(22,838)
Electricity	96,244	128,046	57,200	122,517	5,529
Total Energy:	695,203	765,646	386,361	815,597	(49,951)
<u>Risk Management</u>	27,875	62,700	-	62,700	-
<u>General & Administrative</u>	31,244	38,188	12,519	38,230	(42)
TOTAL OPERATING EXPENSES	6,318,635	6,833,240	3,195,637	6,802,218	31,022
NET OPERATING COST	(3,826,585)	(4,283,240)	(1,933,020)	(4,377,218)	(93,978)
Vehicle/Facility Leases	-	25	-	-	(25)
NET COST AFTER DEPOSIT	(3,826,585)	(4,283,265)	(1,933,020)	(4,377,218)	(93,953)

Farebox Recovery Ratio 39.4% Attachment I 37.3% 39.5% 35.7%

**METROPOLITAN TRANSIT SYSTEM
NATIONAL CITY TRANSIT
FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31 (a)	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
REVENUE:					
Passenger Fares	1,318,695	1,375,000	658,363	1,300,500	(74,500)
Advertising	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-
Other	-	-	-	-	-
	1,318,695	1,375,000	658,363	1,300,500	(74,500)
EXPENSES:					
<u>Personnel</u>	1,432,506	1,438,000	722,525	1,468,000	(30,000)
<u>Outside Services:</u>					
Marketing	21,858	-	-	-	-
Security	-	10,000	9,120	10,000	-
Repair/Maintenance Services	53,353	70,000	20,778	70,000	-
Engines and Transmissions	-	-	-	-	-
Other Outside Services	423,444	478,000	131,844	478,000	-
Purchased Transportation	-	-	-	-	-
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	498,655	558,000	161,741	558,000	-
<u>Materials & Supplies:</u>					
Lubricants	5,393	12,000	2,201	8,000	4,000
Tires	27,727	26,000	6,475	26,000	-
Other Materials & Supplies	145,881	130,000	57,235	125,000	5,000
Total Maint. Parts & Supplies:	179,001	168,000	65,911	159,000	9,000
<u>Energy:</u>					
Fuel	206,662	170,500	118,838	250,838	(80,338)
CNG		2,250	-	-	2,250
Electricity	20,639	38,250	10,400	25,400	12,850
Total Energy:	227,301	211,000	129,238	276,238	(65,238)
<u>Risk Management</u>	327,122	360,000	179,068	340,000	20,000
<u>General & Administrative</u>	14,782	20,000	11,922	20,000	-
TOTAL OPERATING EXPENSES	2,679,367	2,755,000	1,270,406	2,821,238	(66,238)
NET OPERATING COST	(1,360,671)	(1,380,000)	(612,043)	(1,520,738)	(140,738)
Vehicle/Facility Leases	16	16	-	-	(16)
NET COST AFTER DEPOSIT	(1,360,687)	(1,380,016)	(612,043)	(1,520,738)	(140,722)

**METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
FY 05 PROPOSED BUDGET AMENDMENT**

	FY04 ACTUAL	FY05 BUDGET	FY 05 ACTUAL THROUGH 12/31 (a)	FY 05 PROJECTED	FY 05 BUDGET CHANGE FAVORABLE (UNFAVORABLE)
REVENUE:					
Passenger Fares	-	-	-	-	-
Advertising	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-
Other	-	-	-	-	-
	-	-	-	-	-
EXPENSES:					
<u>Personnel</u>	-	-	-	-	-
<u>Outside Services:</u>					
Marketing	-	-	-	-	-
Security	-	-	-	-	-
Repair/Maintenance Services	-	-	-	-	-
Engines and Transmissions	-	-	-	-	-
Other Outside Services	-	-	-	-	-
Purchased Transportation	127,308	131,124	65,562	131,124	-
Other Contracted Bus Services	-	-	-	-	-
Total Outside Services:	127,308	131,124	65,562	131,124	-
<u>Materials & Supplies:</u>					
Lubricants	-	-	-	-	-
Tires	-	-	-	-	-
Other Materials & Supplies	-	-	-	-	-
Total Maint. Parts & Supplies:	-	-	-	-	-
<u>Energy:</u>					
Fuel	-	-	-	-	-
CNG	-	-	-	-	-
Electricity	-	-	-	-	-
Total Energy:	-	-	-	-	-
<u>Risk Management</u>	-	-	-	-	-
<u>General & Administrative</u>	-	-	-	-	-
TOTAL OPERATING EXPENSES	127,308	131,124	65,562	131,124	-
NET OPERATING COST	(127,308)	(131,124)	(65,562)	(131,124)	-
Vehicle/Facility Leases	-	-	-	-	-
NET COST AFTER DEPOSIT	(127,308)	(131,124)	(65,562)	(131,124)	-

COMBINED MTS FY 05 CIP ADJUSTMENT

WBS #	PROJECT NAME	CURRENT BUDGET	REVISED BUDGET	CHANGE
1074000	25 TH & Commercial Street Station Shelter Upgrade	\$537,000	\$697,100	\$160,100
1074100	LRT Station and Parking Lot Improvement	\$529,000	\$522,500	(\$6,500)
1083900	Station and Parking Lot Lighting	\$336,300	\$309,700	(\$26,000)
1089300	Sweetwater Flats Switch Replacement	\$315,000	\$214,500	(\$100,500)
1084300	Fenton Parkway Grade Crossing	\$100,000	\$96,500	(\$3,500)
1106900	Regional Miscellaneous Operational Capital	\$207,600	\$184,600	(\$23,000)
1100200	KMD Drop Table Paint Booth	\$1,020,000	\$820,000	(\$200,000)
1112900	IAD Steam Rack	\$235,000	\$435,000	\$200,000

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COMBINED MTS FY 05 CIP ADJUSTMENT

Mission Valley East LRT Project Approved Construction Contingency Changes

	Segment/Contract No.				
	109918GR	1010	1010	109918LM	109918TR
	Grantville LRT 426.3	SDSU Utility LRT 426.2	SDSU LRT 426.1	La Mesa LRT 426.4	Track & Systems LRT 426.5
5% Original Construction Contingency	\$ 2,871,502	\$ 451,731	\$ 4,135,020	\$ 2,981,094	\$ 2,192,878
4/19/01 AI #6		\$ 150,000			
8/09/01 AI #24		\$ 100,000			
8/22/02 AI #9			\$ 500,000		
9/12/02 AI #30			\$ 1,500,000		
11/14/02 AI #18			\$ 450,000		
12/12/2002 AI #33	\$ 500,000		\$ 2,000,000		
1/16/2003 AI #37			\$ 4,200,000		
2/27/2003 AI #18	\$ 750,000				
4/24/2003 AI #5	\$ 500,000				
5/8/2003 AI #10				\$ 500,000	
DW to provide backup		\$ 247,546	\$ (247,546)		
8/7/2003 AI #9	\$ 600,000		\$ 800,000		
10/30/2003 AI #9			\$ 1,000,000		
12/11/2003 AI # 5	\$ 500,000		\$ 1,000,000		
3/25/2004 AI#18	\$ 100,000			\$ 500,000	
4/29/04 AI#12		250,000			
07/08/2004 AI#6			\$ 1,300,000		
09/23/2004 AI#			\$ 1,300,000		
09/23/2004 AI#		\$ (130,000)	\$ 130,000		
02/24/05 AI#	\$ 100,000				\$ 800,000
Approved Construction Contingency	\$ 5,921,502	\$ 1,069,277	\$ 18,067,474	\$ 3,981,094	\$ 2,992,878



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Agenda

Item No. 2C

MTS Operations Finance Workshop

FIN 310.1 (PC 30100)

February 24, 2005

SUBJECT:

SDTC: PENSION BOND RESULTS UPDATE

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None at this time.

DISCUSSION:

Pension Bond Results Update

In October of 2004 the Board approved and San Diego Transit Corporation (SDTC) issued pension obligation bonds (POBs) in order to refinance SDTC's retirement system's unfunded liability. The bond debt of \$77,490,000 paid 85 percent of the unfunded liability and the FY 2005 normal cost portion of SDTC's pension expenses. This portion was \$2,823,000 of SDTC's projected \$7,072,000 in pension expenses. The reason was to provide flexibility in funding given rising energy prices and the use of reserves to finance a significant portion of FY 2005 operations. The difference between the bond debt payment in FY 05 and 85 percent of the pension contribution related to the unfunded actuarial liability in FY 05 is projected to be \$1,503,000. These combine to generate \$4,325,000 in funds available in FY 05. Staff is working with our actuary to determine final projected results.

None of the above has been reflected in the FY 2005 midyear budget adjustment thus far as staff awaits direction from the Board. There are three main options for the whole amount (\$4,325,000), each part (\$2,823,000 and \$1,502,000), or any part thereof.

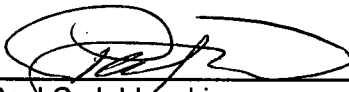


Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

1. pay down the bond debt;
2. use for operations (thus reducing the amount needed from the contingency reserve); or
3. apply to a pension reserve.

Staff recommends using the \$2,823,000 to pay down the bond debt and put the \$1,502,000 into a pension reserve. As the \$2,823,000 was part of SDTC's originally budgeted expense for FY 2005, fully funding the cost rather than have it add to the debt burden best matches current costs with current revenues and provides the most fiscally prudent use of the money. By establishing the \$1,502,000 in a pension reserve, MTS can achieve two goals: (1) money will set aside for those years when pension contributions rise above a targeted level. This often comes from a downward trend in the stock market; and (2) this money could be utilized at some future date to move SDTC's pension system into the Public Employees Retirement System (PERS). This would then remove the largest obstacle for a consolidation of the three agencies.



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Chief Executive Officer

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JGarde
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2/15/05

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

ORDER REQUEST RECEIVED

2 C
2 C
1

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

@ 8:48

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 2-24-05
Name (PLEASE PRINT) STEVE ALCOVE
Address 10393 SAN DIEGO MISSION RD STE 205
SAN DIEGO CA 92108
Telephone 619 563-1309
Organization Represented (if any) PRESIDENT AMALGAMATED TRANSIT
UNION LOCAL 1309
Subject of your remarks: PENSION FUNDS

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.****



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Agenda

Item No. 2d

MTS Operations Finance Workshop

FIN 310.1 (PC 30100)

February 24, 2005

SUBJECT:

MTS: FY 2006 BUDGET DEVELOPMENT

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None at this time.

DISCUSSION:

FY 2006 Preliminary Revenue

Attachment A provides a preliminary look at projected fiscal year 2006 revenue.

FY 2006 Preliminary Nonoperating Revenues. Recurring revenues are projected to rise \$14,288,000 or 7.9 percent. This assumes the maximum available use of all federal monies for preventative maintenance (operations) rather than capital purchases as has been done in prior years. These funds are then not available for capital needs.

The increase is due to (1) a general rise in sales tax proceeds, which has fueled the increase in Transportation Development Act (TDA) and State Transit Assistant (STA) funds, and (2) a shift in funding from TransNet increasing the operating portion.

Additional nonrecurring revenues are projected at \$8,714,000. These projected revenues are for a period of one to three years and cannot be expected to be obtained beyond that time frame. The first is federal planning funds, which are on a year-to-year basis. Secondly, \$5,536,000 could be available from TransNet funds originally programmed for the Bus Rapid Transit Project (BRT). The amount for that project has



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been reduced from \$14,400,000 to \$3,682,000 in TransNet 1 to be refunded in TransNet 2. This frees the balance of funds from FY 2006-2008 after which this source ends. Thirdly, federal funds are available for operating costs on Mission Valley East the first three years of its initial operations. This has been estimated for FY 06 at \$4,300,000.

FY 2006 Preliminary Operating Revenue

See Attachment B for detailed operating revenue projections by operator for fiscal year 2006.

The fiscal year projections are the result of January 30, 2005, service changes and adjustments within internal bus operations to Routes 1, 13/14, 18, and 81, but do not reflect Comprehensive Operational Analysis (COA) impacts.

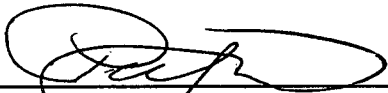
Internal bus operations is projected to produce 1,464,000 (6.1%) less passengers in fiscal year 2006 than in fiscal year 2005, primarily due to the service change adjustments (approximately 314,000 passengers) detailed above as well as continued downward ridership trends (approximately 1,150,000 passengers). These passenger reductions will unfavorably impact fiscal year fare revenues by 5.4 percent (\$1,148,000).

Rail operations are broken into two components – Rail Operations Base and Rail Operations Mission Valley East. Rail Operations base levels are projected to remain relatively level from fiscal year 2005 to fiscal year 2006. This is primarily due to the assumed natural increasing ridership trends offset by a decline in PETCO Park ridership. Due to PETCO Park's inaugural season, as well as the construction of additional parking structures around PETCO Park, we are projecting a decrease in PETCO Park passenger levels. Rail operations Mission Valley East is projected to generate just over 4,000,000 passengers in fiscal year 2006, resulting in \$2,891,000 in fare revenues.

Combined passenger levels for all other operators are projected to increase by 144,000 (0.6%), which will contribute an additional \$113,000 (0.6%) in operating revenue.

FY 2006 Preliminary Assumptions

See Attachment C for detailed fiscal year 2006 preliminary assumptions.



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2/15/05

Attachments: A. Revenues
B. Revenue Analysis
C. Budget Assumptions

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET
REVENUES
FISCAL YEAR 2006

	<u>BUDGET FY05</u>	<u>PROJECTED FY05</u>	<u>BUDGET FY06</u>	<u>DOLLAR CHANGE BUDGET/ PROJECTED</u>	<u>% CHANGE BUDGET/ PROJECTED</u>
RECURRING					
OPERATING					
PASSENGER REVENUE	68,005,000	68,912,400	70,791,606	1,879,206	2.7%
ADVERTISING REVENUE	800,000	740,000	740,000	-	0.0%
CONTRACT SERVICE REVENUE	25,000	25,000	25,000	-	0.0%
OTHER INCOME	470,550	411,269	410,000	(1,269)	-0.3%
TOTAL OPERATING REVENUES	<u>69,300,550</u>	<u>70,088,669</u>	<u>71,966,606</u>	<u>1,877,937</u>	<u>2.7%</u>
NON OPERATING REVENUE					
STATE REVENUE	538,000	778,000	556,000	(222,000)	-28.5%
FEDERAL REVENUE	24,211,947	24,433,947	24,418,000	(15,947)	-0.1%
LOCAL - TRANS DEVELOPMENT ACT (TDA)	67,102,935	67,349,455	71,528,000	4,178,545	6.2%
TRANSNET	10,221,853	10,221,853	17,178,693	6,956,840	68.1%
OTHER LOCAL	1,838,483	1,838,483	1,863,418	24,935	1.4%
STATE TRANSIT ASSISTANCE (STA)	4,909,823	4,909,823	6,572,986	1,663,163	33.9%
OTHER FUNDS	1,889,892	1,889,892	1,714,892	(175,000)	-9.3%
TOTAL NON OPERATING REVENUE	<u>110,712,933</u>	<u>111,421,453</u>	<u>123,831,989</u>	<u>12,410,536</u>	<u>11.1%</u>
TOTAL RECURRING REVENUES	<u>180,013,483</u>	<u>181,510,122</u>	<u>195,798,595</u>	<u>14,288,473</u>	<u>7.9%</u>
NON RECURRING					
USE OF BRT FUNDS	3,500,000	3,500,000	4,413,629	913,629	26.1%
MISSION VALLEY EAST CAPITAL START UP	2,000,000	2,000,000		(2,000,000)	-100.0%
FEDERAL CMAQ FOR MISSION VALLEY EAST	538,816	538,816	4,300,000	3,761,184	698.0%
CONTINGENCY RESERVES	7,523,433	8,173,433		(8,173,433)	-100.0%
TOTAL NON RECURRING REVENUES	<u>13,562,249</u>	<u>14,212,249</u>	<u>8,713,629</u>	<u>(5,498,620)</u>	<u>-38.7%</u>
TOTAL REVENUES	<u>193,575,732</u>	<u>195,722,371</u>	<u>204,512,224</u>	<u>8,789,853</u>	<u>4.5%</u>

Notes

In order to provide greater comparability this schedules excludes

Lease/Leaseback Revenue of \$7,600,623 for FY 2005 and \$10,301,827 for FY 2006

Debt Service Revenue of \$3,751,868 for FY 2005 and \$4,500,000 for FY 2006

**Metropolitan Transit System
Combined Operations
FY 2006 Operating Revenue Analysis**

	FY05 Mid Year Proj.	FY06 Budget	Variance	Variance Percentage
Total Fare Revenue				
Internal Bus Operations	21,180,000	20,032,488	(1,147,512)	-5.4%
Rail Operations - Base	27,271,900	27,293,950	22,050	0.1%
Rail Operations - MVE	-	2,891,324	2,891,324	-
MCS - Fixed Route	15,200,000	15,300,000	100,000	0.7%
MCS - Paratransit	1,535,000	1,550,000	15,000	1.0%
Chula Vista Transit	2,425,000	2,423,344	(1,656)	-0.1%
National City Transit	1,300,500	1,300,500	-	0.0%
Coronado Ferry	-	-	-	-
Total	68,912,400	70,791,606	1,879,206	2.7%

Total Passengers

Internal Bus Operations	24,001,589	22,538,000	(1,463,589)	-6.1%
Rail Operations - Base	29,942,291	29,966,500	24,209	0.1%
Rail Operations - MVE	-	4,015,000	4,015,000	-
MCS - Fixed Route	18,000,000	18,058,000	58,000	0.3%
MCS - Paratransit	628,000	625,000	(3,000)	-0.5%
Chula Vista Transit	3,037,008	3,118,000	80,992	2.7%
National City Transit	1,615,185	1,632,000	16,815	1.0%
Coronado Ferry	84,624	76,220	(8,404)	-9.9%
Total	77,308,697	80,028,720	2,720,023	3.5%

METROPOLITAN TRANSIT SYSTEM OPERATORS FY 2006 PRELIMINARY BUDGET ASSUMPTIONS

OPERATIONS

Services: Generally, FY 2005 service levels are assumed in developing the base projections.

Following are the base level guaranteed miles and hours, adjusted and annualized for approved service changes, which will be used as a starting point in developing the FY 2006 budget.

Revenue Miles				
	FY05 Mid Year Proj.	FY06 Budget	Variance	Variance Percentage
Internal Bus Operations	10,123,936	9,996,392	(127,544)	-1.3%
Rail Operations - Base	7,145,041	7,147,970	2,929	0.0%
Rail Operations - MVE	-	2,633,904	2,633,904	-
MCS - Fixed Route	9,056,668	9,118,471	61,803	0.7%
MCS - Paratransit	3,758,000	3,860,000	102,000	2.7%
Chula Vista Transit	1,386,586	1,407,510	20,925	1.5%
National City Transit	476,289	480,000	3,711	0.8%
Coronado Ferry	-	-	-	-
Total	31,946,519	34,644,247	2,697,728	8.4%

Revenue Hours				
	FY05 Mid Year Proj.	FY06 Budget	Variance	Variance Percentage
Internal Bus Operations	848,915	862,525	13,610	1.6%
Rail Operations - Base	371,517	368,024	(3,493)	-0.9%
Rail Operations - MVE	-	145,719	145,719	-
MCS - Fixed Route	743,069	751,931	8,862	1.2%
MCS - Paratransit	207,619	213,000	5,381	2.6%
Chula Vista Transit	107,772	108,543	771	0.7%
National City Transit	42,146	42,000	(146)	-0.3%
Coronado Ferry	-	-	-	-
Total	2,321,037	2,491,742	170,704	7.4%

* The following are the result of January 30, 2005 services changes and adjustments to routes 1, 13/14, 18 and 81, but do not reflect COA impacts.

Ridership and Fares. MTS assumes the responsibility of projecting fare revenue for all the MTS operators, with input from each operator. MTS has been authorized to increase regional monthly

passes by \$2.00, effective at the start of FY 2006. Following are the projected annual passenger levels for the 2006 fiscal year.

Passenger Levels				
	FY05 Mid Year Proj.	FY06 Budget	Variance	Variance Percentage
Internal Bus Operations	24,001,589	22,538,000	(1,463,589)	-6.1%
Rail Operations - Base	29,942,291	29,966,500	24,209	0.1%
Rail Operations - MVE	-	4,015,000	4,015,000	-
MCS - Fixed Route	18,000,000	18,058,000	58,000	0.3%
MCS - Paratransit	628,000	625,000	(3,000)	-0.5%
Chula Vista Transit	3,037,008	3,118,000	80,992	2.7%
National City Transit	1,615,185	1,632,000	16,815	1.0%
Coronado Ferry	84,624	76,220	(8,404)	-
Total	77,308,697	80,028,720	2,720,023	3.5%

EXPENSES

We attempt to identify specific assumptions for as many of the expenditure line items as possible. For those line items that are more general in nature (repair/maintenance services, other outside services, lubricants, tires/tubes, other materials, and supplies), we propose using an inflation factor of 2 percent to 4 percent. Changes relative to FY 2006 budget will be adjusted as we get closer to the end of FY 2005 and actual expenses for FY 2005 will be used as the base.

Purchased Transportation. This line item is for transit services operated under third-party contracts. Actual contracted rates will be used as follows.

	<u>Contractor</u>	<u>Contract Hourly Rate</u>	<u>Contract Mileage Rate</u>	<u>Monthly Fixed Cost</u>
MTS Contract Services:				
Fixed Route-SBMF	ATC/Vancom	\$23.978 ⁽³⁾	\$3.8926	
Fixed Route-East County	Laidlaw	\$15.83 - \$16.385 ⁽³⁾	\$3.742 - \$3.854 ⁽²⁾	
Fixed Route-Poway	Laidlaw		\$2.8371	
Fixed Route-Express	Coach USA		\$6.11 ⁽²⁾	
Fixed Route-Flex 900	Southland Transit	\$34.55		
Fixed Route-Flex 800 (fixed)	Laidlaw			\$147,500 ⁽¹⁾
Fixed Route-Flex - Var	Laidlaw	\$24.37		
Paratransit-MTS DART	Southland Transit	\$33.82 / \$34.55		
Sorrento Valley				
Coaster Connection	Laidlaw	\$51.98		
ADA-MTS Access	Laidlaw	\$48.37		

ADA vans-variable	Laidlaw	\$23.91		
ADA minibus-variable ⁽⁵⁾	Laidlaw	\$24.83		
ADA-fixed rate	Laidlaw		\$147,500 ⁽¹⁾	
Rural Services (fixed monthly)	Laidlaw		\$34,716 - \$39,473	
Rural Services (variable)	Laidlaw	\$14.14 - \$14.78		

Chula Vista Transit	ATC/Vancom	\$20.86	\$3.4433	\$16,583
Coronado Ferry	TBD			\$11,000

⁽¹⁾ Fixed monthly rate of \$147,500 covers both ADA and Dial-a-Ride/Flex Routes.

⁽²⁾ Mileage rate changes on October 1 of each year.

⁽³⁾ Standby bus charged by revenue hour.

⁽⁴⁾ Fixed monthly rate changes August 1 of each year.

Risk Management. We experienced minor increases when we renewed last year as the insurance market continued to stabilize. Based on preliminary information, we'll budget a 2 percent increase in liability insurance, and stabilized Property and excess Workers' Compensation coverage. Two areas have been identified which, may have an impact on insurance premium costs. The first includes the timing of the addition of the insurance (liability and property) for the Mission Valley East Light Rail Extension Project. A prorated increase in excess liability premium may be anticipated based on the increase in total trolley car miles and estimated passenger count. The second factor may be the renewal of Terrorism Risk Insurance Act (TRIA) which, is scheduled to expire on December 31, 2005. Without TRIA in place, a question as to whether the cost of terrorism coverage will increase or even be available for the portion of the policies that go beyond December 31, 2005 remains.

MTS, SDTC, and SDTI have a self-insured retention limit for liability claims of \$2 million, which means MTS is responsible for the first \$2 million on every liability claim payout. Liability insurance is purchased for payments in excess of \$2 million. In order to provide for the financial exposure on the first \$2 million, the MTS Board established a Liability Claims Reserve, which is governed by MTS Board Policy No. 46. The policy requires the maintenance of a minimum level of \$2 million in the reserve. Any use of the reserve is replenished in the next budget cycle. The current balance of the reserve is approximately \$2.0 million. Based on our known claims, it appears that we will not be paying out any amount from the consolidated Liability Claims Reserve Account during the current fiscal year. We should therefore not have the need to budget additional funds to add into the fund for FY 2006.

MTS, SDTC and SDTI are self-insured for workers compensation. The program is administered by a third-party contractor. The estimated cost for administering the program, as well as the estimated claims and out-of-pocket costs are summarized below:

Estimated Workers Compensation

	FY05 Mid Year Proj.	FY06 Budget	Variance	Variance Percentage
Internal Bus Operations	3,916,950	4,034,459	117,509	3.0%
Rail Operations - Base	805,742	829,914	24,172	3.0%
Total	4,722,692	4,864,373	141,681	3.0%

Above costs are personnel related and include wages paid, medical bills, & settlements. Insurance premiums, third party administrative fees and attorney fees will be projected separately.

Diesel Fuel/Compressed Natural Gas (CNG) Fuel/Electricity. The following unit costs will be assumed.

	<u>Current Experience</u>	<u>Proposed 2006</u>	<u>Proposed FY 07 - 10</u>
Diesel (based on per gallon) ⁽¹⁾	\$1.46 - \$1.72	\$1.60	\$1.65 - \$1.85
CNG (based on per therm)	\$0.96 - \$1.14	\$1.05	\$1.08 - \$1.21
Electricity (based on per kWh) ⁽²⁾	\$0.138 - \$0.142	\$0.145	\$0.149 - \$0.168

⁽¹⁾ Diesel rates are based on the consolidated group bid price projections. Individual operators may have additional minor delivery or other costs built into their cost structure.

⁽²⁾ Electricity rates are expected to rise due to a mandatory CPP (Critical Peak Price) rate increase toward the beginning of fiscal year 2006. Details on rate increase to be calculated by the local utility and may change the \$0.145 proposed rate.

The following usage will be assumed:

Energy Consumption

	FY05 Mid Year Proj.	FY06 Budget	Variance	Variance Percentage
Diesel (gallons)	3,505,006	1,941,004	(1,564,002)	-44.6%
CNG (therms)	6,970,984	8,549,930	1,578,946	22.7%
Electricity (kWh)	46,430,998	61,033,547	14,602,549	31.5%

* Note San Diego Transit expects 41 new CNG buses replacing 41 old diesel buses.

Every \$0.01 change in the cost of diesel, CNG, and electricity has the following effect.

	<u>Diesel</u>	<u>CNG</u>	<u>Electricity</u>
Combined MTS Operators	\$34,360	\$74,720	\$468,700

Engine and Transmission Rebuilds. Contracted engine and transmission rebuilds are budgeted in a separate line item. The amount budgeted will be the vendor's rebuild cost. Following are the number of engine and transmission rebuilds to be budgeted by operator :⁽¹⁾

	<u>Number of Engines</u>	<u>Unit Cost</u>	<u>Number of Transmissions</u>	<u>Unit Cost</u>
SDTC	48	\$12,500	50	\$7,700
MTS Contract Services:				
SBMF Major rebuilds	10	\$16,000	20	\$8,000
SBMF Minor rebuilds	12	\$3,500	-	-
ECBMF Major rebuilds	5	\$15,000	6	\$8,000
ADA/FLEX rebuilds	8	\$7,000	8	\$4,000
Chula Vista Transit:				
Major rebuilds	2	\$25,000	2	\$15,000
Minor rebuilds	2	\$12,000	2	\$7,500
National City Transit	0	0	0	0

⁽¹⁾ Excludes potential impact of CARB regulations, which call for a 40% reduction in particulate matter emissions by Jan 2005.

⁽²⁾ Assumes some new vehicles will be delivered in FY06 to replace ADA and Flex minibuses and vans

Personnel. The following personnel assumptions do not include any COA impacts. We assume FY 2006 actual staffing levels as similar with FY2005 levels. Any personnel additions will require independent justification and examination by the Board of Directors. Following is the status of the labor contracts.

	<u>Expiration Date</u>
SDTC:	
IBEW 465 (maintenance)	December 31, 2007
ATU 1309 (operators and clerical)	December 31, 2006
SDTI:	
IBEW 465 (all other hourly)	December 31, 2005
Code Compliance	October 31, 2008
National City Transit:	
ATU 1309 (operators/mechanics)	July 31, 2007

MCS and Chula Vista Transit operator/mechanics contracts are included as part of their Management (Purchased Transportation) contracts. CVT expires on June 30, 2007.

Nonservice Costs. Staff will continue to analyze all nonservice-related costs to determine any appropriate changes that should be made for FY 2006.

Contingency Reserve. As of June 30, 2004, the unaudited contingency reserve balance remains at \$12,172,000 which includes the above proposed changes.



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Agenda

Item No. 2e

MTS Operations Finance Workshop

FIN 310.1 (PC 30100)

February 24, 2005

SUBJECT:

MTS: AMENDMENT TO FY 2006 CAPITAL IMPROVEMENT PROGRAM

RECOMMENDATION:

That the Board of Directors approve a \$700,000 reduction of federal formula program funding within the 2006 Capital Improvement Project (CIP) fund.

Budget Impact

\$700,000 reduction in FY 2006 CIP funds.

DISCUSSION:

On January 27, 2005, the Board of Directors approved the 2006 CIP, which included the federal program funding estimate of \$50,909,000. This estimate did not initially take into account the San Diego Association of Governments' (SANDAG's) regional planning funds. As a result, a \$700,000 reduction of these federal funds is necessary. With the reduction of this federal funding, the Regional Miscellaneous Operating Capital Project would reduce the approved amount of \$1,426,000 to \$726,000. See Attachment A for the adjusted FY 2006 CIP budget. This action was tentatively approved by the San Diego Association of Governments (SANDAG) Transportation Committee on February 18, 2005, contingent upon the MTS Board's action today.

Paul C. Jablonski
Chief Executive Officer
Key Staff Contact: Tom Lynch, 619.557.4538, Tom.Lynch@sdmts.com

JGarde/FEB24-05.2e.CIP.LMARINESI/2/15/05

Attachment: A. Adjusted FY 2006 CIP Budget



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.

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
A	Federal Formula Program Funding Estimate		\$50,209	\$52,436	\$54,009	\$55,629	\$57,298	
	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					
	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					
	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			\$24,344.6	\$16,245.0	\$22,909.1	\$26,629.4	\$28,298.2	

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY05	FY06 FUNDED PROJECTS	FY06 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	845.0	0.0	725.0	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	3,820.0	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 byside 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 tab #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)
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	

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY05	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
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 - FY08 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	
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 SBFM (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	

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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	800.0	600.0	800.0	
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	
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	88.0	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					\$509,356.7	\$107,268.5	\$24,344.7	\$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
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

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	848.0	0.0	728.0	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)	9,880.0	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	3,820.0	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	
29				Lease lines (alternative = run fiber thru bayside and OT corridor)			2,500.0	0.0	0.0	0.0	0.0	0.0	Transfer funds from Train Location (1140300) and Trolley Fiber Infrastructure (10498). See tab #2 for details
30			1140300	Centralized Train Control			2,400.0	0.0	0.0	0.0	0.0	0.0	
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	0.0	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)
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	88.6	90.6	100.1	105.2	

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY05	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
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 - FY08 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	
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 FL 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	1061800	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 MCOW 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	

Ref #	Agency	Priority	Project Number	PROJECT	TOTAL BUDGET	FUNDED THRU FY05	FY06 FUNDED PROJECTS	FY 06 UNFUNDED PROJECTS	FY07	FY08	FY09	FY10	NOTES
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	828.0	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	1,635.0	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	
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	378.0	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 - MWW & 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					\$509,358.7	\$107,268.5	\$24,344.7	\$50,956.8	\$82,721.1	\$144,308.3	\$64,568.2	\$49,662.1	

Projects Not with Federal Formula Funds													DRIFT 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
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 08. The amounts previously funded and requests for future years are reflected in the SVTC item above

Metropolitan Transit System Finance Workshop

MTS Board of Directors Meeting
February 24, 2005





Finance Workshop Agenda



- December 2004 Financial Review
- Combined MTS FY 2005 Mid Year Adjustment
- Pension Bond Results Update
- FY 2006 Preliminary Revenue (Non Operating and Operating)
- FY 2006 Preliminary Assumptions
- FY 2006 Capital Improvement Program Amendment



Net Operating Subsidy Variance Summary December 2004 (in 000's)		
	Month to Date Variance	Year to Date Variance
• Rail Operations Fare Revenue	\$ 53	\$ 1,268
• Outside Services, Risk and G&A Under Budget	24	1,020
• Internal Bus Operations Fare Revenue	(133)	(1,001)
• Diesel Expenses Over Budget	(122)	(986)
• Internal Bus Operations Wages Over Budget	(10)	(632)
• All Other Net Operations Positive Variance	81	199
Overall Operator Net Subsidy	\$ (107)	\$ (132)
• Other Expenditures	85	209
Combined Net Subsidy Variance	(22)	77

Net Operating Subsidy Variance Summary December 2004 (in 000's)		
	Month to Date Variance	Year to Date Variance
• Internal Bus Operations	\$ (77)	\$ (1,591)
• Rail Operations	(115)	616
• Contract Bus Operations - Fixed Route	(18)	299
• Contract Bus Operations - Paratransit	189	562
• Other Operators	(86)	(19)
Overall Operator Net Subsidy	\$ (107)	\$ (132)
• Other Expenditures	85	209
Combined Net Subsidy Variance	(22)	77

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Combined MTS FY 2005 Mid-Year Adjustment

	Mid-Year Adjustment in (000's)
• Internal Bus Operations	\$ (3,677)
• Rail Operations	2,560
• Contract Services Fixed Route	(210)
• Contract Services Paratransit	498
• Chula Vista	(30)
• National City	(141)
• Energy Reserve	350
Overall combined MTS FY05 mid-year adjustment	\$ (650)



Combined MTS FY 2005 Mid-Year Adjustment Key Points

	Mid-Year Adjustment in (000's)
• Diesel and CNG	\$ (2,197)
• Internal Bus Operations Operating Revenue	(1,620)
• Security and Materials	(1,135)
• Rail Operations Personnel	(954)
• Internal Bus Operations Personnel	(745)
• Rail Operations Operating Revenue	2,713
• Electricity	1,067
• Outside Services	828
• Combined Contract Services Purchased Trans.	740
• All Other	654
Overall combined MTS FY05 mid-year adjustment	\$ (650)



Combined MTS FY 2005 Mid-Year Adjustment Options

Total FY04 Unaudited Positive Budget Variance	\$ 2,463
Total FY05 Mid-Year Adjustment	(650)

- Due to the uncontrollable \$2.1M energy shortfall in FY05 and strong FY04 positive budget variance, offset the \$650 mid year adjustment against FY04 unaudited positive budget variance.
- Offset mid-year adjustment of \$650K against pension savings (to be discussed later within this presentation).
- Although initial mid-year adjustment projections totaled \$1.3M, substantial cost cutting measures took place. Continue cost cutting measures to balance fiscal year budget which may effect service levels and service quality.

Recommendation

- Offset the \$650K mid-year adjustment against FY04 positive budget variance until pension actuarial results are finalized.



CIP Mid-Year Adjustments	
In (000's)	
Project Name	Mid-Year Adj
25th & Commercial - Shelter Upgrade	\$ 160.1
LRT Station/Parking Lot Improvement	(6.5)
Station & Parking Lot Lighting	(26.6)
Sweetwater Flats Switch Replacement	(100.5)
Fenton Parkway Grade Crossing	(3.5)
Regional Misc. Operational Capital	(23.0)
KMD Drop Table Paint Booth	(200.0)
IAD Steam Rack	200.0
Non-MVE CIP Mid Year Adjustments	-
Grantville Construction	100.0
Grantville Construction Contingency	(100.0)
Track and Systems Construction	800.0
Track and Systems Construction Contingency	(800.0)
MVE CIP Mid Year Adjustments	-



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Pension Bond Results Update
Pension Contribution Requirement Calculation
in (000's)

Projected FY 2005 Payroll	\$	35,362
Contribution Requirement (20%)	\$	7,072



Pension Bond Results Update
Pension Obligation Bonds
in (000's)

Normal Contribution	\$	2,823
85% Unfunded Liability		3,612
Total	\$	6,435
<hr/>		
Contribution Requirement	\$	7,072
Total Contributions		6,435
Remaining Unfunded Liability	\$	637



Pension Bond Results Update

Pension Obligation Bonds

in (000's)

Current Budgeted Pension Obligation	\$	7,072
Balance Remaining for Pension Funding		(637)
Total Debt Service Due		(2,110)
Total	\$	<u>4,325</u>



Pension Bond Results Update

in (000's)

FY 2005 Normal Cost Portion of Pension Expense	\$	2,823
FY 2005 Projected Pension Savings		1,502
Total Pension Funds Available in FY 2005	\$	<u>4,325</u>

Options

- Pay down the bond debt
- Use for operations (thus reducing the amount needed from the contingency reserve)
- Apply to a pension reserve

Recommendation

- Use the \$2,823K to pay down the bond debt and apply \$1,502K to a pension reserve.

* Preliminary figures



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FY 2006 Preliminary Revenue Non-Operating Revenue

	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
RECURRING REVENUES				
STATE REVENUE	778,000	556,000	(222,000)	-28.5%
FEDERAL REVENUE	24,433,947	24,418,000	(15,947)	-0.1%
LOCAL - TRANS DEVELOPMENT ACT (TDA)	67,349,455	71,528,000	4,178,545	6.2%
TRANSNET	10,221,853	17,178,693	6,956,840	68.1%
OTHER LOCAL	1,838,483	1,863,418	24,935	1.4%
STATE TRANSIT ASSISTANCE (STA)	4,909,823	6,572,986	1,663,163	33.9%
OTHER FUNDS	1,889,892	1,714,892	(175,000)	-9.3%
TOTAL RECURRING REVENUES	111,421,453	123,831,989	12,410,536	11.1%
NON RECURRING REVENUES				
USE OF BRT FUNDS	3,500,000		(3,500,000)	-100.0%
MISSION VALLEY EAST CAPITAL START UP	2,000,000		(2,000,000)	-100.0%
FEDERAL CMAQ FOR MISSION VALLEY EAST	538,816	4,300,000	3,761,184	698.0%
CONTINGENCY RESERVES	8,173,433		(8,173,433)	-100.0%
TOTAL NON RECURRING REVENUES	14,212,249	4,300,000	(9,912,249)	-69.7%
TOTAL NON OPERATING REVENUES	125,633,702	128,131,989	2,498,287	2.0%

* DOES NOT INCLUDE FY 2006 BUS RAPID TRANSIT (BRT) NON RECURRING FUNDS TOTAL \$4,413,629



FY 2006 Preliminary Revenue

Operating Revenue

	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
PASSENGER REVENUE	68,912,400	70,791,606	1,879,206	2.7%
ADVERTISING REVENUE	740,000	740,000	-	0.0%
CONTRACT SERVICE REVENUE	25,000	25,000	-	0.0%
OTHER INCOME	411,269	410,000	(1,269)	-0.3%
TOTAL OPERATING REVENUES	70,088,669	71,966,606	1,877,937	2.7%



FY 2006 Preliminary Revenue

Passenger Levels

	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
Internal Bus Operations	24,001,589	22,538,000	(1,463,589)	-6.1%
Rail Operations - Base	29,942,291	29,966,500	24,209	0.1%
Rail Operations - MVE	-	4,015,000	4,015,000	-
MCS - Fixed Route	18,000,000	18,058,000	58,000	0.3%
MCS - Paratransit	628,000	625,000	(3,000)	-0.5%
Chula Vista Transit	3,037,008	3,118,000	80,992	2.7%
National City Transit	1,615,185	1,632,000	16,815	1.0%
Coronado Ferry	84,624	76,220	(8,404)	-
TOTAL OPERATING REVENUES	77,308,697	80,028,720	2,720,023	3.5%



**FY 2006 Preliminary Revenue
Operating Revenue by Operator**

	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
Internal Bus Operations	21,180,000	20,032,488	(1,147,512)	-5.4%
Rail Operations - Base	27,271,900	27,293,950	22,050	0.1%
Rail Operations - MVE	-	2,891,324	2,891,324	-
MCS - Fixed Route	15,200,000	15,300,000	100,000	0.7%
MCS - Paratransit	1,535,000	1,550,000	15,000	1.0%
Chula Vista Transit	2,425,000	2,423,344	(1,656)	-0.1%
National City Transit	1,300,500	1,300,500	-	0.0%
Coronado Ferry	-	-	-	-
TOTAL OPERATING REVENUES	68,912,400	70,791,606	1,879,206	2.7%



Finance Workshop Agenda

- December 2004 Financial Review
- Combined MTS FY 2005 Mid Year Adjustment
- Pension Bond Results Update
- FY 2006 Preliminary Revenue (Non Operating and Operating)
- FY 2006 Preliminary Assumptions
- FY 2006 Capital Improvement Program Amendment



Other Preliminary Assumptions

Energy Projections

	FY05 Budget	FY05 Projections	FY06 Budget
• Diesel Price/Gallon	1.100	1.600	1.600
• CNG Price/Therm	0.900	1.050	1.050
• Electricity Price/kWh	0.158	0.145	0.145
 Diesel Gallons	4,122,193	4,055,201	1,941,004 [✓] (1)
CNG Therms	7,607,413	6,752,629	8,549,930 [✓] (1)
Electricity kWh	49,168,387	46,050,959	61,003,547

(1) Internal Bus Operations expects 41 new CNG buses replacing 41 old diesel buses



Other Preliminary Assumptions

Other Projections

	FY05 Budget	FY05 Projections	FY06 Budget
• Revenue Miles	31,862,980	31,946,519	34,644,247 *
• Revenue Hours	2,319,417	2,321,037	2,491,742 *
 • Passengers	73,683,000	77,308,697	80,028,720

* FY 2006 Includes Rail Operations Mission Valley East operations



Finance Workshop Agenda

- December 2004 Financial Review
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- FY 2006 Preliminary Assumptions
- FY 2006 Capital Improvement Program Amendment



Capital Improvement Program

Fiscal Year 2006

(In 000's)

	Approved FY 2005	Amended FY 2006
Federal Formula Program Estimate	50,909	50,909
SANDAG Regional Planning Funds	-	(700)
Adjusted Federal Formula Program Est	50,909	50,209
Regional Misc. Operating Capital	1,546	846



San Diego Metropolitan Transit System Action Items

1. Resolution No 05-2 approving the amended FY 2005 operating budgets.
2. Approve the amended FY 2005 Capital Improvement Program fund.
3. Approve a \$700,000 reduction within the FY 2006 Capital Improvement Program fund.



Metropolitan Transit System Finance Workshop

MTS Board of Directors Meeting
February 24, 2005



San Diego Metropolitan Transit System Action Items

1. Resolution No 05-2 approving the amended FY 2005 operating budgets.
2. Approve the amended FY 2005 Capital Improvement Program fund.
3. Approve a \$700,000 reduction within the FY 2006 Capital Improvement Program fund.



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****

@
7:56 A.M.

1. INSTRUCTIONS

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Date 2/24/05
Name (PLEASE PRINT) Chuck Lungehausen
Address See attached

Telephone _____

Organization Represented (if any) _____

Subject of your remarks: MS Walk

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.

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1.
Feb. 24, 2005
MTS mtg.
AGENDA ITEM #3c (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 to give you an update on the new location that Team Water Walkers will do their MS Walk water activities on Sat. April 2nd. This will occur at "The Splash" Frogs Club One in Spring Valley starting at 10:30 am. Not at the Mission Beach Plunge as was stated by me at the Jan. 27 meeting of this board.

Hope some of you saw the MS Walk advertising supplement to the Union/Tribune yesterday Feb. 23. It had the best description of what all the monies collected for the MS Walk will do.

Please contribute to this years fund raising campaign, whether it be to me or some other other team or individual, the people with MS can use all the help we can get.

Now on the public transportation front have had some connection with this board since July of 1995 and it amazes me how the system has expanded and grown without a dedicated tax source. A sixth of a cent TransNet sales tax is not enough to sustain and expand operations in the future. What is needed is a 1% sales tax for public transportation like our neighbors in Los Angeles our congestion will only get worse. Raising the fares every few years is counter productive.

Thank you for listening and the opportunity to speak.

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3c

ORDER REQUEST RECEIVED

2

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

@ 8:59

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Date 2/24/05Name (PLEASE PRINT) Goldy ShieldsAddress 1955 Willis Rd E. Cajon, CA 92000

Telephone _____

Organization Represented (if any) SD County Bicycles CoalitionSubject of your remarks: Bicycles on new Rail CarsAgenda Item Number on which you request to speak 3c

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

3

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@ 8:59

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Date ~~Cathy Cieri~~ 2/24/05
Name (PLEASE PRINT) Cathy Cieri
Address P.O. Box 1565
Jawamba CA 91934
Telephone 619/8294252 619/76604654
Organization Represented (if any) Jawamba Coalition Against Pollution

Subject of your remarks: Operating Procedures of the Carrizo
Bridge Railway

Agenda Item Number on which you request to speak 30

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☒

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

#3C

ORDER REQUEST RECEIVED

4

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@ 8:59

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Date 2-24-05
Name (PLEASE PRINT) Jeannie Bagrie
Address 4456 Bramley Ave
Jacumba CA 91934
Telephone 619 466-7578
Organization Represented (if any) _____

Subject of your remarks: train noise & pollution in Jacumba

Agenda Item Number on which you request to speak 3C
Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

5

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Q8:59

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Date 2-24-05
Name (PLEASE PRINT) John Hogue
Address 44509 Del Mar Hwy 80
Jacumba, Ca 91934
Telephone 619 766 4812
Organization Represented (if any) _____

Subject of your remarks: Jacumba Train Situation

Agenda Item Number on which you request to speak 30
Your comments are presenting a position of: SUPPORT ☐ OPPOSITION ☒

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Metropolitan Transit System

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.

CIP 10426

February 24, 2005

Subject:

MTS: MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT: MITIGATION
MONITORING AND REPORTING PROGRAM

RECOMMENDATION:

That the Board of Directors receive the final Mitigation Monitoring and Reporting Program (MMRP) Status Report (Attachment A) for the Mission Valley East (MVE) Light Rail Transit (LRT) Project.

Budget Impact

None.

DISCUSSION:

As part of the MVE LRT Project Final Environmental Impact Statement (FEIS), an MMRP was developed. The MMRP identifies specific actions to be undertaken as part of the project to mitigate project impacts. On August 31, 1998, the Federal Transit Administration (FTA) approved the Record of Decision (ROD). The ROD found that there would be no remaining significant impacts after mitigation and obligated MTS to implement the identified mitigation measures in the FEIS. Since the MMRP was adopted by the Board on September 10, 1998, a status update has been presented to the Board every six months.



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 San Diego State University (SDSU), Grantville, and La Mesa Segment construction contracts are nearly complete. Landscaping is the primary outstanding activity. The Track and Systems contract is 85 percent complete.

Several of the impacts identified in the FEIS were eliminated during project design, such as:

- The realignment of the Grantville Station access road avoided impacts to the Mission Valley Church of the Nazarene, City of San Diego Water Pumping Plant, and condominiums on Waring Road.
- The realignment of the SDSU tunnel avoided construction vibration impacts to campus buildings.
- The redesign of the SDSU bus transit center avoided traffic impacts at the intersection of Campanile Drive and Montezuma Road.
- The elimination of the pedestrian bridge from the 70th Street Station and a park-and-ride lot avoided impacts to the neighborhood on the north side of Interstate 8 (I-8).

Most of the other mitigation measures have been completed, such as:

- Improvements have been made to the Waring Road and Adobe Falls Road, Mission Gorge Road and Mission Gorge Place, and the eastbound I-8, 70th Street Interchange, and Alvarado Road. Minor adjustments to signing and striping will be completed soon at 70th Street and Alvarado Road.
- Right-of-way acquisition and relocation assistance, where necessary, was conducted in accordance with applicable laws.
- The vast majority of underground construction work has been completed. No archeological artifacts were encountered, and only a few areas of contaminated soils were found and disposed of in compliance with applicable laws. There were also a few utilities that were inadvertently impacted, but service disruptions were minimal.
- Sound walls were constructed adjacent to SDSU Business Services, West Falls View Drive, SDSU Villa Alvarado Residence Hall, Camperland RV Park, the Motel 6 in La Mesa, and Guava Avenue.
- Low-vibration track fasteners were installed in the SDSU tunnel under the Adams Humanities Building.
- On- and off-site wetland mitigation has been installed in accordance with the requirements of the U.S. Army Corps of Engineers 404 Permit and the California Department of Fish and Game 1601 Permit, and all requirements of these permits have been met with the exception of the Five-Year Maintenance and Monitoring Program.

- Freeway, ramp, and street closures have been completed in accordance with an approved Traffic Management Plan and Public Information Program, which also focused on the needs of emergency responders to Alvarado Hospital and the surrounding businesses. Notices were provided regarding night work, and impacted residents were given the option of staying in a hotel.

The following mitigation measures are still in progress:

- Landscaping to mitigate visual impacts and control erosion is not yet complete.
- The storm water permit and maintenance of temporary erosion control measures are still in effect until all of the landscaping and other permanent erosion control measures are complete.
- Standard Operating Procedures are still being developed by San Diego Trolley, Inc.
- The Five-Year Maintenance and Monitoring Program of the wetland mitigation sites began in January 2004.

The complete Mitigation Monitoring and Reporting Program Status Report is provided as Attachment A. The LRT should be operational by the time of the next scheduled update. It is expected that the only remaining mitigation measure at that time will be completion of the Five-Year Maintenance and Monitoring Program for the wetland mitigation site. Therefore, the next status update will be the last.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jim Hecht, 619.699.1935, jhe@sandag.org

LTorio
FEB24-05.6.JHECHT
1/25/06

Attachment: A. Mitigation Monitoring and Reporting Program Status Report

**MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT
MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT**

Mit. Number	Impact/Mitigation¹	Implementation and Monitoring	Responsible Party	Timing	Status
TRAFFIC					
TR 1.	<p>Provide local street improvements at three intersections to improve LOS:</p> <ul style="list-style-type: none"> • Mission Gorge Rd./Mission Gorge Pl.: Restripe WB approach to 2 lanes. • Waring Rd./ Adobe Falls Rd.: Restripe to 3 lanes EB and WB • Campanile Dr./ Montezuma Rd.: Coordinate with SDSU and College Area Redevelopment Project. 	Include in contract drawings.	MTS with coordination from City, Caltrans, and SDSU	Design	<p>The restriping of the Mission Gorge Road/Mission Gorge Place intersection has been completed.</p> <p>Changes to the Alvarado Canyon Road Extension were approved 10/99. The extension of Alvarado Canyon Road on a bridge over Waring Road was opened to public traffic on June 12, 2003.</p> <p>Change in transit center location has reduced traffic in this intersection. Instead, improvements to College Avenue and Linda Paseo were completed.</p>
TR 2.	Widen easterly EB I-8 offramp at 70th Street to two lanes to mitigate closure of westerly EB to SB off-ramp.	Include in contract drawings.	MTS with coordination from City of La Mesa and Caltrans	Design	The permanent two-lane off-ramp with three lanes at the intersection was completed in February 2004.
	Provide 2 travel lanes at WB Alvarado Rd. at 70th St. and eliminate free right turn from NB 70th St. to EB Alvarado Rd. Modify signalization as required.				The widening of Alvarado Road and the elimination of the free right turn is completed.
	Signalize ramps at Alvarado Rd.				The new signal was activated in late February.

PARKING					
PK 1.	Provide as per MTS/SDSU MOU to mitigate loss of 87 spaces at SDSU.	Include in contract drawings.	MTS with coordination from SDSU	Design & Construction	Agreement with SDSU includes replacement parking in a new parking structure. Permanent loss of parking from project will be mitigated by compensation per parking space lost as stipulated in the agreement with SDSU. MTS secured a loan for SDSU to expedite construction of the parking garage.
PK 2.	Replace potential loss of 20-25 parking spaces at Church of Nazarene if required by Conditional Use Permit.	Include in contract drawings.	MTS with coordination from City of San Diego and Church	Design	The Alvarado Canyon Road Extension was redesigned to avoid any impact to parking on the church site.
LAND USE - None Required					
DEMOGRAPHICS & NEIGHBORHOODS					
DN 1.	Replace the swimming pool and recreation room being taken from the Waring Road condominium complex or compensate remaining residents for loss.	Develop pool replacement and recreation room options or determine value of loss to remaining owners.	MTS	Design, ROW acquisition	On 10/28/99, the MTD Board approved an option for the extension of Alvarado Canyon Road that does not impact the Tennis Townhomes Condos.
ACQUISITIONS & DISPLACEMENTS					
AD 1.	Provide compensation and relocation assistance to affected residential property owners, renters, and to business owners, for acquisition of properties.	Comply with the <i>Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and Amendments</i> and the <i>California Relocation Act</i> .	MTS	Design, ROW acquisition	Acquisitions are complete.
	Compensate owners for partial acquisition of parcels.				All of the acquisitions were settled, except for one (the La Mesa RV Park), which went to trial and is being appealed.

ECONOMICS & FISCAL CONDITIONS					
EF 1.	Provide relocation assistance to displaced business owners.	See AD 1 above.	See AD 1 above	See AD 1 above	Relocation assistance was provided.
PUBLIC SERVICES & UTILITIES					
PS 1.	Provide relocation assistance to Montessori Preschool.	See AD 1 above.	See AD 1 above.	See AD 1 above.	Noise, vibration, and air quality studies were completed for this property. The owners did not wish to relocate. Mitigation, consisting of building solid fencing around the playground and upgrading the air conditioning filters, was completed prior to construction.
PS 2.	Incorporate drainage facilities for affected hillsides into LRT design to ensure that there is no additional burden on existing drainage facilities.	Include in contract drawings. Provide hydraulic calculations.	MTS with coordination from City, Caltrans, and Flood Control agency	Design	The designer prepared drainage calculations wherever there were modifications to drainage areas or characteristics. The calculations and designs were reviewed and approved by Caltrans and the Cities of San Diego and La Mesa. The drainage facilities are installed.
PS 3.	Relocate storage building on City of San Diego water utilities property.	Include in contract drawings.	MTS with coordination from City	Design	On 10/28/99, the MTD Board approved a redesign of the Alvarado Canyon Road extension that avoids the City property entirely, avoiding this impact.
VISUAL QUALITY & AESTHETICS					
VQ 1.	Provide fence and landscaping along north side of MTS site to screen view from Mary Fellows Ave. looking south at guideway, bridge, and parking lot.	Include in contract drawings and specifications.	MTS with coordination from City of La Mesa and neighborhood groups	Design	On 4/8/99, the MTD Board deleted the 70th Street Pedestrian Bridge from the project, eliminating this impact.

VQ 2.	Shield light fixtures at Mary Fellows Ave. parking lot to reduce potential for light and glare.	Include in procurement specifications. Field check following installation.	MTS	Design and operation	On 4/8/99, the MTD Board deleted the 70th Street Pedestrian Bridge from the project, eliminating this impact.
VQ 3.	Provide ornamental landscaping and trees to screen view of guideway from properties on Guava Avenue looking north.	Licensed landscape architect to prepare plans. Include in contract drawings and specifications.	MTS with coordination from City of La Mesa and neighborhood groups	Design	Landscaping is included in the plans at the foot of Guava Avenue. The City of La Mesa reviewed and approved the plans.
VQ 4.	Provide nighttime lighting under the guideway in SDSU Parking Lots C and X.	Include in contract drawings.	MTS with coordination from SDSU	Design	The Parking Lot X bridge includes soffit lights. Pole-mounted lights were replaced in Lot C. SDSU has approved the lighting.
VQ 5.	Use appropriate surfaces and/or coatings at station entrances to prevent glare and on all smooth surfaces up to 10 feet in height to prevent graffiti.	Include in plans and contract specifications.	MTS	Design	The design includes antiglare and antigraffiti measures.
VQ 6.	Combine poles for catenaries, light fixtures, and signs whenever possible to reduce unnecessary clutter.	Include in contract drawings.	MTS	Design	The design minimized the number of poles.
SAFETY & SECURITY					
SS 1.	Reduce the potential for accidents involving transit vehicles by implementing standard safety procedures.	SDTI and/or SDTC Standard Operating Procedures Manual	SDTI	Operation	SDTI will develop Standard Operating Procedures during the start-up phase.
SS 2.	Relieve public concerns regarding the proximity of the guideway or Traction Power Substation by fencing the project.	Include in contract drawings.	MTS	Design	The plans include fencing of the guideway and substations, and fencing is installed.

SS 3.	Reduce the potential for EMF risks by using standard precautions and design treatments.	Include in contract drawings.	MTS	Design	The plans include standard traction power details.
SS 4.	Reduce the potential for injury during emergency evacuations by following NFPA guidelines in design.	Include in contract drawings.	MTS	Design	The design follows applicable NFPA and California Building Code guidelines.
SS 5.	Reduce the potential for crime on vehicles and in stations by implementing SDTI and SDSU security procedures and design guidelines.	Review of final design details to ensure inclusion of appropriate features. Follow SDTI and/or SDTC standard operating procedures.	TDB in cooperation with SDSU	Design and Operation	The design team attended training in "Crime Prevention Through Environmental Design (CPTED)." CPTED principles were used in the design and review. SDTI and SDSU reviewed the plans. Provisions were made in all of the stations for future installation of CCTV. CCTV will be installed at SDSU and Alvarado Medical Center prior to opening. Security procedures will be developed during start-up.
CULTURAL RESOURCES					
CR 1.	Implement a monitoring program for excavation and fossil recovery so that paleontological resources will not be destroyed. (See also CI 13.)	Include in bid documents	MTS	Design and construction	Included in the contract special provisions. No artifacts or fossils were encountered during construction.
SECTION 4(F) - None Required					
AIR QUALITY - None Required					

NOISE & VIBRATION					
NV-1.	Install sound walls and/or insulation to reduce operational noise at 13 locations (5 on West Falls View, 1 at Villa Alvarado, 5 on Colony Drive (4 mobile homes and 1 apartment), and 2 on Guava Avenue). See FEIS Table 4-29 for details.	<p>Include sound walls in contract drawings.</p> <p>Coordinate with property owners for insulation.</p>	MTS	Design and construction	Additional noise studies were completed to take into account the final alignment and wall heights. Short sound walls have been built near SDSU Business Services, West Falls View Drive, SDSU Villa Alvarado Residence Hall, Camperland RV Park, the Motel 6 in La Mesa, and Guava Avenue.
NV 2.	Locate support structures and install high-resilience track fasteners and ballast mats to reduce operational vibration at 6 locations (1 at Villa Alvarado and 5 on Colony Drive [4 mobile homes and 1 apartment]). See FEIS Table 4-33 for details.	Include in contract drawings.	MTS	Design	Additional vibration studies were completed to take into account final design details, and site-specific vibration propagation measurements were taken. This study concluded that other than using spring-rail frogs at crossovers, no vibration mitigation is required for the line segment. Special low-vibration track fasteners were installed in the SDSU tunnel under the Adams Humanities Building.
GEOLOGY & SEISMICITY					
GS 1.	Use suitable designs and incorporate appropriate construction techniques to prevent structural damage or failure in the event of liquefaction, slope failure, compressible soils, severe ground motion, and corrosive soils. See FEIS Section 4-11.4 for details.	Include in contract drawings.	MTS	Design and construction	Detailed geotechnical reports were completed, the recommendations were incorporated into the design, and the design has been reviewed and approved by Caltrans Division of Structures.

GS 2.	Perform a comprehensive geotechnical evaluation during preliminary engineering and final design to assess subsurface conditions and obtain specific data on potential geotechnical hazards and constraints. Provide specific recommendations pertaining to all geotechnical design considerations.	Include geotechnical report in bid documents.	MTS	Design and construction	The geotechnical reports were completed, the recommendations were incorporated into the design, and the reports were made available to the bidders.
GS 3.	Construction will meet or exceed UBC, Caltrans, or AASHTO requirements as relevant.	Review contract drawings and ensure sign off by a registered California Professional Engineer. Monitor construction to ensure that specifications and drawings are complied with at all times.	MTS	Design and construction	Designers sealed all drawings. Review was conducted by several responsible agencies. MTS hired a construction management consultant to monitor construction.
HAZARDOUS MATERIALS -None Required					
WATER RESOURCES					
WR 1.	Comply with the conditions of the General Industrial Storm Water Permit to mitigate runoff effects.	Monitor compliance during construction. Report periodically to RWQCB.	MTS	Design and construction	Temporary erosion control measures were included in the plans. We received our construction storm water permit from the Regional Water Quality Control Board. The contractors prepared Storm Water Pollution Prevention Plans (SWPPPs). The Construction Manager, Caltrans, and RWQCB is monitoring for compliance and bringing noncompliance issues to the Contractor for correction.
WR 2.	Install drainage facilities at the Grantville and 70th Street Stations and direct drainage from new impervious surfaces away from significant biological resources.	Check contract drawings.	MTS	Design and construction	The plans include details for drainage at the stations. Drainage is directed to Alvarado Creek.

WR 3.	Design columns at the San Diego River and improvements within Grantville and the Alvarado channel (Alvarado Medical and 70th St. Stations) to handle required capacity for expected flood conditions, and as required by USACOE and San Diego County Flood Control District.	Coordinate with USACOE, SDCFCD, and Cities of San Diego and La Mesa. Check design plans. Include hydraulic calculations in specifications.	MTS with coordination from flood control agencies and Cities of San Diego and La Mesa	Design	The General Engineering Consultant has prepared a hydraulic analysis of the San Diego River and prepared an application for a Conditional Letter of Map Revision from FEMA. The Line Segment Designer has prepared a hydraulic analysis of Alvarado Creek and submitted a no-rise certification to the Cities. The designer will also be preparing a Letter of Map Revision now that a floodway has been established on Alvarado Creek in La Mesa.
WR 4.	Provide aeration basin in vicinity of 70th Street Station to mitigate for enclosure of Alvarado Channel.	Include in contract drawings.	MTS with coordination from RWQCB	Design	The RWQCB approved the design of the aeration basin and reissued a waiver of the Section 401 Water Quality Certification on June 22, 2000. Widening of Alvarado Creek upstream of the 70th Street Station to improve water quality was completed.
ECOSYSTEMS					
EC 1.	Revegetate manufactured slopes adjacent to LRT using native, on-site species where possible. Include Ashy spike-moss and San Diego sunflower in mix.	Include requirements in landscaping specifications.	MTS with coordination from resource agencies	Design and construction	Landscape plans include native species. Most of the landscape is complete.

EC 2.	<p>Obtain and restore or create plant habitat mitigation sites (at locations to be determined in final design) to mitigate losses of Southern Willow Scrub (0.1 acre affected) and Southern Willow Riparian Woodland (0.5 acre affected).</p> <p>Mitigate temporary impacts to Southern Willow Riparian Woodland (0.26 acre) at 2:1 ratio (0.52 acre). Mitigate permanent impacts (0.24 acre) at 3:1 ratio (0.72 acre). Ratios of both to be reduced if preconstruction replacement is undertaken.</p> <p>Provide mitigation for affected wetlands (0.6 acre) in accordance with <i>San Diego Wetlands Management Plan</i>.</p>	<p>Include requirements in landscaping specifications.</p> <p>Monitor planted areas for five years or until sufficient coverage is achieved (whichever is longer).</p>	MTS with coordination from resource agencies	Design, construction and operation	<p>The U.S. Fish and Wildlife Service issued the Biological Opinion in March 2001. We received the ACOE 404 Permit on 11/19/01 and the CDFG 1601 Permit on 11/15/01. Grading for the off-site wetland mitigation in the City of Santee east of Cuyamaca Street and south of the San Diego River was completed in March 2003, plants were installed in July 2003, and the contractor's plant establishment period was completed in January 2004. On-site restoration on the San Diego River at Ward Road and on Alvarado Creek at SDSU Parking Lots C and D was also completed. Helix Environmental is doing the required 5-year maintenance and monitoring.</p>
EC 3.	<p>Comply with USACOE and CDFG permit conditions to mitigate disturbances to jurisdictional waters. Wetland impacts will be mitigated under EC 2.</p>	<p>Obtain permit prior to construction of actual affected areas.</p> <p>Monitor construction to maintain compliance with permit conditions.</p>	MTS with coordination from resource agencies	Design and construction	<p>See EC 2 above. The Special Provisions include the permit requirements. Helix Environmental is providing biological monitoring services per the permit conditions.</p>
EC 4.	<p>Replace Least Bell's Vireo habitat and take the actions identified in Attachment A in consultation with USFWS.</p>	<p>See EC 2 above.</p>	See EC 2 above	See EC 2 above	<p>See EC 2 above. We completed the Section 7 consultation with the USFWS and received the Biological Opinion in March 2001 for gnatcatcher and Least Bell's Vireo habitat. The conditions of the Biological Opinion are included in the special provisions, and the biological monitor and construction manager monitored for compliance.</p>

EC 5.	Comply with conditions of the Section 7 agreement regarding disturbance to potential vireo habitat during the construction process.	Incorporate restrictions and conditions in construction specifications. Conduct field monitoring in accordance with agreement conditions.	MTS with coordination from resource agencies	Construction	Conditions are included in the contract specifications. The biological monitor enforced the contract specifications.
EC 6.	Contribute \$50,000 to the San Diego River endowment fund or a brown-headed cowbird-trapping program.	Provide evidence of contribution.	MTS	Pre-operation	The contribution was made to the San Diego Foundation's San Diego River Endowment Fund in February 2002.
EC 7.	Mitigate loss of coastal sage scrub habitat through one of three methods: (1) participate in the City of San Diego MSCP Program, (2) pursue a Section 10 permit from the USFWS, or (3) use the ESA Section 7 consultation procedure as part of the 404 process.	Obtain necessary permit or documentation prior to construction of actual affected areas.	MTS with coordination from resource agencies	Operation	MTS completed the Section 7 consultation with USFWS with regards to the coastal sage scrub habitat in March 2001. MTS purchased 9.6 Coastal Sage Scrub credits from the San Miguel Conservation Bank in April 2002.
EC 8.	If a fire buffer zone is required and would further affect native vegetation, implement a fuel modification plan that uses native plants and selective thinning of native vegetation.	Include in landscaping specifications	MTS with coordination from resource and fire agencies.	Design and construction	The fire department has not requested a fire buffer zone.
ENERGY – None Required					
CONSTRUCTION					
CI 1.	Prepare and implement traffic management plan(s) to mitigate temporary lane closures and congestion, both on local roads and I-8. Include coordination with Alvarado Medical Center, SDSU, SDSU Foundation, Caltrans, emergency response personnel, and the community. Plan should fully outline contractor requirements to maintain traffic operations, including staging, signing, marking, advisory notices, detours, and time-of-work restrictions. Mitigation measures will also be documented.	Include in contract drawings and specifications.	MTS with Caltrans and Cities of La Mesa and San Diego coordination	Design and construction	MTS met with Cities, Caltrans, Alvarado Hospital, SDSU, and community groups to review traffic control issues during design. Contractor requirements were included in the Special Provisions. A Traffic Management Plan to address I-8 full closures required to put up and take down falsework for the freeway crossings was prepared and implemented. Caltrans was involved in all traffic control activities during

					construction. There are no remaining significant closures.
CI 2.	Provide replacement parking where possible for compensation to SDSU (per the MOU) and DZ Akins.	Include in contract specifications.	MTS in cooperation with SDSU and City of La Mesa	Design and construction	Agreement with SDSU addressed replacement parking. The design at DZ Akins avoided parking impacts.
CI 3.	Implement a public information program to increase community awareness and minimize neighborhood disruption.	Document public outreach efforts and report to MTD Board quarterly.	MTS	Design and construction	We continue to issue a weekly news release of upcoming traffic closures, if there are any. We continue to respond to inquiries. We attend community meetings as requested. We continue to update the website (sdcommute.com/mve).
CI 4.	Compensate property owners for construction easements.	Follow MTS Real Estate Acquisition procedures.	MTS	Design and construction	Construction easements were negotiated in conjunction with other partial acquisitions. See AD 1 above.
CI 5.	Implement a business information program and access management plan to minimize business disruption. (See DEIR Section 4-17.4.3 for details.)	Document and report quarterly to MTD Board.	MTS	Design and construction	We made presentations to the College Area Business Improvement District and the Grantville Business District, and these groups were represented on the Project Advisory Committee.
CI 6.	Implement an emergency response coordination program and task force to minimize effects of construction on response time and community facilities and services.	Document and report quarterly to MTD Board.	MTS with coordination from public agencies and identified interested parties	Design and construction	We had meetings with Alvarado Hospital and incorporated their suggestions into our plans and special provisions. We worked closely with Alvarado Hospital. Their liaison attended many of the construction meetings and Project Advisory Committee meetings. The emergency transportation providers receive our weekly notice of upcoming traffic closures.
CI 7.	Reduce construction noise and dust by adhering to local and state codes and ordinances. Use fencing and dust	Include in contract specifications. Monitor during construction and	MTS with coordination from SDAPCD	Design and construction	These codes are included in the contract specifications. The Construction Manager is monitoring

	suppression techniques as necessary.	penalize contractor for violations.		tion	and enforcing these requirements.
CI 8.	Minimize utility disruptions by careful scheduling, prior notification to affected properties, consultation with utility agencies during final design, and notification prior to groundbreaking.	Document utility locations on contract drawings and coordinate with utility providers during final design.	MTS	Design and construction	MTS collected utility as-builts. Designer plotted and identified conflicts. Potholing has been done to confirm locations. We met with each utility company to confirm resolution of conflicts. Agreements were approved for relocation. All utilities have been relocated. Contractor is done with underground work.
CI 9.	Replace mature vegetation removed during construction on hillsides south of I-8 to provide erosion control and visual cover. Use drought-resistant plant materials that will mature in 3-5 years. Maintain, monitor, and manage landscaping until established and reasonable coverage is reached. Design should be prepared by a landscape architect.	Include in landscaping specifications and drawings. Monitor and report to Board until reasonable coverage is achieved.	MTS	Design and operation	"Top-down" soil nail retaining walls minimized vegetation removal uphill of the project. The design was prepared by a landscape architect and reviewed and approved by Caltrans' landscape department. Per Caltrans Cooperative Agreement, MTS will provide three years of landscape maintenance.
CI 10.	Reduce erosion by using proper grading and sloping, including contours to follow the natural hillside, stepped cut slopes, and other techniques.	Check grading plans. Monitor during construction.	MTS	Design and construction	Grading plans, temporary erosion control plans, and landscape plans were prepared and reviewed by MTS and Caltrans.
CI 11.	Reduce risks of accidents, vandalism, and theft by providing site fencing and security.	Include on contract drawings and specifications. Check sites periodically during construction.	MTS	Design and construction	Plans and specifications include fencing and security requirements.
CI 12.	Reduce potential vibration impacts to historic structures at SDSU by specifying vibration	Include in contract specifications. Monitor during construction.	MTS	Design	Design included specification for

	limits in construction documents. Mitigate potential for settlement via specifications to address: (1) settlement criteria, (2) controls for operation of tunnel boring machine, (3) surface monitoring program, and (4) soil stabilization measures. Monitor structures before and during construction.			and construction	settlements, ground behavior, monitoring, and stabilization measures. The revised tunnel alignment moved the tunnel away from some of the sensitive campus building and structures. In addition noise and vibration testing was conducted with recommendations on track systems to address any low level vibrations on Campus buildings. Noise and vibration analysis on sensitive structures were prepared per agreement with SDSU.
CI 13.	Minimize adverse impacts to (presently) unknown archaeologic or paleontologic sites by preparing and instituting a monitoring and contingency program during excavation. Program will include techniques for avoidance, data recovery, specimen preparation, and curation. Contractor/monitor interaction and responsibilities should be detailed and a summary report prepared following excavation.	Include plan in bid package. Monitor during construction.	MTS	Design and construction	Was included in contract special provisions and is being monitored during construction.
CI 14.	Reduce emissions of NOx, CO, and PM10 to SDAPCD standards by specifying equipment characteristics and construction practices in contract documents.	Include in contract specifications. Field check construction site equipment periodically.	MTS	Design and construction	Contract specifications required contractor compliance with Air Pollution Control District requirements.
CI 15.	Reduce construction noise impacts to residents by tailoring construction specifications to specific areas and offering alternate accommodations if necessary. Specific mitigation measures could include constructing temporary sound walls (3/4-inch or thicker plywood or vinyl curtains); constructing permanent sound walls prior to project construction; including property line noise limits in the construction specifications; monitoring site noise and penalizing the contractor for violations; using equipment	Check final design plans and contract drawings and specifications. Field check construction sites and penalize contractor for violations.	MTS	Design and construction	The special provisions required contractor compliance with the City of San Diego noise ordinance. The special provisions established noise limits and monitoring requirements. The construction manager provided advance warning when night work could not be avoided, and our customer relations staff coordinated hotel offers.

	meeting specified noise criteria; avoiding impact pile driving where possible, or, if impact pile driving cannot be avoided, offering overnight living accommodations to affected residents.				
CI 16.	Reduce tunnel construction vibration impacts by specifying a maximum ppv limit of 0.2 inches per second in contract documents (unless other studies recommend a higher limit) and preparing a contingency plan should pre-splitting be necessary.	Include in contract specifications. Field check during construction.	MTS	Design and construction	Specification included in contract documents. The value engineering changes in the tunnel alignment away from buildings and type of tunnel construction has lessened the impacts on sensitive campus buildings.
CI 17.	Reduce the potential for hazardous waste to migrate as a result of construction or soil or water contamination to occur by preparing a Phase II Site Assessment and implementing remediation measures identified prior to and/or during construction in affected areas.	Include results of site assessment in bid package.	MTS	Design and construction	An updated database record search was performed, and soil and groundwater samples taken during geotechnical investigations were tested for hazardous materials. Phase II studies were prepared at University Mechanical and Sid's Auto Body. The Certification Report for the Dewatering Permit application included further testing for groundwater contamination. Contract special provisions required frequent sampling. MTS's General Engineering Consultant oversaw these activities to assure compliance.

CI 18.	Prepare and implement an emergency response plan to address encountering previously undetected hazardous materials at construction sites and to address procedures in the event of a release of such materials.	Include plan in contract package. Field check construction site procedures.	MTS	Design and construction	MTS's General Engineering Consultant provided language that was included in the contract specifications, and they did field inspections.
CI 19.	Contact local environmental regulatory and emergency response agencies, in the event that previously undetected hazardous materials are encountered during site excavation.	Include in contract package.	MTS	Design and construction	Notification requirements were included in contract specifications, and MTS's General Engineering Consultant coordinated with the regulatory agencies.
CI 20.	Characterize and dispose of fill and debris containing hazardous materials.	Include in contract package.	MTS	Design and construction	Hazardous material handling requirements were included in contract specifications. MTS's General Engineering Consultant oversaw to ensure compliance.
CI 21.	Regularly maintain all heavy equipment to minimize leakage of fluids.	Check maintenance logs at each construction site periodically.	MTS	Construction	The Construction Manager's inspectors are monitoring.
CI 22.	Store all paints and solvents in accordance with local and state codes and regulations.	Check construction sites periodically.	MTS	Construction	Being enforced by the Construction Manager.
CI 23.	Obtain and comply with a General Construction Storm Water Permit from the RWQCB. This will include completion of a Notice of Intent, Storm Water Pollution Prevention Plan, and Monitoring Program.	Include in contract package.	MTS	Design and construction	The Notice of Intent was sent to the RWQCB. Storm Water Pollution Prevention Plans were prepared by the Contractors and approved by the Construction Manager and Caltrans. The Construction Manager is inspecting and reporting any deficiencies for correction.
CI 24.	Prevent sediment-laden runoff from reaching surface water systems by following an appropriate grading plan.	Check grading plan in contract drawings. Field check construction to ensure that plan is followed.	MTS	Design and construction	Grading and temporary erosion control plans were prepared, reviewed, and approved. The Construction Manager is inspecting work to assure conformance to the

					plans.
CI 25.	Obtain written waiver of 401 Water Quality certification requirements from the RWQCB. Provide waiver to obtain Section 404 permit from the USACOE.	Include in 404 permit application and in bid package.	MTS	Design	The RWQCB issued a CWA Section 401 Water Quality Certification waiver on June 22, 2000.
CI 26.	Perform dewatering activities in accordance with Section 4-16.13.4 of the FEIS.	Check construction site periodically.	MTS in association with approval agencies and Cities of San Diego and La Mesa	Construction; obtain permits prior to construction in affected areas	The General Engineering Consultant installed test wells, sampled the wells, and completed laboratory analysis and pump tests. The dewatering permit for the La Mesa Segment was received on 3/7/02. The La Mesa Segment Contractor dewatered near 70th Street, and MTS's General Engineering Consultant inspected to assure compliance.
CI 27.	Reduce dust and erosion impacts on fauna with Best Management Practices and erosion control techniques.	Include in contract specifications. Check construction site periodically.	MTS	Design and construction	Best management practices are included in the contract specifications. The Construction Manager is enforcing.
CI 28.	Reduce noise impacts on fauna by using equipment meeting specified noise limits and other noise control measures. Monitor noise levels.	Include in contract specifications. Check construction site periodically.	MTS	Design and construction	The contract special provisions required compliance with the City of San Diego noise ordinance. The Construction Manager is enforcing.
CI 29.	Ensure that no sensitive birds are in the area during clearing.	Schedule vegetation clearing to avoid nesting season.	MTS and USFWS	Construction	The specifications do not allow clearing during the nesting seasons. Clearing was done prior to the nesting seasons, and the biological monitor confirmed that there were no nests within the areas to be cleared.
CI 30.	Institute erosion control, sedimentation basin features, and long-term replanting and monitoring on upland slopes.	Include in contract specifications. Check construction site	MTS	Design and construction	Temporary and permanent erosion control measures were included in the plans and special provisions.

		periodically.		tion	The Construction Manager is inspecting to ensure compliance with the plans and specifications.
ENVIRONMENTAL JUSTICE (Executive Order 12898) - None required					
PROTECTION OF CHILDREN (Executive Order 13045)					
CH 1.	Maintain standard safety precautions throughout construction period. Provide special attention and site-specific treatment at SDSU Children's Center and Montessori Preschool (if retained).	Include in contract specifications. Conduct periodic field monitoring to verify compliance.	MTS	Design and construction	Safety requirements are included in the special provisions. Mitigation work has been done at the Montessori Preschool and SDSU Child Care Facility. Work restrictions in these areas are included in the special provisions. Air Filters and an improved fence were provided to the Montessori Preschool.
CUMULATIVE IMPACTS - None required					
Notes:					
¹ See Final Environmental Impact Statement for complete descriptions of impacts and proposed mitigation measures.					
<p>Acronyms: AASHTO - American Association of State Highway Transportation Officials CDFG - California Department of Fish and Game CO - Carbon Monoxide DEIS - Draft Environmental Impact Statement EMF - Electromagnetic Force ESA - Endangered Species Act LOS - Level of Service LRT - Light Rail Transit MOU - Memorandum of Understanding MSCP - Multiple Species Conservation Plan MTS - Metropolitan Transit System NOx - Nitrogen Oxides NFPA - National Fire Protection Association</p> <p>PM10 - Particulate Matter less than 10 microns in size ppv - Peak Particle Velocity ROW - Right-of-way RWQCB - Regional Water Quality Control Board SDAPCD - San Diego Air Pollution Control District SDCFCD - San Diego County Flood Control District SDSU - San Diego State University SDTI/SDTC - San Diego Transit, Inc./San Diego Transit Corp. SFR - Single Family Residence TPSS - Traction Power Substation UBC - Uniform Building Code USACOE - U.S. Army Corps of Engineers USFWS - U.S. Fish and Wildlife Service</p>					

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1/25/05



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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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 960.10 (PC 30101)

February 24, 2005

Subject:

SDTC: DRUG AND ALCOHOL POLICY FOR SAN DIEGO TRANSIT CORPORATION

RECOMMENDATION:

That the Board of Directors adopt San Diego Transit Corporation (SDTC) Resolution No. 05-01 approving the Federal Transit Administration (FTA)-mandated Drug and Alcohol Policy.

Budget Impact

None.

DISCUSSION:

The FTA requires recipients of federal financial assistance (such as SDTC) to maintain a drug and alcohol policy in compliance with FTA regulations on prevention of prohibited drug use and alcohol misuse in transit operations. FTA periodically audits transit operators to ensure that the FTA-mandated drug and alcohol testing programs of the operators are in compliance with FTA regulations.

On December 8-10, 2004, the FTA conducted an audit of SDTC's drug and alcohol testing program. As is typical, the FTA auditors found certain items in SDTC's drug and alcohol testing program that require attention in order to come into compliance with the current FTA drug and alcohol testing guidelines. SDTC was given 90 days, or until March 10, 2005, in order to make these changes.



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.

SDTC management has made the required changes to the drug and alcohol testing program. One of the required changes was amendments to the SDTC drug and alcohol policy in order to comply with changes in FTA regulations. The FTA regulations require that the governing board of the organization approve the drug and alcohol policy. Accordingly, SDTC management respectfully requests that the Board of Directors approve the updated drug and alcohol policy for SDTC.

In order to highlight the changes to the drug and alcohol policy, a redlined version of the policy showing the changes from the existing drug and alcohol policy is attached to this memorandum.

Recommendation

SDTC management recommends that the Board of Directors adopt the attached resolution, which would implement SDTC's updated drug and alcohol policy in order to comply with current FTA regulations.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Jeff Stumbo, 619.557.4509, Jeff.Stumbo@sdmts.com

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1/26/05

Attachment: A. Resolution No. 05-1 with attached Drug and Alcohol Policy

SAN DIEGO TRANSIT CORPORATION

RESOLUTION NO. 05-01

A Resolution Implementing Changes to the Federal Transit Administration-Mandated
Drug and Alcohol Policy for San Diego Transit Corporation

WHEREAS, San Diego Transit Corporation (SDTC) provides mass transportation services funded in part by federal financial assistance from the Federal Transit Administration (FTA); and

WHEREAS, the FTA has implemented regulations set forth in 49 C.F.R. Part 655 requiring operators providing mass transportation services for a recipient of FTA federal financial assistance to establish and implement a policy concerning drugs and alcohol as set forth in those regulations;

WHEREAS, the FTA conducted an audit of SDTC's drug and alcohol testing program on December 8 through 10, 2004, and has requested certain changes in the drug and alcohol testing policy to bring it into compliance with current regulations; NOW, THEREFORE, BE IT RESOLVED that the Board of Directors does hereby adopt the updated drug and alcohol policy for SDTC effective March 1, 2005, which is attached to this Resolution.

PASSED AND ADOPTED, by the Board of Directors, this 24th day of February 2005 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Transit Corporation

Filed by:

Approved as to form:

Clerk of the Board
San Diego Transit Corporation

Office of General Counsel
San Diego Transit Corporation

Attachment: Drug and Alcohol Policy

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SAN DIEGO TRANSIT CORPORATION DRUG AND ALCOHOL POLICY

I. PURPOSES

The purposes of this policy are as follows:

- A. To maintain a safe and efficient public transportation system;
- B. To establish and maintain a safe, healthy working environment for all employees;
- C. To reduce the incidence of accidental injury to person or property;
- D. To reduce absenteeism, tardiness and indifferent job performance;
- E. To provide assistance towards rehabilitation for employees who seek the company's help in overcoming addiction to, dependence on or problems with alcohol or drugs, provided they do so before violating this policy;
- F. To maintain a public transportation system and a work environment free of alcohol and drug related performance problems, accidents and injuries.
- G. To comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Part 655.

II. APPLICATION OF POLICY

This policy applies to all San Diego Transit Corporation ("SDTC" or "company") employees and applicants for employment. This policy supersedes the SDTC drug and alcohol policy effective May 1, 2002.

This policy contains certain provisions applicable only to employees performing safety-sensitive functions (as defined below). Each section of this policy applies to all employees unless the particular section states that it applies only to safety-sensitive employees. For example, section V(C) of the policy, relating to post-accident alcohol and drug testing, and section V(D) of the policy, relating to random alcohol and drug testing, apply only to safety-sensitive employees.

Employees performing safety-sensitive functions for SDTC are those with the following job functions:

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1. Operating a revenue service vehicle, including when not in revenue service;
2. Operating a non-revenue service vehicle, when required to be operated by a holder of a Commercial Driver's License;
3. Controlling dispatch or movement of a revenue service vehicle;
4. Maintaining a revenue service vehicle or equipment used in revenue service;
5. Carrying a firearm for security purposes; or
6. Supervisors of the aforementioned employees, since these supervisors may perform safety-sensitive duties.

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SDTC has reviewed the actual duties performed by employees and has determined that the following job functions may require the performance of safety-sensitive duties: Bus Operators, Field Supervisors, all hourly Maintenance employees, Maintenance Manager, Assistant Maintenance Managers, Maintenance Foremen, Quality Assurance Manager, Quality Assurance Supervisor, Dispatchers, Communications/Operations Supervisors, Operations Trainer, Maintenance Instructor, Senior Asst. Manager of Transportation, Assistant Transportation Managers, Senior Transportation Supervisor, Director of Transportation and Director of Maintenance.

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Deleted: Route Facilities Coordinator, Safety Administrator, Safety Specialist, Manager of Scheduling and Service Development, Senior Service Analyst,

Deleted: Dispatch Clerks,

Deleted: Manager of Training,

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III. ILLEGAL DRUGS, LEGAL DRUGS AND ALCOHOL

A. Illegal Drugs. The sale, offer to sell, purchase, use, manufacture, transfer or possession of illegal drugs while on company business or on company premises, property or vehicles is prohibited. Violation of this rule will result in disciplinary action, up to and including termination. Termination is likely for a violation of this rule, even for a first offense.

Illegal drug means any drug (a) which is not legally obtainable or (b) which is legally obtainable but has not been legally obtained. The term includes, but is not limited to, marijuana, cocaine, opiates, amphetamines and phencyclidine. It includes prescribed drugs not legally obtained and prescribed drugs not being used for prescribed purposes. It also includes any substance which a person holds out to another as an illegal drug.

No employee shall bring drug paraphernalia onto company premises or property or into company vehicles.

B. Legal Drugs. The use of prescribed or over-the-counter medications ("legal drugs") at a level, or in a manner, combination or quantity that impedes an employee's ability to safely perform his or her job is prohibited and may lead to disciplinary action, up to and including termination.

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It is the employee's duty to ensure that any legal drug he or she is taking allows him or her to safely perform his or her duties. If an employee intends to take any legal drug while working for which the instructions for use indicate the drug may affect or impair judgment, coordination or other senses, or may otherwise adversely affect the employee's ability to safely perform his or her job, he or she shall have an affirmative obligation to report the drug or medication which he or she is taking to his or her supervisor so that a determination can be made by the company's physicians as to the ability of the employee to perform his or her particular job safely while using that drug. In such a case, an employee may continue to work, even while taking a legal drug, if the company has determined, after consulting with its physicians, that the employee does not pose a threat to his or her own safety, public safety, or the safety of coworkers and that the employee's job performance is not significantly affected by the legal drug. Any employee using a prescription drug in the circumstances described above must provide the prescription and the medication itself (if requested) to SDTC's company physician within 24 hours after notification to do so by SDTC or its physicians.

C. **Alcohol.** No employee shall consume alcohol within four hours prior to their shift or any time during their shift. No employee shall consume or have alcoholic beverages in their possession in company vehicles, on company premises or property, or while on company business. Violation of these rules can result in disciplinary action, up to and including termination, even for a first offense.

No employee who is on-call and therefore subject to being called into work shall consume alcohol during those on-call hours. In the event such an employee is called and must report for duty, the employee will be given the opportunity to acknowledge that they have used alcohol and therefore are not able to perform their safety-sensitive function. In such a case, that employee shall not be required to perform work, but may be disciplined for the use of alcohol during on-call hours under SDTC policy (not under FTA regulations). If an on-call employee who is called to duty acknowledges the use of alcohol, but claims they are able to perform their safety-sensitive function, they must submit to alcohol testing. If the breath alcohol concentration is between 0.02 percent and 0.039 percent, the employee will not be allowed to perform any safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test. A breath alcohol test result of 0.04 percent or higher will subject the employee to termination from employment with the company.

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IV. PROHIBITION AGAINST EMPLOYEES HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES DURING WORKING TIME

All employees of the company must report for work with no illegal drugs or their metabolites in their bodies. Employees must not have illegal drugs or their metabolites in their bodies at any time while on the job, and employees may be tested for the presence of illegal drugs at any time while on duty. Employees must not have alcohol in their bodies at a breath alcohol concentration of 0.02 percent or higher while on duty. All alcohol tests will be performed just before an employee performs safety-sensitive duties, during that performance, or just after the employee has performed such duties. Employees are prohibited from using alcohol within

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four hours prior to their shift. Compliance with these rules is considered an essential job qualification for all employees. **Termination of employment will occur for a violation of any of these rules, even for a first offense. This is a zero tolerance policy. No employee who violates this policy will not be given a second chance.**

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**V.
ENFORCEMENT OF RULE PROHIBITING EMPLOYEES
FROM HAVING ILLEGAL DRUGS OR ALCOHOL IN
THEIR BODIES DURING WORKING TIME**

A. Preemployment Drug Testing.

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Prior to employment with the company, all final candidates will be required to pass a drug screen test administered by a medical facility designated by the company. If the drug screen test is canceled by the Medical Review Officer ("MRO"), the applicant must retake and pass the drug screen test before being hired. Any prospective employee refusing to submit to such examination will not be hired by the company. Any prospective employee failing the drug screen test will be rejected from further consideration for employment with the company. Further, any applicant or employee who has previously failed or refused a pre-employment drug test must provide proof to SDTC, prior to be considered for employment again, that they have successfully completed a referral, evaluation and substance abuse treatment plan compliant with the requirements in 49 C.F.R. Part 40.. All offers of employment are contingent upon the prospective employee's compliance with this section. SDTC will provide each applicant or employee who fails a preemployment drug test with a list of names, addresses and telephone numbers of locally available Substance Abuse Professionals ("SAPs") qualified in 49 C.F.R. Part 40 requirements.

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B. Reasonable Suspicion Alcohol and Drug Testing.

When the company has reasonable suspicion to believe that an employee has violated the prohibitions set forth in this policy, the employee will be required to submit to an alcohol test and a drug screen test immediately upon demand by the company. Reasonable suspicion testing will be required when a trained supervisor can articulate and substantiate physical, behavioral and/or performance indicators of probable drug use or alcohol misuse by observing the appearance, behavior, speech and/or body odors of an employee.

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Any employee who fails the drug screen test or has a breath alcohol test result of 0.02 percent or greater will be immediately removed from service. An employee with a breath alcohol concentration of 0.02 to 0.039 percent will, at minimum, not be allowed to perform a safety-sensitive functions until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test. Any employee with a positive drug screen test and/or a breath alcohol test result of 0.04 percent or higher will subject the employee to termination from employment with the company and will be referred to a locally available Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40.

Refusal to submit to any testing required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately.

C. Post-Accident Alcohol and Drug Testing.

(This section of the policy applies only to safety-sensitive employees.) Post-accident alcohol and drug testing will occur under the following circumstances:

1. Fatal Accidents. As soon as practicable following an accident involving the loss of human life, each surviving employee operating the mass transit vehicle at the time of the accident shall submit to an alcohol test and a drug test. Further, any other employee whose performance could have contributed to the accident (e.g., a mechanic in the case of brake failure causing the accident), as determined by the company using the best information available at the time of the decision, shall also be required to submit to an alcohol test and a drug screen test.

2. Non-Fatal Accidents. As soon as practicable following an accident not involving the loss of human life, each employee operating the mass transit vehicle at the time of the accident shall submit to an alcohol test and a drug screen test, unless company management determines, using the best information available at the time of the decision, that the employee's performance can be completely discounted as a contributing factor to the accident. In addition, any employee whose performance could have contributed to the accident, as determined by the company, using the best information available at the time of the decision, will be required to submit to an alcohol test and a drug screen test.

3. Definition of "Accident." An accident, as defined in this policy, means an occurrence associated with the operation of a vehicle, if as a result:

- a. An individual dies;
- b. An individual suffers a bodily injury and immediately receives medical treatment away from the scene of the accident; or
- c. One or more vehicles in the accident incurs disabling damage as a result of the occurrence and is transported away from the scene by a tow truck or other vehicle. Disabling damage means damage which precluded the departure of any vehicle from the scene of the occurrence in its usual manner in daylight after simple repairs. Disabling damage includes damage to vehicles that could have been operated but would have been further damaged if so operated, but does not include damage which can be remedied temporarily at the scene of the occurrence without special tools or parts, tire disablement without other damage even if no spare tire is available, or damage to headlights, tail lights, turn signals, horn, or windshield wipers that makes them inoperative.

Any employee involved in an accident is prohibited from using alcohol for eight hours following the accident, or until he or she undergoes a post-accident alcohol test and drug test. Any employee involved in an accident who fails to remain readily available for the testing required by this section, including notifying company officials of his or her location if he or she

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leaves the scene of the accident prior to submission to such tests, will be deemed to have refused to submit to testing.

Post-accident testing will occur after the employee assists in resolution of the accident or receives medical attention following the accident. SDTC will complete the post-accident drug testing as soon as possible, and such testing will occur not later than 32 hours after the accident. SDTC will attempt to complete the post-accident alcohol testing within two hours of the accident. If the testing is not completed within two hours, SDTC will continue to attempt to complete the test and will prepare a report explaining why the breath specimen was not collected within two hours. If the alcohol test is not completed within eight hours of the accident, SDTC shall cease attempts to complete the test and update the report as to why the test was not completed.

Refusal to submit to a test required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Any employee failing a drug screen test or having a breath alcohol test result of 0.02 percent or greater will be immediately removed from service. Any employee with a positive drug screen test and/or a breath alcohol test result of 0.04 percent or greater will be subject to termination from employment with the company and will be referred to a locally available Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40.

D. Random Alcohol and Drug Testing.

(This section of the policy applies only to safety-sensitive employees.) All safety-sensitive employees, as defined above, will be subject to unannounced, random alcohol testing and random drug testing in accordance with 49 C.F.R. Part 40. The selection of employees for random alcohol testing and random drug testing shall be by a scientifically valid method, such as a random number table or a computer-based random number generator. Each employee will have an equal chance of being tested each time selections are made. These tests will not be announced in advance and will be administered on all days and hours during which transit service is in operation throughout the calendar year. The current minimum testing requirement is to annually perform drug tests on 50% and alcohol tests on 10% of the safety-sensitive employees.

Each employee selected for random alcohol testing and/or random drug testing must proceed to the test site immediately. Refusal to submit to such a test will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Any employee failing a drug screen test or having a breath alcohol test result of 0.02 to 0.039 percent will be relieved of his or her duties immediately. Any employee with a positive drug screen test and/or a breath alcohol test result of 0.04 percent or greater will be subject to termination from employment with the company and will be referred to a locally available Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40.

E. Drug Testing of Employees Assuming Safety-Sensitive Duties.

Any employee who accepts a position with the company involving safety-sensitive duties, who has previously been engaged in non-safety-sensitive duties, will be required to

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submit to and pass a drug screen test prior to assumption of the safety-sensitive duties. If the drug screen test is canceled by the MRO, the employee must retake and pass that test before assuming safety-sensitive duties. Refusal to submit to such a test will be sufficient grounds for termination of employment. Any employee failing a drug screen test will not be allowed to assume the safety-sensitive position, and will be removed from service. A positive drug screen test will subject the employee to termination from employment with the company. Any employee with a positive drug screen test will be referred to a locally available Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40.

F. Return to Duty and Follow-Up Alcohol and Drug Testing.

Any employee who is allowed to return to duty after failing an alcohol or drug test, or following leave for substance abuse rehabilitation, must first provide a negative drug, alcohol (or both) test result. Employees returning to duty following leave for substance abuse rehabilitation may be required to undergo unannounced follow-up alcohol and/or drug testing as directed by a substance abuse professional ("SAP"). The number and frequency of such follow-up testing shall be directed by the SAP. The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such testing shall not continue beyond five years from the date the employee returns to safety-sensitive duties (labor agreements notwithstanding). Any such employee failing a drug screen test or having a breath alcohol test result of 0.02 percent or higher will be relieved of his or her duties immediately. Any employee with a positive drug screen test or a breath alcohol test result of 0.04 percent or greater during this period shall be immediately terminated from employment with the company and referred to a locally available SAP for evaluation in accordance with 49 C.F.R. Part 40.

G. DMV Recertification Alcohol and Drug Testing.

(The testing requirement in this section is required by SDTC, not by FTA regulations.) All SDTC employees who are required by the company to have a valid DMV Class 2 license will be required to pass an alcohol test and a drug screen test each time they must recertify that license by submitting to a medical examination, which is currently at two year intervals. Refusal to submit to an alcohol test and a drug screen test at the time of the medical examination will be sufficient grounds for termination of employment. Any employee failing a drug screen test or having a breath alcohol test result of 0.02 percent or higher will be relieved of his or her duties immediately and may, at the company's discretion, be referred to an SAP. Further, a positive drug screen test or a breath alcohol test result of 0.04 percent or higher will subject the employee to termination from employment with the company.

H. Alcohol and Drug Screening Following Injuries and Upon Return to Duty Following a Leave of Absence.

(The testing in this section is required by SDTC and not FTA regulations, except where noted.) Any employee who sustains an injury on the job will be required to submit to an alcohol test and a drug screen test as part of the physician's examination of the employee for the injury.

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Any employee returning to duty following a leave of absence from the company for 90 calendar days or more must submit to an alcohol test and a drug screen test.

Refusal to submit to any of the foregoing alcohol tests or drug screen tests will be sufficient grounds for termination of employment and will result in the employee being relieved of his or her duties immediately. Any employee failing a drug screen test and/or having a breath alcohol test result of 0.02 percent to 0.039 percent will be relieved of his or her duties immediately and will not be allowed to perform a safety-sensitive function within eight hours following the administration of the alcohol test. Any employee with positive drug screen test and/or having a breath alcohol test result of 0.04 percent or greater will be subject to termination from employment with the company.

(Additional FTA-required testing.) Any employee who has not performed a safety-sensitive function for 90 consecutive calendar days regardless of the reason, and where the employee has not been in SDTC's random selection pool during that time, shall be required to take a pre-employment drug test (see Section V(A) above) with a verified negative result before returning to duty.

VI. PROCEDURES FOR ALCOHOL AND DRUG TESTING

A. Procedures for Alcohol Tests. All FTA-mandated alcohol testing called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs. The alcohol testing in this policy applies regardless of whether the alcohol was ingested as beverage alcohol or in a medicinal or other preparation.

The alcohol tests will be administered by a breath alcohol technician ("BAT"), using an evidential breath testing device ("EBT"). The BAT will be trained to proficiency in the operation of the EBT. The EBTs are subject to a quality assurance plan developed by the manufacturers of EBTs. In order to insure that the test results are attributed to the correct employee, the BAT will require the employee to provide photo identification before tests are conducted. If the result of the alcohol screening test is an alcohol concentration of less than 0.02 percent, the employee will be deemed to have passed the alcohol test. If the result of the screening test is a breath alcohol concentration of 0.02 percent or greater, a confirmation test shall be performed. The confirmation test shall be conducted within thirty minutes of the completion of the screening test. The results of FTA-mandated breath alcohol testing will be compiled on a U.S. Department of Transportation ("DOT") Alcohol Testing Form ("ATF"). The results of breath alcohol testing required by SDTC (and not FTA) will be on non-DOT testing forms.

B. Procedures for Drug Screen Tests. All FTA-mandated drug screen tests called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs. The drugs tested for will be marijuana, cocaine, opiates, phencyclidine and amphetamines. The DOT drug testing custody and control form will be utilized in connection with all FTA-mandated drug screen tests administered pursuant to this policy (tests under SDTC policy will be conducted using non-DOT

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testing forms). When an employee arrives at the collection site, the collection site person shall positively identify the employee through the presentation of photo identification. Collection personnel will be trained to ensure employee privacy in providing the urine specimen. Urine specimens collected for drug testing will be split into two containers at the collection site. Collection site personnel will be trained to maintain the integrity of the specimen collection and transfer process. In order to maintain the integrity of the urine specimen, the specimen shall remain under the direct control of the collection site person from delivery to its being sealed in the mailer to the laboratory conducting the testing on the urine specimen. A tamper-proof sealing system will be utilized to ensure against undetected opening. The specimen bottle shall be identified with a unique identifying number identical to that appearing on the urine custody and control form.

Transfer of a urine specimen will always be accomplished through appropriate chain of custody procedures. The forms accompanying the specimens will have unique preprinted specimen ID numbers and the employee will sign or initial certifying that the specimen was taken from that employee. All drug screen tests which are positive will be retested in a confirmation test prior to the laboratory specifying a positive result on a drug screen test. All drug testing done under this policy will be done by a laboratory that has been certified by the federal Department of Health and Human Services ("DHHS"). SDTC's DHHS certified laboratory is Quest Diagnostics, Inc. All confirmatory tests will be performed using GC/MS techniques. There are federally mandated cut-off limits for the minimum quantity of drug that must be detected in order for a positive test on the initial and confirming test. The current cut-off limits expressed in nanograms per milliliter (ng/ml) are as follows:

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<u>Drug</u>	<u>Initial Screen</u>	<u>Confirming Test</u>
Marijuana	50	15
Cocaine	300	150
Opiates	2000	2000
PCP	25	25
Amphetamines	1000	500

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In order to protect SDTC's employees and the integrity of the drug testing process, SDTC has retained the services of a Medical Review Officer ("MRO"). SDTC's MRO is Benjamin Gerson, M.D., of University Services. Dr. Gerson's phone number is 215-637-6800. The MRO is a licensed physician with knowledge of drug abuse disorders. If the laboratory results are confirmed positive, the MRO will interview the employee and review all information provided by the employee to determine whether the results are indicative of illegal or illicit drug use. If the employee provides an adequate explanation, the MRO will verify the test results as negative with the substance abuse program manager and take no further action. If the test result of the primary specimen is positive, the employee may request that the MRO direct that the second split specimen be tested in a different DHHS laboratory. The MRO shall honor such request if it is made within 72 hours of the employee having been notified of a verified positive test. If an employee has not contacted the MRO within 72 hours, the employee may present to the MRO information documenting that serious illness, injury, inability to contact the MRO, lack of actual

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notice of the verified positive test, or other circumstances unavoidably prevented the employee from timely contacting the MRO. If the MRO concludes that there is a legitimate explanation for the employee's failure to contact the MRO within 72 hours, the MRO shall direct that the reanalysis of the primary specimen or analysis of the split specimen, as applicable, be performed. If the employee requests such testing of the second split specimen, the employee must pay for such testing. The results of the test at the second DHHS-approved laboratory will be forwarded to the MRO. If the results of the second test fail to confirm the presence of the drugs or drug metabolites found in the primary specimen, the MRO shall cancel the test.

If the MRO advises SDTC that the result of the drug test was negative, but that the test was dilute (i.e. a specimen with creatinine and specific gravity values that are lower than expected for human urine), the employee will be required to take another drug screen test immediately. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be utilized for determining if the employee passed the drug screen test.

The drug testing laboratory shall report test results to the MRO in writing, identifying the results of the test. The MRO will report to SDTC whether the test is positive or negative, and may report the drug for which there was a positive test, but shall not disclose the quantitation of the test results (except in the case of a grievance, lawsuit, or other proceeding initiated by the employee arising out of the verified positive drug test). All records pertaining to urine specimens shall be retained by the drug testing laboratory for a minimum of two (2) years. The drug testing laboratory shall retain all urine specimens confirmed as positive and place them into properly secured long-term frozen storage for a minimum of one (1) year.

VII. FALSIFICATION, FAILURE TO ARRIVE FOR TESTING AND FAILURE TO NOTIFY

Any employee who provides false information in connection with an alcohol or drug test administered under this policy, shall be subject to termination of employment under SDTC policy.

All employees are required to notify SDTC Human Resources in writing immediately, but in any event within five days, after they have been convicted of a criminal drug statute violation that occurred in the workplace or while working. Any employee who fails to notify the SDTC Director of Human Resources and Labor Relations of any such conviction for a criminal drug violation no later than five days after such conviction shall be subject to termination of employment.

VIII. BEHAVIOR CONSTITUTING A REFUSAL TO SUBMIT TO A TEST

A. Actions considered a refusal to submit to an alcohol or drug screen test include:

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- (1) Failure to appear for any test (except a pre-employment test) within a reasonable time, as determined by the employer, after being directed to do so by the employer;
- (2) Failure to remain at the testing site until the testing process is complete;
- (3) Failure to cooperate with any part of the testing process;
- (4) Refusal by an employee to complete and sign the certification at Step 2 of the ATF (Alcohol Testing Form) for an FTA-mandated test (or an SDTC form, if it is a non-FTA test);
- (5) Failure to provide an adequate breath specimen for testing without a valid medical explanation, or
- (6) Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER").

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B. Actions considered a refusal to submit to a drug screen test include:

- (1) Failure to appear for any test (except a pre-employment test) within a reasonable time, as determined by the employer, after being directed to do so by the employer;
- (2) Failure to remain at the testing site until the testing process is complete;
- (3) Failure to cooperate with any part of the testing process (e.g., refusal to empty pockets when so directed by the collector, behaving in a confrontational way that disrupts the collection process);
- (4) Failure to provide a sufficient urine sample as required without a valid medical cause established in writing by a physician;
- (5) Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER");
- (6) Failure or refusal by an employee to take a second drug screen test if a DER or the MRO has directed the employee to do so;
- (7) Failure to permit the observation or monitoring of the collection of the specimen in the case where the MRO requires a directly observed or monitored collection of a urine specimen; or
- (8) The MRO reports to SDTC that an employee has a verified adulterated or substituted test result.

Refusal to submit to a drug test constitutes a verified positive drug test result.

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IX.
EMPLOYEE ASSISTANCE PROGRAM

A. Any employee who feels that he or she has developed an addiction to, dependence upon or problem with alcohol or drugs, legal or illegal, is encouraged to seek assistance. No disciplinary action will be issued against any employee who (1) comes forward to management with their problem *prior* to being requested to submit to an alcohol or drug screen test and before the company learns of a violation of the drug and alcohol policy, and (2) provided the employee has not violated the policy before coming to management. If an employee comes forward to management regarding a drug or alcohol problem seeking assistance, but management learns that the employee violated this policy before coming forward (e.g. a bus driver who drove a bus with illegal drugs in his system), SDTC will discipline the employee for violating the policy, up to and including termination of employment. Further, if the company learns of a violation of this policy before the employee comes forward, or if the employee seeks assistance for the problem only after being requested to submit to a drug or alcohol test, the employee will be subject to disciplinary action up to and including termination of employment.

B. Assistance for substance abuse may be sought by contacting Human Resources, your immediate supervisor, any officer of your local union, or the Employee Assistant Program ("EAP") directly. Information concerning the EAP is posted on bulletin boards throughout the company and is available from Human Resources. Each request for assistance will be treated as confidential.

C. The company's EAP has developed contacts with local hospitals and community organizations offering alcohol or drug treatment programs. The EAP will refer employees seeking assistance to an appropriate treatment organization. Any employee failing a test required under this policy will be referred to the EAP, which will determine what assistance, if any, the employee needs in resolving problems associated with drugs or alcohol. The referral to the EAP is independent of any disciplinary action that the company may impose.

D. Rehabilitation itself is the responsibility of the employee. However, any employee seeking medical attention for alcoholism or drug addiction will be entitled to benefits available under the company or the union's group medical insurance plans subject to the restrictions and limits stated in the applicable plan summary. Furthermore, rehabilitation leave will be available only to those employees whose employment is not terminated by management because they meet the conditions for employee assistance as set forth in paragraph A above. Employees granted rehabilitation leave will be subject to the leave of absence provisions of the collective bargaining agreement (or the applicable administrative leave policies, if the employee is an administrative employee or member of management). Rehabilitation leave will be available on a one-time-only basis, subject to the conditions for continuing employment in Paragraph E below. **SDTC will not offer rehabilitation leave on a second occasion. The recurrence of an alcohol or drug problem will result in termination of employment.**

E. To be eligible for continuation in employment with SDTC following a rehabilitation leave, the employee must:

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1. Undergo evaluation by the Substance Abuse Professional ("SAP"), who will recommend a course of rehabilitation.

2. Begin a program of rehabilitation, strictly follow the rules and guidelines of that program, and sign a release of all medical information, including that relating to drug and alcohol treatment, so the company can monitor his or her progress.

3. Remain continuously enrolled in a treatment program and actively participate in that program.

4. *Not* reject treatment or leave the treatment program prior to being properly discharged therefrom.

5. Agree that the SAP will determine whether the employee has successfully completed the program.

6. Not violate the Drug and Alcohol Policy.

F. Any employee suffering from an alcohol or drug problem who rejects treatment or who leaves a treatment program prior to being properly discharged therefrom will be terminated from employment with SDTC.

G. All employees returning to active employment from rehabilitation will be required to sign a "Return to Work Agreement" providing:

1. That the employee must pass an alcohol and/or drug test before returning to work;

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2. That a substance abuse professional must determine that the employee has properly followed an appropriate rehabilitation program and is capable of returning to duty;

3. For unannounced alcohol and drug testing at a company designated medical facility for a minimum of 12 months from date of return to work to insure that the employee has freed himself or herself from the alcohol and/or drug problem. The number and frequency of the unannounced testing shall be as directed by a Substance Abuse Professional ("SAP"), and shall consist of at least six tests in the first 12 months following the employee's return to duty. The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such testing shall not continue beyond five years from the date the employee returns to duty.

4. That failure of such a test or refusal to immediately submit to such testing during this period shall be grounds for immediate termination;

5. That the employee must maintain an acceptable attendance and performance record, not violate the Drug and Alcohol Policy and comply with all other company rules and policies upon their return to work.

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X.
**ADDITIONAL INFORMATION REGARDING THIS DRUG
AND ALCOHOL POLICY**

A. Questions Regarding the Policy. Any employees having questions about SDTC's Drug and Alcohol policy should contact the company's Manager of Human Resources, Steve St. Pierre, at the MTS building, 1255 Imperial Avenue, Suite 900, San Diego, California 92101-7490, telephone number 619-557-4568.

B. Substance Abuse Professional.

SDTC has secured the services of a Substance Abuse Professional ("SAP"). SDTC's Substance Abuse Professional is Peggy Wagner of Horizons Health Group, who can be reached at 858-571-1698. Ms. Wagner is a Certified Employee Assistance Professional who specializes in evaluating and treating individuals with substance abuse disorders. The SAP will be utilized to evaluate employees who come forward with substance abuse problems, and employees who are found in violation of this policy. As to employees returning to duty after failing an alcohol or drug test or following leave for substance abuse rehabilitation, the SAP will evaluate the employee and direct the frequency of follow-up drug and alcohol testing for the employee.

C. Notice of Certain Requirements in Addition to FTA-Mandated Requirements.

This policy is designed to comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Part 655. However, SDTC has added certain additional requirements to this policy not mandated by the FTA regulations, including the following:

1. Except as specifically noted, this policy applies to all SDTC employees, not just safety-sensitive employees as defined by FTA.

2. This policy prohibits the use of legal drugs while working if those drugs may impair judgment, coordination or other senses, or have an adverse effect on safety.

3. This policy calls for alcohol and drug testing at the time of DMV recertification, as set forth in paragraph V(G) of this policy.

4. This policy requires alcohol and drug testing following injuries and upon return to duty following a leave of absence of 90 calendar days or more.

D. Right to Examine Records.

Every employee has the unqualified right to review his/her drug and alcohol testing records, provide information to dispute the results of a drug or alcohol test and, upon written request, to obtain copies of any records pertaining to his or her drug and alcohol tests, including records pertaining to equipment calibration and laboratory certifications.

E. Training. SDTC provides training for its supervisors in order for them to be able to make a determination of whether reasonable suspicion exists for an employee to be required to

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Deleted: Lois Olson
Deleted: of Horizons Health Group
Deleted: Health and Human Resource Center ("HHRC")
Deleted: , who can be reached at 858-571-1698
Inserted: 858-571-1698
Deleted: 1-800-342-8111
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Deleted: is a Certified Employee Assistance Professional who specializes in evaluating and treating individuals with substance abuse disorders. The SAP will be utilized to evaluate employees who come forward with substance abuse problems, and employees who are found in violation of this policy. As to employees returning to duty after failing an alcohol or drug test or following leave for substance abuse rehabilitation, the SAP will evaluate the employee and direct the frequency of follow-up drug and alcohol testing for the employee.¶
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submit to reasonable suspicion alcohol/drug screening. This training includes a minimum of 60 minutes of supervisor training on drugs and 60 minutes of supervisor training on alcohol.

Further, SDTC has conducted training for all existing employees and conducts training for all new employees, consisting of a minimum of 60 minutes of employee training on drugs and alcohol and the drug and alcohol policy.

* * *

Deleted: <#>Effect of Alcohol Misuse and Signs and Symptoms of an Alcohol Problem¶

Alcohol is a socially acceptable drug that has been consumed throughout the world for centuries. It is considered a recreational beverage when consumed in moderation for enjoyment and relaxation during social gatherings. However, when consumed primarily for its physical and mood-altering effects, it is a substance of abuse. As a depressant, it slows down physical responses and progressively impairs mental functions.¶

<#>Signs and Symptoms of Use¶

- . Dull mental processes¶
- . Lack of coordination¶
- . Odor of alcohol on breath¶
- . Possible constricted pupils¶
- . Sleepy or stuporous condition¶
- . Slowed reaction rate¶
- . Slurred speech¶

(Note: Except for the odor, these are general signs and symptoms of any depressant substance.)¶

<#>Health Effects¶

The chronic consumption of alcohol (average of three servings per day of beer [12 ounces], whiskey [1 ounce], or wine [6 ounce glass]) over time may result in the following health hazards:¶

- . Decreased sexual functioning¶
- . Dependency (up to 10 percent of all people who drink alcohol become physically and/or mentally dependent on alcohol and can be termed "alcoholic")¶
- . Fatal liver diseases¶
- . Increased cancers of the mouth, tongue, pharynx, esophagus, rectum, breast, and malignant melanoma¶
- . Kidney disease¶
- . Pancreatitis¶
- . Spontaneous abortion and neonatal mortality¶
- . Ulcers¶
- . Birth defects (up to 54 percent of all birth defects are alcohol related).¶

<#>Social Issues¶

- . Two-thirds of all homicides are committed by people who drink prior the crime.¶
- . Two to three percent of the driving population is legally drunk at any one time. This rate is doubled at night and on weekends.¶
- . Two-thirds of all Americans will be involved in an alcohol-related vehicle accident during their lifetimes.¶
- . The rate of separation and divorce in families with alcohol dependency problems is 7 times the average.¶
- . Forty percent of family court cases are alcohol problem related.¶
- . Alcoholics are 15 times more ... [14]

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APPROVAL OF POLICY BY SDTC

This Drug and Alcohol Policy has been approved by the Board of Directors and Chief Operating Officer of SDTC.

Deleted: President and General Manager

Dated: _____

Leon Williams, Chairman,
Board of Directors

Deleted: Shirley Kaltenborn

Dated: _____

Claire Spielberg, Chief Operating Officer

Deleted: Langley C. Powell
President and General Manager

SDTC 2005 D/A Policy

-16-

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**ACKNOWLEDGMENT OF RECEIPT OF
SAN DIEGO TRANSIT CORPORATION
DRUG AND ALCOHOL POLICY
(Effective March 1, 2005)**

Deleted: April

Deleted: 2002

I hereby acknowledge receipt of a copy of the SAN DIEGO TRANSIT CORPORATION Drug and Alcohol Policy effective March 1, 2005. I understand that I am responsible to read the policy and in consideration of my employment with the company, I hereby agree to comply with the policy in all respects and consent to the alcohol testing and drug testing required by this policy.

Deleted: April

Deleted: 2002

DATED: _____

Employee Signature

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Employee Name (Please Print)

Employee Badge Number

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16585-92001 .

SDTC 2005 D/A Policy

-17-



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.

OPS 970.2 (PC 30102)

February 24, 2005

Subject:

SDTI: RENAMING OF THE WELD BOULEVARD STATION TO GILLESPIE FIELD STATION

RECOMMENDATION:

That the Board of Directors authorize changing the name of the Weld Boulevard Station to Gillespie Field Station to more accurately reflect its regional identity, in conjunction with opening the Mission Valley East Light Rail Transit (LRT) extension.

Budget Impact

Costs associated with this change will be incorporated into the changes that will be initiated for the opening of Mission Valley East.

DISCUSSION:

The importance of selecting station names that provide identity to the geographical area served has long been relevant to successful planning. During final development of previous LRT extensions, initial station names were changed to reflect a more appropriate regional identification. Examples include Mission Valley Center, Hazard Center, Fashion Valley Transit Center, etc.

The Weld Boulevard Station was opened as part of the Santee extension in 1995. Weld Boulevard is a residential roadway connecting Fanita Road with Cuyamaca Street and terminating at the entrance to the trolley station parking lot. More recently, Marshall Avenue was extended through the Gillespie Field Airport and across San Diego Trolley, Inc. (SDTI) right-of-way connecting the airport facility with Cuyamaca Street and the trolley station parking lot.



Activity in the vicinity of the station has expanded with the development of the Gillespie Field Business Park and other commercial projects. Infrastructure enhancements at the Gillespie Field Airport include the installation of new aircraft hangers near the trolley station along Marshall Avenue and expansion of the vintage aircraft museum. These improvements, along with vintage aircraft shows and displays that are regularly conducted at this venue, will serve to provide the Gillespie Field Station with excellent regional identity and Orange Line terminal designation.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Wayne Terry, 619.595.4906, wayne.terry@sdti.sdmts.com

RAbj/JGarde
FEB24-05.8.WTERRY
1/25/05



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

Agenda

Item No. 30

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

CIP 10426.7.3

February 24, 2005

Subject:

MTS: CONTRACT CHANGE ORDERS FOR MISSION VALLEY EAST

RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer to execute Contract Change Order (CCO) No. 124, Supplement No. 1, to Contract LRT-426.5 with Stacy and Witbeck, Inc. (SWI), in substantially the same form attached (Attachment A) for increases in contract quantities for bid item work under the Track and Systems Construction, in an amount not to exceed \$136,810.

Budget Impact

A total of \$136,810 for CCO No. 124, Supplement No. 1, with SWI would be encumbered from available funds in the Track and Systems Construction Contingency, leaving a balance of \$750,898.

DISCUSSION:


SWI, under Contract LRT-426.5, is the contractor for the installation of track and systems on the infrastructure constructed by the two line segment contractors and the San Diego State University (SDSU) contractor. SWI has been working on the MVE Extension project since January 2003.

CCO No. 124, Supplement No. 1, is to pay SWI for increases in signal contract bid items Nos. 112 through 120, inclusive. The increase is to pay for increased quantities for the signal systems, at contract prices, above and beyond those quantities estimated. The Board is requested to approve CCO No. 124, Supplement No. 1, for \$136,180.



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.

A copy of the SWI Workforce Report (Attachment B) is attached for reference.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Dennis L. Wahl, 619.235.2635, dwa@sandag.org

LTorio/
30-05FEB24.DWAHL
2/14/05

Attachments: A. SWI CCO No. 124, Supplement No. 1
B. SWI Workforce Report

MTDB**CONTRACT CHANGE ORDER (CCO)**

Att. A, AI 30, 2/24/05, CIP 426.7.3

Report Date: 01/25/05

Contract No. LRT-426.5

MVE Trackwork & Systems

File: CIP10426.7

Page 1 of 2 pages

CCO NO. 124
SUPPLEMENT NO. 1
REVISION NO. 0
TO: Stacy and Witbeck Inc.

You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: This change order is not effective until approved by The Construction Engineer.

Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account. Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time.
Change requested by Engineer

The last percentage shown after each bid item is the net accumulated increase or decrease from the original quantity in the engineer's estimate.

Description of Changes in Contract Item Work at Contract Prices

In accordance with Section 4-1.03B, Increased or Decreased Quantities, of the Standard Specifications, the following Bid Items #113 (Signal Cable, Type: 15C, 3C #8, 12C #14, Switch), #114 (Signal Cable, Type: 7C #14, Signal and RS), #116 (Signal Cable, Type: 2C #14, TW/SH, TWC Cable), #117 (Signal Cable, Type: 5C #6, TW Track Circuits), #118 (Signal Cable, Type: 4C #4, Power Cable), #119 (Signal Cable, Type: 2C #6, Power Cable) and #120 (Signal Cable, Type: 2C #4, Power Cable) have been increased due to discrepancies between the LRT 426.5 Conformed Special Provisions "Cost Proposal" and the actual quantities of signal cable installed to date.

Estimate of Increase in Contract Item Work at Contract Prices

Item 112	Signal Cable, Type: 27C #14 Express on Messenger 3000 M (21.17%) @ \$15.00 =	\$45,000.00 (21.17%)
Item 113	Signal Cable, Type: 15C (3C #8, 12C #14), Switch 750 M (68.31%) @ \$19.00 =	\$14,250.00 (68.31%)
Item 114	Signal Cable, Type: 7C #14, Signal and RS 2200 M (67.16%) @ \$9.00 =	\$19,800.00 (227.72%)
Item 116	Signal Cable, Type: 2C #14 TW/SH, TWC Cable 2600 M (36.79%) @ \$10.00 =	\$26,000.00 (43.86%)
Item 117	Signal Cable, Type: 2C #6 TW, Track Circuits 1900 M (47.56%) @ \$7.00 =	\$13,300.00 (65.33%)
Item 118	Signal Cable, Type: 4C #4, Power Cable	

(continued next page) Total Change This Supplement: \$136,810.00 (Increase)

By reason of this order the time of completion will be adjusted as follows: No Adjustment

Submitted by: _____ Date _____
Resident Engineer Steven Dill

Recommended by: _____ Date _____
Construction Project Manager Mark Benson

Approved by: _____ Date _____
Construction Engineer William A. Frey

Concurred by: _____ Date _____
Director of Engineering & Construction Jim Linthicum

Concurred by: _____ Date _____
General Manager Paul Jablonski / CEO

We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

Accepted, Date _____ Contractor: Stacy and Witbeck Inc.

By _____ Title _____

If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contract No. LRT-426.5

MVE Trackwork & Systems

File: CIP10426.7

Page 2 of 2 pages

CCO NO. 124
SUPPLEMENT NO. 1
REVISION NO. 0
TO: Stacy and Witbeck Inc.

300 M (35.42%) @ \$19.00 -	\$5,700.00 (54.31%)
Item 119 Signal Cable, Type: 2C #6, Power Cable	
710 M (55.82%) @ \$11.00 =	\$7,810.00 (76.26%)
Item 120 Signal Cable, Type: 2C #4, Power Cable	
450 M (14.08%) @ \$11.00 -	\$4,950.00 (87.95%)
Increase \$136,810.00	

Estimate of Adjustment Compensation

Payment for quantities of Item #114 (Signal Cable, Type: 7C #14, Signal and RS), #116 (Signal Cable, Type: 2C #14, TW/SH, TWC Cable), #117 (Signal Cable, Type: 5C #6, TW Track Circuits), #118 (Signal Cable, Type: 4C #4, Power Cable), #119 (Signal Cable, Type: 2C #6, Power Cable) and #120 (Signal Cable, Type: 2C #4, Power Cable) in excess of 125 percent of the Engineer's Estimate will be adjusted in accordance with Section 4-1.03B(1), Increases of More Than 25 Percent, of the Standard Specifications. Determination of the adjustment is deferred.

Adjustment Comp. Estimate \$0.00

Total Change This Supplement:

\$136,810.00 (Increase)

E. EMPLOYMENT DATA

Include the employees located in San Diego County only, unless your firm employs fewer than 15 people locally. In that event, you should list the workforce of the regional office that will oversee the work under MTDB's contract. Report all permanent full-time and part-time employees including apprentices and on-the-job trainees. Blank spaces will be considered as zeros.

Occupational Category	African American		Hispanic		Asian or Pacific Islander		Native American		Other		Overall Total
	M	F	M	F	M	F	M	F	M	F	
Executive/Managerial									1		1
Engineers/Architects/Surveyors			2						2		4
Professionals (N.E.C.)											
Technicians											
Sales											
Administrative Support										1	1
Protective Services											
Services (N.E.O.)											
Craft Workers (Skilled)	1	1	28	1	1				5	1	38
Machine Operators, Assemblers and Inspectors			1						9		10
Transportation and Material Moving											
Laborers (Unskilled)											
Totals For Each Column	1	1	31	1	1	0	0	0	17	2	64

Indicate by gender and ethnic code the number of the above workforce which are persons with disabilities.

Disabled											
----------	--	--	--	--	--	--	--	--	--	--	--

F. THE UNDERSIGNED HEREBY CERTIFIES THAT THE FOREGOING DATA CONTAINED HEREIN IS TRUE AND CORRECT.

AUTHORIZED SIGNATURE

Kathy Chin

Office Manager

11/18/2004

NAME OF SIGNEE

TITLE

DATE

G. NAME, ADDRESS AND PHONE NUMBER OF PERSON TO CONTACT REGARDING THIS REPORT.

Kathy Chin, 7171 Alvarado Road, Suite 102, La Mesa, CA 91941 Phone: 619-644-3500 - Fax: 619-64-3504

LTord/WORFORCE/5-02



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

Agenda

Item No. 31

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

OPS 980.8
(PC 30117)

February 24, 2005

Subject:

MTS: ACCESS AND ADA SUBURBAN PARATRANSIT CONTRACT AMENDMENTS

RECOMMENDATION:

That the Board:

1. find that it is in the best interest of MTS to extend the MTS Access and Americans with Disabilities Act (ADA) Suburban/Flex Route contracts with Laidlaw Transit Services (Laidlaw) until June 30, 2008 with two one-year options, without going through a competitive bid process;
2. authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 (MTS Doc. No. B0338.0-02) in substantially the same format as attached (Attachment A) for MTS Suburban services with Laidlaw to extend the contract for Americans with Disabilities Act (ADA) services for a period of three years with two one-year options; and
3. authorize the CEO to execute Amendment No. 3 (MTS Doc. No. B0368.0-03) in substantially the same format as attached (Attachment B) for MTS Access services with Laidlaw to extend the contract for ADA services for a period of three years with two one-year options.

Budget Impact

No budget impact for FY 05. The budget impact for the term of the contract will be an increase of 3% annually in the unit rates over FY 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.

DISCUSSION:

Service Amendments

MTS currently has contracts with Laidlaw to provide MTS Access and ADA Suburban/Flex Paratransit service. Operating funding for these services is provided by local Transportation Development Act (TDA) and TransNet revenue sources. The term of each of Laidlaw's five-year contracts expires on June 30, 2005. The MTS Access contract (MTS Doc. No. B0229.0-00) was awarded by MTS to the American Red Cross, following a competitive bid process. The ADA Suburban/Flex Paratransit contract (MTS Doc. No. B0338.0-02) was awarded to Laidlaw by the County of San Diego (County) following a competitive bid process, and subsequently assigned by the County to MTS on June 28, 2002. The MTS Access contract provides transportation services for ADA paratransit for the City of San Diego, excluding San Ysidro and some midcounty communities. Meanwhile, the ADA Suburban/Flex Suburban Paratransit contract provides transportation services for ADA Paratransit operations in Mid-County (Poway, Rancho Bernardo, Rancho Penasquitos), East County (Lemon Grove, La Mesa, El Cajon, Santee, and some unincorporated communities), and the South Bay communities. Additionally, three Suburban flex routes are operated under this agreement in East County, including Route 851 (Spring Valley), Route 853 (Casa De Oro, Spring Valley), and Route 874 (El Cajon).

In November 2002, MTS terminated the contractual relationship with the American Red Cross (MTS Doc. No. B0229.0-00) and awarded the remainder of the MTS Access agreement to Laidlaw (MTS Doc. No. B0368.0-03). The contract awarded to Laidlaw was not competitively bid due to emergency circumstances. The contractual transition to Laidlaw went very well, and Laidlaw has operated both contracts since. Each ADA paratransit operation has experienced record productivity levels and high levels of service. Typically, productivity is measured in terms of passengers carried per hour, which has an inverse linear relationship with cost. As productivity rises, costs are directly reduced and vice versa. In achieving high productivity levels (collectively right around two passengers per hour on a monthly basis), Laidlaw has enforced the MTS contractual operating parameters. This has led to the perception on the part of several passengers and Social Services centers that Laidlaw is responsible for certain policies; e.g., curb-to-curb, limited subscriptions, variable shared ride times, the one-hour reservation window, etc. MTS staff has made a concerted effort to outreach to the community via open discussion forums, committee announcements; e.g., Accessible Services Advisory Committee meetings and the dissemination of new public information specifically describing the operating parameters set by MTS.

Cost Analysis

The current purchased transportation budget for the MTS Access agreement is \$5,020,000 and the ADA Suburban Flex/Paratransit agreement is \$3,267,999. The proposed contract amendment unit price increases of 3% are well within the consumer

price index and are very favorable to MTS (as shown in the market rate comparison chart below).

Current and Proposed Rates

CONTRACT	FY 05 Current Rates	Proposed 06	Proposed 07	Proposed 08	Proposed 09	Proposed 2010
ADA Suburban/Flex Suburban Fixed Monthly Rate	\$134,132	\$138,156	\$142,301	\$146,570	\$150,967	\$155,496
ADA Suburban Variable Hourly Rate Minivan	\$22.14	\$22.80	\$23.49	\$24.19	\$24.92	\$25.67
ADA Suburban/Flex Suburban Variable Hourly Rate Minibus	\$22.99	\$23.68	\$24.39	\$25.12	\$25.88	\$26.65
MTS Access Variable Hourly Rate	\$45.63	\$47.00	\$48.41	\$49.86	\$51.36	\$52.90

Market Rate Comparison

Agency	Rate Per Hour
MTS	\$44.95 (Aggregate Average of ADA Suburban and MTS Access)
Los Angeles MTA (Access Services)	\$58.09
Orange County Transit Authority	\$43.00
Sacramento Transit	\$54.55
AC Transit (Oakland)	\$53.32
Regional Transportation Commission (Las Vegas)	\$45.36

CONCLUSION:

Staff believes that it is in the best interest of MTS as well as our passengers to extend the existing contracts with Laidlaw for an additional three-year period with two one-year options. This action is believed to be the best way to ensure continued high performance, continuity, and the most favorable pricing. Laidlaw has performed very well since MTS combined operations for MTS Access and ADA Suburban Paratransit. This performance can be measured by Laidlaw's high productivity record, vigilant adherence to contractual parameters, verifiably accurate and timely reporting, and customer service efforts. Furthermore, passengers went through a relatively recent transition just two years ago when Laidlaw assumed the MTS Access contract. Generally, contract start-ups are unsettling to passengers and need to be minimized as much as possible. For all of these reasons, extending the base term for an additional

three years with two one-year option periods provides MTS with the best contract option for ADA Paratransit services.

MTS Policy No. 13 specifies that service contracts with a value over \$50,000 must be competitively bid unless prior Board concurrence is obtained following the submittal of a written statement by staff setting forth the reasons for not pursuing all or part of the competitive process.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Hafner, 619.595.3084, susan.hafner@sdmts.com

Attachments: A. MTS Doc. No. B0338.3-02, Amendment to MTS Suburban Service Contract
B. MTS Doc. No. B0368.3-03, Amendment to MTS Access Service Contract

DTarankow/JGarde
FEB24-05.31.SHAFFNER
2/18/05



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407
February 24, 2005

DRAFT

MTS Document No. B0338.2-02
OPS 980.8 (PC 30117)

Ms. Susan Spry
Area Vice President
Laidlaw Transit Service, Inc.
15260 Ventura Boulevard, Suite 1050
Sherman Oaks, CA 91403

Dear Ms. Spry:

Subject: AMENDMENT NO. 3 TO MTDB DOC. NO. B0338.0-02 FOR ADA
PARATRANSIT AND GENERAL PUBLIC PARATRANSIT SERVICES

This shall serve as our agreement for professional services as further described below.

SCOPE OF SERVICES

Continue to provide Americans with Disabilities Act (ADA) Paratransit and General Public Paratransit Services pursuant to the original terms and conditions of the contract.

SCHEDULE

Work shall begin July 1, 2005, and continue through June 30, 2008. MTS will also have the option of extending this contract for two additional one-year periods, separately or collectively, via a 60-day written notice prior to the end of either the base three-year term, or in the case of the final option year, prior to the end of the first option year. The two one-year options are exercisable at the sole discretion of MTS.

PAYMENT

Payment shall be based upon the original contract rates plus a 3% increase for each base year, and each option year, if exercised.

All previous terms and conditions remain unchanged. If you agree with the above, please sign and return the copy marked "original" to the Contracts Administrator at MTS. The remaining copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Susan Spry
Laidlaw Transit Service, Inc.

Date: _____

A-1





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

DRAFT

February 24, 2005

MTS Document No. B0368.3-02
OPS 980.8 (PC 30117)

Ms. Susan Spry
Area Vice President
Laidlaw Transit Service, Inc.
15260 Ventura Boulevard, Suite 1050
Sherman Oaks, CA 91403

Dear Ms. Spry:

Subject: AMENDMENT NO. 3 TO MTDB DOC. NO. B0368.0-02 FOR ADA
COMPLIMENTARY PARATRANSIT SERVICE CENTRAL AREA OF SAN
DIEGO (ZONE 1)

This shall serve as our agreement for professional services as further described below.

SCOPE OF SERVICES

Continue to provide Americans with Disabilities Act (ADA) Paratransit Services for the Central Area of San Diego (Zone 1) pursuant to the original terms and conditions of the contract.

SCHEDULE

Work shall begin July 1, 2005, and continue through June 30, 2008. MTS will also have the option of extending this contract for two additional one-year periods, separately or collectively, via a 60-day written notice prior to the end of either the base three-year term, or in the case of the final option year, prior to the end of the first option year. The two one-year options are exercisable at the sole discretion of MTS.

PAYMENT

Payment shall be based upon the original contract rates plus a 3% increase for each base year, and each option year, if exercised.

All previous terms and conditions remain unchanged. If you agree with the above, please sign and return the copy marked "original" to the Contracts Administrator at MTS. The remaining copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Susan Spry
Area Vice President





**MTS Access / ADA Suburban
Contract Extension and Facility
Development**

MTDB Board Meeting
Feb 24, 2005 Item #31



MTS ADA Contract Terms

- MTS Access and ADA Suburban Agreement terms expire June 30, 2005
- ADA service area includes City of San Diego, Mid County, East County and South Bay

Reasons for Renewal

- Laidlaw is operating highly productive service
- Contractor transitions are often difficult for passengers
- Laidlaw has provided us with a cost effective renewal rate of 3%

Peer Review / Rate Comparison

Agency	Rate Per Hour
MTS	\$44.95
Los Angeles	\$58.09
Orange County (OCTA)	\$43.00
Sacramento	\$54.55
AC Transit (Oakland)	\$53.32
RTC (Las Vegas)	\$45.36



Recommendation

- The Board approve the Laidlaw ADA contract extension





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

Agenda

Item No. 32

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

CIP 10776

February 24, 2005

Subject:

MTS: IFAS TO ELLIPSE SYSTEM MIGRATION SERVICE AGREEMENT

RECOMMENDATION:

That the MTS Board of Directors approve an agreement, in substantially the same form as attached (Attachment A), with Mincom, Inc. to provide professional services to migrate Sungard/Bi-Tech's Integrated Financial Application System (IFAS) into Mincom's Ellipse Enterprise Resource Planning System (ERP).

Budget Impact

\$102,000.00 budgeted in the Management Information System line item within general expenses, offset by maintenance agreement savings.

DISCUSSION:

Currently MTS uses Sungard/Bi-Tech's IFAS for accounting and financial system needs. San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC) use Mincom's Ellipse system for accounting, financial, and materials management needs. The professional services agreement with Mincom would migrate current financial data from IFAS and establish a new district on the Ellipse system for MTS. Mincom would set MTS up as a separate entity, develop a new general ledger and chart of accounts, and configure the project management module as part of this agreement. This would also consolidate MTS on the same system as SDTI and SDTC.



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.

Consolidating the three agencies (MTS, SDTC, and SDTI) into one financial system would improve the efficiencies in centralizing all financial and accounting data onto the Ellipse Enterprise system. Staff has determined there would be \$15,000 in annual cost savings on maintenance agreements.

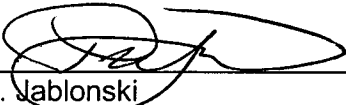
The service agreement would be a sole source procurement based on the justification that Mincom is the sole provider of professional consulting services for implementing and migration of data for the Ellipse system.

The contracted hourly rate for the professional services has not changed since MTS's previous contract was executed in January 2002. Staff has determined the hourly rate is consistent with previous hourly rates for other professional services that Mincom has provided since the contract date.

Staff is seeking approval based on MTS Policy No. 13 *Procurement of Services, Equipment, and Materials*.

Section 13.7.1

In the event the circumstances dictate other than the processes as indicated above (competitive bid requirements), prior Board concurrence shall be obtained following submittal of a written statement by staff setting forth the reasons for not pursuing all or part of any of the processes.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
FEB24-05.32.DBOSSE
2/14/05

Attachment: A. Draft Standard Services Agreement with Task Plan



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

STANDARD SERVICES AGREEMENT

DRAFT

G0949.0-05
CONTRACT NUMBER
CIP 10776
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2005, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Mincom Incorporated

Address: 9635 Maroon Circle, Suite 100

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Englewood, CO 80112

Telephone: 303.446.9000, Ext. 22360

Authorized person to sign contracts: Rick Rogers
Name

President
Title

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

PROFESSIONAL SERVICES FOR IFAS MIGRATION AND CHART OF ACCOUNTS IMPLEMENTATION for the San Diego Metropolitan Transit System (MTS).

Tasks to be completed based on the task work plan to complete migration of the MTS Integrated Financial Accounting System onto Ellipse. As negotiated, Mincom will provide those services as identified in the work plan and schedule (attached), meeting or exceeding specified durations and tasks. Focus shall be given to the objectives/goals expressed in the verbiage of the work plan document and stated deliverables will meet MTS approval for acceptance of any related milestone. The total contract value shall not exceed \$102,600. All travel expenses shall be paid pursuant to MTS Policy No. 44 (attached).

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$102,600	CIP 10776 (MTS Financial System)	05

By: _____
Director of Finance and Administration

Date
JGarde/SA-MINCOMG0949.051.DBOSSE

(Continued on ____ sheets, each bearing contract number)



Task Plan

Phase 1-A Tasks: Chart of Accounts Conversion

Start Date: ASAP

Phase A Costs:

Consulting Cost: \$54,000.00
Reimbursed Expenses: \$ 2,100.00 (½ Remote ½ On Site Effort)
Total Task 1-A Costs/Exp: \$56,100.00

Core Requirements of Phase A Tasks:

Task List and Responsibility Table 1-A

Task No	Task Description	Responsibility
1	Provide the mapping for the existing account codes to the new account codes for SDTC and SDTI.	MTS
2	Create and modify COA conversion programs as required	Mincom
3	Test COA conversion programs	Mincom
4	Perform COA conversion in the SDT Test Environment	Mincom MTS
5	Verify COA conversion in the Test Environment	Mincom MTS
6	Modify mapping if required	MTS
7	Modify COA conversion programs as required	Mincom
8	Redo COA conversion in SDT Test Environment if required	Mincom
9	Finalize COA conversion in SDT Test Environment	MTS
10	Perform COA conversion in the SDT Production Environment	Mincom
11	Verify COA conversion in the Production Environment	MTS
12	Verify/Review System Control Settings and Deliver Configuration Work Book CWB with new districts settings	Mincom

Phase 1-B Tasks: New District Implementation

Phase 1-B Tasks: New District Implementation

Start Date: March 15, 2005

Phase B Costs:

Consulting Cost: \$7,200.00
Reimbursed Expenses: \$0 (Remote Effort)
Total Task 1-B Costs/Exp: \$7,200.00

Core Requirements of Phase B Tasks:

Task List and Responsibility Table 1-B

Task No	Task Description	Responsibility
1	New District Implementation	Mincom
2	Create and modify New District conversion programs as required	Mincom
3	Test New District conversion programs	Mincom
6	Modify mapping if required	MTS
7	Modify COA conversion programs as required	Mincom
8	Redo District conversion in SDT Test Environment if required	Mincom
9	Finalize District conversion in SDT Test Environment	MTS
10	Perform District conversion in the SDT Production Environment	Mincom
11	Verify COA conversion in the Production Environment	MTS

Phase 1-C Tasks: Implementation of Global Purchasing Agreement

Phase C Tasks: Implementation of Global Purchasing Agreement**Start Date: March 30, 2005****Phase C Costs:**

Consulting Cost: \$6,000.00

Reimbursed Expenses: \$2,100.00

Total Task 1-C Costs/Exp: \$8,100.00

Core Requirements of Phase C Tasks:**Task List and Responsibility Table 1-C**

Task No	Task Description	Responsibility
1	Implementation of Global Purchasing Agreement	Mincom
2	Create and modify Global Purchasing Agreement conversion programs as required	Mincom
3	Test Global Purchasing Agreement conversion programs	Mincom
6	Modify mapping if required	MTS
7	Modify Global Purchasing Agreement conversion programs as required	Mincom
8	Redo Global Purchasing Agreement conversion in SDT Test Environment if required	Mincom
9	Finalize Global Purchasing Agreement conversion in SDT Test Environment	MTS
10	Perform Global Purchasing Agreement conversion in the SDT Production Environment	Mincom
11	Verify Global Purchasing Agreement conversion in the Production Environment	MTS

Phase 1-D Tasks: Implementation of Project Control and Cost Categorization Agreement

Phase D Tasks: Implementation Project Control and Cost Categorization**Start Date: April 30, 2005****Phase D Costs:**

Consulting Cost: \$12,000.00
Reimbursed Expenses: \$ 4,200.00
Total Task 1-D Costs/Exp: \$16,200.00

Core Requirements of Phase D Tasks:**Task List and Responsibility Table**

Task No	Task Description	Responsibility
1	Implementation of Project Control and Cost Categorization Agreement	Mincom
2	Create and modify Project Control and Cost Categorization Agreement conversion programs as	Mincom
3	Test Project Control and Cost Categorization Agreement conversion programs	Mincom
6	Modify mapping if required	MTS
7	Modify Project Control and Cost Categorization Agreement conversion programs as required	Mincom
8	Redo Project Control and Cost Categorization Agreement conversion in SDT Test Environment if	Mincom
9	Finalize Project Control and Cost Categorization Agreement conversion in SDT Test Environment	MTS
10	Perform Project Control and Cost Categorization Agreement conversion in the SDT Production	Mincom
11	Verify Project Control and Cost Categorization Agreement conversion in the Production Environment	MTS
12	Verify Labor Projects Costs are distributed to the Project Control Account	Mincom/MTS

Note: This tasks must have a detailed specification to ensure that all requirements are meet before the start of Task A. This can be accomplished be a detailed plan and scope.

Phase 1-E Tasks: IFAS Data Conversion to New Ellipse District MTS

Phase E Tasks: : IFAS Data Conversion to New Ellipse District MTS

Start Date: June 30, 2005 With Go Live July 1, 2005

Phase D Costs:

Consulting Cost: \$13,200.00
Reimbursed Expenses: \$ 1,800.00 (½ Remote ½ On Site Effort)
Total Task A Costs/Exp: \$15,000.00



Core Requirements of Phase E Tasks:

Task List and Responsibility Table

Task No	Task Description	Responsibility
1	Implementation of IFAS Data Conversion to New Ellipse District	Mincom
2	Create and modify IFAS Data Conversion to New Ellipse District conversion programs as required	Mincom
3	Test IFAS Data Conversion to New Ellipse District conversion programs	Mincom
6	Modify mapping if required	MTS
7	Modify IFAS Data Conversion to New Ellipse District conversion programs as required	Mincom
8	Redo IFAS Data Conversion to New Ellipse District conversion in SDT Test Environment if required	Mincom
9	Finalize IFAS Data Conversion to New Ellipse District conversion in SDT Test Environment	MTS
10	Perform IFAS Data Conversion to New Ellipse District conversion in the SDT Production Environment	Mincom
11	Verify IFAS Data Conversion to New Ellipse District conversion in the Production Environment	MTS



**ELLIPSE FINANCIAL SYSTEM
IMPLEMENTATION AND IFAS
SYSTEM MIGRATION**

February 24, 2004



IFAS to Ellipse System Migration

1. Would move the IFAS financial system and implement MTS on the Ellipse Financial System
2. MTS would be on the same system as SDTC and SDTI as a separate entity
3. Provide MTS with separate and organization financial reporting
4. Improve financial efficiencies

***Benefits of the Ellipse
System***

1. All Agencies would be consolidated to the same financial system.
2. Improves Accounts Payable system transfers from one agency to the other opposed to manual checks.
3. Centralized procurement and financial reporting.
4. Annual Savings of \$15,000.00 in support maintenance contracts for two systems.

Implementation Costs

Task	Cost
Establish MTS Chart of Accounts	\$56,100.00
MTS District Implementation	\$ 7,200.00
Global Purchasing Agreement	\$ 8,100.00
Project Accounting Module	\$16,200.00
Conversion of IFAS Data to Ellipse	\$15,000.00



Recommendation

Approve the Service Agreement with Mincom for Implementation and Migration Services

1. Authorize the service contract for \$102,600.00.





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

*****REVISED*****

Agenda

Item No. 33

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

LEG 491 (PC 30100)

February 24, 2005

Subject:

MTS: LIABILITY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to place the liability insurance policy (limits of \$75 million less a \$2 million self-insurance retention), at an annual cost of approximately \$2,472,000, effective March 1, 2005, through March 1, 2006.

Budget Impact

The proposed premium, including taxes and fees, would be approximately \$2,472,000. The specific allocation among MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and San Diego and Arizona Eastern (SD&AE) Railway Company will be based on the underwriting exposure. Costs associated with the excess insurance policies are allocated across two fiscal years. For fiscal year 2005, we estimate that SDTI, SDTC, and MTS will be within budget. No budget adjustment is proposed at this time. Fiscal year 2006 budgets are being developed, and funds will be designated and included within them.

The annual breakdown between agencies is noted within the table below.

COMBINED TOTAL EXCESS INSURANCE PREMIUMS					
Estimated Annual Budget Impact					
Agency	MTS	SDTI	SD&AE	SDTC	TOTAL
Excess Insurance Costs	\$499,344	\$959,136	\$96,408	\$917,112	\$2,472,000
	20.2%	38.8%	3.9%	37.1%	



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.

DISCUSSION:

MTS, SDTC, SDTI, and SD&AE jointly purchase commercial insurance in order to finance large catastrophic awards for bodily injury and other damage claims. Existing policies expire March 1, 2005, and have limits up to \$75 million, including \$2 million in self-insurance retention per general liability loss occurrence. Our insurance broker, John Burnham Insurance Services, has contacted interested insurance companies to obtain the best coverage for a tolerable premium. This report outlines the proposal for renewing our liability insurance and staff's recommendations.

Current Program. We currently have excess liability coverage contained in five layers of insurance limits from various insurance companies. These layers provide for a total general liability limit of \$75 million. These policies contain coverage for war or warlike action including specific forms of terrorism. The cost of these policies, including taxes and fees, was approximately \$2,592,228.

Proposed Program. The proposed liability program is anticipated to include five policy layers and will carry self-insurance retention (SIR) of \$2 million for general liability, and director/officer and employment practices liability. The SIR for workers' compensation was required to be brought down to \$1 million. Additional coverage to include terrorism is being proposed. This coverage will provide full limits up to \$75 million at an annual cost of approximately \$2,472,000. Terrorism coverage has become critical due to the potential of a catastrophic loss from the occurrence of one event. The need to obtain terrorism coverage rests with the importance of avoiding the broadly worded terrorism exclusion.

The total current premium for excess liability insurance coverage including workers' compensation is \$2,472,000, which includes terrorism coverage with a \$2 million self-insured retention and represents a 4.4 percent decrease (\$120,228) compared to \$2,592,228 over the premium charged last policy year. For the proposed policy, the self-insurance retention for director/officer and employment practices liability will remain at \$2 million.

An underlying policy just for workers' compensation has been retained for the limits between \$1 million and \$2 million. This policy will offer the required policy outline form for which the layers above will follow in coverage format. The premium coverage cost for this policy is approximately \$218,980. This premium has been incorporated in the total recommended insurance cost request.

Renewal Issues

Underwriting Base. The factors influencing the premium rates are projected to change due to the opening of the Mission Valley East Light Rail Transit Project. Calculated in for the policy period is a 3.7 percent shift in expected payroll. Annual passenger count submitted is increased 6.7 percent, and projected annual revenue miles reflect a 9 percent increase.

Timing. Negotiations involving operating insurance limits required additional time and effort both by MTS and our insurance broker, John Burnham Insurance Services. Various options and coverage scenarios were investigated.

Insurance Market. The market place is somewhat stable in both price and capacity. Insurers remain cautious and minimize risk by spreading the underwriting portions of programs. This necessitates obtaining multiple layers. Coverage within the layers is not always consistent throughout all layers.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: James Dow, 619.557.4562, jim.dow@sdmts.com

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2/4/05



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Agenda

Item No. 33

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

LEG 491 (PC 30100)

February 24, 2005

Subject:

MTS: LIABILITY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to place the liability insurance policy (limits of \$75 million less a \$2 million self-insurance retention), at an annual cost of approximately \$2,789,742, effective March 1, 2005, through March 1, 2006.

Budget Impact

The proposed premium, including taxes and fees, would be approximately \$2,789,742. The specific allocation among MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and San Diego and Arizona Eastern (SD&AE) Railway Company will be based on the underwriting exposure. Costs associated with the excess insurance policies are allocated across two fiscal years. For fiscal year 2005, we estimate that SDTI, SDTC, and MTS will be within budget. No budget adjustment is proposed at this time. Fiscal year 2006 budgets are being developed, and funds will be designated and included within them.

The annual breakdown between agencies is noted within the table below.

COMBINED TOTAL EXCESS INSURANCE PREMIUMS					
Estimated Annual Budget Impact					
Agency	MTS	SDTI	SD&AE	SDTC	TOTAL
Excess Insurance Costs	\$564,834	\$1,080,651	\$108,152	\$1,036,104	\$2,789,742
	20.2%	38.7%	3.9%	37.1%	



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.

DISCUSSION:

MTS, SDTC, SDTI, and SD&AE jointly purchase commercial insurance in order to finance large catastrophic awards for bodily injury and other damage claims. Existing policies expire March 1, 2005, and have limits up to \$75 million, including \$2 million in self-insurance retention per general liability loss occurrence. Our insurance broker, John Burnham Insurance Services, has contacted interested insurance companies to obtain the best coverage for a tolerable premium. This report outlines the proposal for renewing our liability insurance and staff's recommendations.

Current Program. We currently have excess liability coverage contained in five layers of insurance limits from various insurance companies. These layers provide for a total general liability limit of \$75 million. These policies contain coverage for war or warlike action including specific forms of terrorism. The cost of these policies, including taxes and fees, was approximately \$2,592,228.

Proposed Program. The proposed liability program is anticipated to include five policy layers (as shown in Attachment A) and will carry self-insurance retention (SIR) of \$2 million for general liability, and director/officer and employment practices liability. The SIR for workers' compensation was required to be brought down to \$1 million. Additional coverage to include terrorism is being proposed. This coverage will provide full limits up to \$75 million at an annual cost of approximately \$2,789,742. Terrorism coverage has become critical due to the potential of a catastrophic loss from the occurrence of one event. The need to obtain terrorism coverage rests with the importance of avoiding the broadly worded terrorism exclusion.

The total current premium for excess liability insurance coverage including workers' compensation is \$2,789,742, which includes terrorism coverage with a \$2 million self-insured retention and represents a 7.6 percent increase (\$197,514) compared to \$2,592,228 over the premium charged last policy year. For the proposed policy, the self-insurance retention for director/officer and employment practices liability will remain at \$2 million.

An underlying policy just for workers' compensation has been retained for the limits between \$1 million and \$2 million. This policy will offer the required policy outline form for which the layers above will follow in coverage format. The premium coverage cost for this policy is approximately \$214,686. This premium has been incorporated in the total recommended insurance cost request.

Renewal Issues

Underwriting Base. The factors influencing the premium rates are projected to change due to the opening of the Mission Valley East Light Rail Transit Project. Calculated in for the policy period is a 3.7 percent shift in expected payroll. Annual passenger count submitted is increased 6.7 percent, and projected annual revenue miles reflect a 9 percent increase.


Timing. Negotiations involving operating insurance limits required additional time and effort both by MTS and our insurance broker, John Burnham Insurance Services. Various options and coverage scenarios were investigated.

Insurance Market. The market place is somewhat stable in both price and capacity. Insurers remain cautious and minimize risk by spreading the underwriting portions of programs. This necessitates obtaining multiple layers. Coverage within the layers is not always consistent throughout all layers.

Paul C. Jablonski
Chief Executive Officer


Key Staff Contact: James Dow, 619.557.4562, jim.dow@sdmts.com


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FEB24-05.33.JDOW
2/4/05



MTS / SDTC / SDTI EXCESS INSURANCE RENEWAL

Policy Period
March 1, 2005 – March 1, 2006


02/24/05
1




INSURANCE MARKETS APPROACHED

AIG	All AIG companies with facilities including Lexington and Starr Excess (Insurance co of PA)
Zurich	Steadfast, a Zurich subsidiary and a current participant.
Arch	Newmarket is an incumbent participant, but declined to participate in the renewal.
Newmarket	

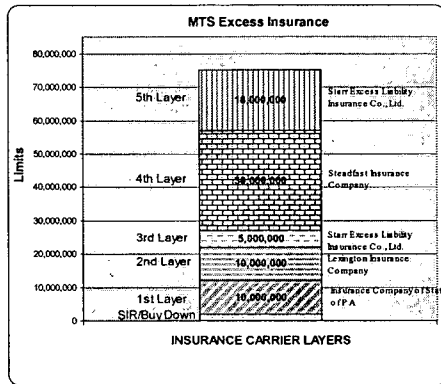
Declined - Various Reasons	
	Great American
	St Paul Surplus Lines
	Royal
	Hartford
Declined - Based on Rail Exposures	
	James River
	Aspen Specialty
	Shand Morahan
	Lloyds - not utilized - claims-made form on rail operations.

02/24/05
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EXCESS INSURANCE LAYERS

Policy Period March 1, 2005 – March 1, 2006



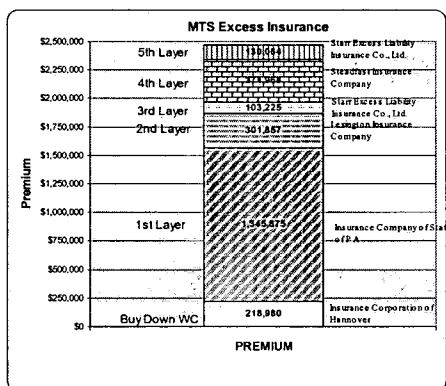
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EXCESS INSURANCE PREMIUMS

March 1, 2005 – March 1, 2006



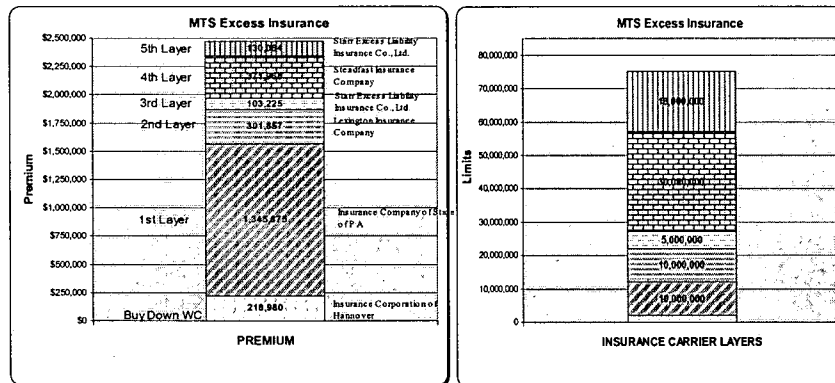
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EXCESS INSURANCE PREMIUMS

March 1, 2005 – March 1, 2006



02/24/05

5



INSURANCE CARRIER RATINGS

Buy Down - Excess Workers' Compensation
 Insurance Corporation of Hannover
 Rating: A (Excellent)
 Financial Size Category: XV (\$2 billion or more)

Excess Liability
 1st Layer: Insurance Company of State of PA
 Rating: A++ (Superior)
 Financial Size Category: XV (\$2 billion or more)

2nd Layer: Lexington Insurance Company
 Rating: A++ (Superior)
 Financial Size Category: XV (\$2 billion or more)

3rd Layer: Starr Excess Liability Insurance Co., Ltd
 Rating: A++ (Superior)
 Financial Size Category: XV (\$2 billion or more)

4th Layer: Steadfast Insurance Company
 Rating: A (Excellent)
 Financial Size Category: XV (\$2 billion or more)

5th Layer: Starr Excess Liability Insurance Co., Ltd
 Rating: A++ (Superior)
 Financial Size Category: XV (\$2 billion or more)

Additional Limits
 6th Layer: Arch Specialty Insurance Company
 Rating: A (Excellent)
 Affiliation Code: 1 (Reinsured)
 Financial Size Category: XIII (\$1.25 billion to \$1.5 billion)

02/24/05



MTS Excess Insurance Renewal
Policy Perion March 1, 2005 - March 1, 2006

Excess General Liability		
INSURANCE CARRIER LAYERS	CARRIER	LIMITS
SIR	N/A - MTS	2,000,000
1st	Insurance Company of State of PA	10,000,000
2nd	Lexington Insurance Company	10,000,000
3rd	Starr Excess Liability Insurance Co., Ltd.	5,000,000
4th	Steadfast Insurance Company	30,000,000
5th	Starr Excess Liability Insurance Co., Ltd.	18,000,000
	Additional Limits Including SIR	75,000,000
6th	Arch Specialty Insurance Company	25,000,000
	Additional Limits Including SIR	100,000,000

MVE = \$115,151

	PREMIUM	TERRORISM	FEES	TOTAL PREMIUM
	1,345,875.00	12,307.24	0.00	1,345,875.00
	290,160.00	72,540.00	11,697.08	301,857.08
	100,000.00	0.00	3,225.00	103,225.00
	359,100.00	39,900.00	12,867.75	371,967.75
	126,000.00	0.00	4,063.50	130,063.50
Costs	2,221,135.00	124,747.24	31,853.33	2,252,988.33
Additional Limits Costs	100,000.00	0.00	325.00	100,325.00
Total Limits Costs	2,321,135.00	124,747.24	32,178.33	2,353,313.33

Excess Workers' Compensation		
	CARRIER	LIMITS
SIR	N/A - MTS / SDTC / SDTI	1,000,000
Coverage Layer	Insurance Corporation of Hannover	1,000,000
	Limits Including SIR	2,000,000

	PREMIUM	TERRORISM	FEES	TOTAL PREMIUM
	218,980.00			218,980.00
Total Limits Costs	Costs			218,980.00

TOTAL EXCESS INSURANCE COSTS	2,471,968.33
------------------------------	--------------



Metropolitan Transit System

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

Agenda

Item No. 34

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

LEG 470 (PC 30100)

February 24, 2005

Subject:

MTS: 2005 JOINT FEDERAL LEGISLATIVE PROGRAM

RECOMMENDATION:

That the Board of Directors approve the 2005 Joint Federal Legislative Program.

Budget Impact

None at this time.

DISCUSSION:

The FY 2006 Federal Appropriations cycle began at the end of January. With the start of President Bush's second term, a new call for transportation projects by the House Transportation and Infrastructure Committee for consideration in Transportation in Equity Act for the 21st Century (TEA-21) Reauthorization has been made. The San Diego Association of Governments' (SANDAG's) staff has prepared a Joint Federal Legislative Program for 2005, which includes a list of capital improvement projects for which SANDAG will be seeking federal funding. The program will be presented to key Congressional members during the American Public Transportation Association's (APTA's) spring Legislative Affairs Conference in Washington, D.C. Ellen Roundtree, Director of Governmental Affairs, will present the full program to the Board during the meeting. A copy of the program is included with this item as Attachment A. Staff is recommending the Board approve the 2005 Joint Federal Legislative Program prior to the APTA Legislative Affairs Conference on March 8, 2005.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Ellen Roundtree, 619.699.6960, ero@sandag.org

JGarde/FEB24-05.34.EROUND/2/16/05

Attachment: A. 2005 Joint Federal Legislative Program



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.



BOARD OF DIRECTORS
JANUARY 28, 2005

AGENDA ITEM NO. 05-1- **5**
ACTION REQUESTED - APPROVE

TEA-21 REAUTHORIZATION AND FY 2006 APPROPRIATIONS FUNDING REQUESTS

Introduction

In January 2004, the Transportation Committee recommended and the SANDAG Board approved a list of transportation projects for federal funding consideration in both the reauthorization of the multi-year transportation bill, Transportation Equity Act of the 21st Century (TEA-21), and the FY 2005 Appropriations bill. The FY 2005 Appropriations bill was approved on November 20, 2004, as part of an Omnibus Appropriations Act (H.R. 4818) and included over \$154 million in discretionary funding for highway and transit projects in the San Diego region. Reauthorization of the multi-year federal transportation bill is still pending with the sixth extension of the current bill, TEA-21, due to expire in May 2005.

Since reauthorization of TEA-21 is not yet finalized, there is an opportunity to reaffirm the project list approved last year and consider the addition of new projects as discussed below. As well, it is anticipated that the federal FY 2006 appropriations process will begin over the next few weeks. Following committee recommendation, staff will initiate discussions with Members of Congress and prepare the necessary materials to ensure inclusion in both funding processes.

Recommendation

The Transportation Committee recommends that the Board approve the following four actions:

1. Reaffirm last year's project list with modifications resulting from funding received or project deletion;
2. Add new projects as submitted by the Metropolitan Transit System (MTS) and North County Transit District (NCTD);
3. Authorize staff to submit letters of support for projects requested by the Port of San Diego; and
4. Authorize staff to submit letters of support for the Shoal Creek Pedestrian Bridge in the City of San Diego.

Discussion

During the past year, the Board's approved project list, along with associated maps and fact sheets, was presented to the congressional delegation on several occasions by SANDAG and the two Transit Boards. Over \$154 million in federal discretionary funding for transportation projects in the San Diego region was included in the FY 2005 Appropriations bill, proving to be the most successful year in terms of federal earmarks for the region. However, additional federal discretionary funding is still needed for these projects. The attached table reflects the project's funding requests as submitted last year, minus any appropriations received in FY 2005, and, if known, updated cost estimates and associated revised

requests. The table also reflects projects removed from the list by the request of the Transit Boards. Any changes to the table are shown in ***bold italics***.

Also, there are several new projects for the Transportation Committee to consider for this next round of funding requests. These projects, proposed by the Transit Boards, are consistent with the Regional Transportation Plan and are needed to continue to provide quality public transportation service in the region. The project proposals are as follows:

Project Name	Transit Board	Funding Requested
South Bay Bus Maintenance Facility	MTS	\$6.50 million
East County Bus Maintenance	MTS	\$7.00 million
Wheelchair Lift Replacements-Rail Vehicles	MTS	\$1.00 million
Americans with Disabilities Act (ADA) Paratransit Vehicles	MTS	\$8.50 million
El Cajon Station Improvements	MTS	\$.35 million
Blue Line Station Shelter Replacements	MTS	\$2.70 million
Coastal Railroad Maintenance-of-Way Facility	NCTD	\$4.00 million
Railroad Bridge Replacement	NCTD	\$5.00 million

A map displaying all of the projects shown on the table is included as Attachment 2.

In addition to the project proposals submitted by the Transit Boards, SANDAG support has been requested for the projects listed below. The first two projects listed below are included in the Revenue Constrained portion of the Regional Transportation Plan and are recommended in the Central I-5 Corridor Study to enhance the movement of goods. The Shoal Creek Pedestrian Bridge is needed to provide the safest route for children and other pedestrians to cross over the Ted Williams Parkway.

Project Name	Project Sponsor/ or Location	Funding Requested
10 th Avenue Marine Terminal Flyover	City of San Diego/Port	TBD
Bay Marina Project	National City/Port	TBD
Shoal Creek Pedestrian Bridge	City of San Diego	\$2.00 million

Next Steps

It is anticipated that the process for the FY 2006 Appropriations cycle will begin in the next few weeks. In addition, we have recently been informed there is a new call for transportation projects by the House Transportation and Infrastructure Committee for consideration in TEA-21 Reauthorization. Any information previously submitted must be resubmitted. Project funding requests were previously submitted in March 2003. The new project requests must be submitted by the close of business February 7, 2005, by the Members of Congress. To provide the Members sufficient time to process the proposals, project sponsors will likely need to submit the appropriate materials no later than the end of January 2005. With recommendation by the Transportation Committee of the attached listing of federal funding requests that include the addition of the projects discussed above, staff will initiate completion of the project proposals and begin discussions with the Congressional delegation for the FY 2006 Appropriations process and the TEA-21 Reauthorization.

The Transportation Committee reviewed the list of transportation funding requests and recommends:

1. Reaffirm last year's project list with modifications resulting from funding received or project deletion;
2. Add new projects as submitted by the Metropolitan Transit System (MTS) and North County Transit District (NCTD);
3. Authorize staff to submit letters of support for projects requested by the Port of San Diego; and
4. Authorize staff to submit letters of support for the Shoal Creek Pedestrian Bridge in the City of San Diego.

GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Ellen Roundtree, (619) 699-6960, ero@sandag.org

2/16/2005

Proposed Requests for TEA-21 Reauthorization Earmarks and FY 2006 Appropriations
San Diego
Not in Priority Order

Senators: Barbara Boxer; Dianne Feinstein

Congressional District: 49th Darrell Issa; 50th Randy "Duke" Cunningham; 51st Bob Filner; 52nd Duncan Hunter; 53rd Susan Davis

Identifier	Congressional District(s)	Project Description	TEA-21 Reauthorization Need	Proposed Appropriation Requests (from FY 2004-FY 2006)	FY 2004 Appropriation	FY 2005 Appropriation	Draft FY 2006 List of Proposals		
Highway Projects									
A	49th and 50th	I-5/SR 78 Interchange Improvements	Total Request	150,000,000	Preliminary Engineering/Environmental Phase	4,000,000	500,000	3,500,000	
B	49th	SR 76 East (Melrose to I-15)	Total Request	89,000,000	Environmental/Advanced Mitigation (Mission to I-15 segment)	5,000,000	1,000,000	4,000,000	
			Construction (Melrose to Mission)	84,000,000					
			Environmental (Mission to I-15)	5,000,000	5,000,000	1,000,000	4,000,000		
C	50th	I-5/Sorrento Valley & Genesee Interchanges	Total Request	121,400,000	Project Report/Environmental/Preliminary Engineering	11,900,000	1,500,000	8,900,000	
D	49th and 50th	North Coast I-5 (HOV/ML/BRT) - (including Connectors at I-5 and SR 56) Project elements have been expanded	Total Request (Stage 1)	490,000,000	Near-Term Operational Improvements HOV lane extension to Manchester Lomas Santa Fe Interchange/Auxiliary Lanes Environmental SR56/I-I-5 La Jolla Village Drive to Vandergrift	25,000,000 1,000,000 500,000	1,500,000 3,000,000	20,500,000	
E	50th, 51st, 52nd, 53rd	I-805 Corridor (HOV/ML/BRT)	Initial Right-of-Way Acquisition and Operational Improvements	80,000,000	Preliminary Engineering and Environmental Studies	4,000,000	-	4,000,000	
F	52nd	SR 67 (Mapleview to Dye Rd)	Total Request: Environmental Phase Design Phase	31,000,000 7,000,000 24,000,000	Project Studies/Environmental Phase	7,000,000 7,000,000	500,000 500,000	6,500,000 6,500,000	
G	52nd	SR 52 East (SR 125 to SR 67)	Total Request	92,500,000	Remaining Project Need	20,000,000	1,000,000	19,000,000	
H	49th, 50th, and 52nd	I-15 Managed Lanes	Total Request	364,000,000	Complete Design Phase	10,000,000	2,000,000	6,300,000	
I	53rd	I-5 and I-8 Connector	Total Request	21,000,000	Project Studies/Environmental Phase	2,000,000	1,200,000	800,000	
Transit New Starts Projects/Other Railroad or Applicable Programs									
J	52nd and 53rd	Mission Valley East Light Rail Trolley Extension	Remaining Multi-year Authorization prior to FY 2004 and FY 2005 appropriations	153,311,929	Annual appropriation request per FFCA	153,311,929	63,971,625	80,986,880	8,353,424

Proposed Requests for TEA-21 Reauthorization Earmarks and FY 2006 Appropriations

San Diego

Not in Priority Order

Senators: Barbara Boxer; Dianne Feinstein

Congressional District: 49th Darrell Issa; 50th Randy "Duke" Cunningham; 51st Bob Filner; 52nd Duncan Hunter; 53rd Susan Davis

Identifier	Congressional District(s)	Project Description	TEA-21 Reauthorization Need			Proposed Appropriation Requests (from FY 2004-FY 2006)		FY 2004 Appropriation	FY 2005 Appropriation	Draft FY 2006 List of Proposals
K	49th and 50th	Oceanside-Escondido Rail Project (the Sprinter)		Remaining Multi-year Authorization prior to FY 2004 and FY 2005 appropriations	114,451,646	Annual appropriation request per FFGA	114,451,646	47,240,585	54,560,000	12,651,061
L	50th and 53rd	Mid-Coast Light Rail Trolley (LRT) Extension-project scope change		Includes LRT from Old Town Station to University City	335,000,000	Preliminary Engineering and Environmental Old-Town-to-University Town Center	5,000,000	-	1,000,000	4,000,000
Railroad Improvements										
M-1	49th, 50th, and 53rd	LOSSAN Corridor (from Oceanside to San Diego)	change	Total Request	76,300,000	Total Request	6,400,000	-	-	6,400,000
				Encinitas Pedestrian Crossings	1,200,000	Encinitas Pedestrian Crossings	1,200,000			1,200,000
				Leucadia Blvd. Grade Separation	200,000	Leucadia Blvd. Grade Separation (PSR Only)	200,000			200,000
				Del Mar Bluffs Stabilization	9,000,000	Del Mar Bluffs Stabilization	-			
				Santa Margarita River Bridge	14,500,000	Santa Margarita River Bridge	-			
				Sorrento-Miramar Curve Realignment	15,300,000	Sorrento-Miramar Curve Realignment	-			
				Grade Separations	20,000,000	Grade Separations	-			
				Other Infrastructure-Bridge Replacement	16,100,000	Other Infrastructure-Bridge Replacement	5,000,000	-	-	5,000,000
M-2	51st	San Diego and Arizona Eastern Railway-Intermodal Yard and Railroad Infrastructure Rehabilitation and Improvement		Placeholder	-		-			
M-3	49th and 50th	Sprinter Expansion and Other Improvements		Placeholder	-		-			
N	51st and 53rd	Blue Line Station Shelter Replacements	new	Total Request	2,700,000	Total Request	2,700,000	-	-	2,700,000
O	49th and 50th	COASTAL Maintenance-of-Way Facility	new	Total Request	4,000,000	Total Request	4,000,000	-	-	4,000,000
P	52nd	El Cajon Trolley Station Improvements	new	Total Request	-	Total Request	350,000	-	-	350,000
Q	51st, 52nd, 53rd	Wheelchair lift Replacements-Rail Vehicles	new	Total Request	-	Total Request	1,000,000	-	-	1,000,000

Proposed Requests for TEA-21 Reauthorization Earmarks and FY 2006 Appropriations

San Diego

Not in Priority Order

Senators: Barbara Boxer; Dianne Feinstein

Congressional District: 49th Darrell Issa; 50th Randy "Duke" Cunningham; 51st Bob Filner; 52nd Duncan Hunter; 53rd Susan Davis

Identifier	Congressional District(s)	Project Description	TEA-21 Reauthorization Need			Proposed Appropriation Requests (from FY 2004-FY 2006)		FY 2004 Appropriation	FY 2005 Appropriation	Draft FY 2006 List of Proposals
Bus Discretionary Program Projects										
R	All	Americans with Disabilities Act (ADA) Paratransit Vehicles	new	Total Request	8,500,000	Total Request	8,500,000	-	-	8,500,000
S	51st	East County Bus Maintenance Facility (La Mesa)	new	Total Request	7,000,000	Total Request	7,000,000	-	-	7,000,000
T	49th	Oceanside Transit Security and Maintenance Improvements		Total Request	2,400,000	Total Request-Delete proposal for FY 2006	2,400,000	-	-	-
U	49th	San Luis Rey Transit Center		Total Request	2,400,000	Total Request	2,400,000		400,000	2,000,000
V	50th	Solana Beach Transit Center		Total Request	7,000,000		7,000,000	-	650,000	6,350,000
W	51st	South Bay Bus Maintenance Facility	new	Total Request	6,500,000	Total Request	6,500,000	-	-	6,500,000
X	52nd	Spring Valley Multimodal Center		Total Request	change	Total Request	1,800,000	600,000	800,000	400,000
Y	50th	Escondido Bus Maintenance Facility		Total Request	2,100,000	Total Request-Delete proposal for FY 2006	2,600,000	500,000		-
Regional Programs										
Z	All	Transit First Implementation (BRT)		Total Request	75,000,000	Initiate final design phase	2,000,000	400,000	750,000	850,000
AA	All-53rd for Specific Projects	Regional Rail Grade Separation Program (including Pedestrian Crossings)	change	Total Request	100,000,000	8th Ave. (Park Blvd.) at Harbor Drive Pedestrian/Railroad Grade Separation and Shoal Creek Pedestrian Bridge -Support (\$2.0 million)	7,000,000	-	-	7,000,000
AB	53rd	San Diego Joint Transportation Operations Center (ITS)		Total Request	13,600,000	Total Project Need	13,600,000	400,000	750,000	12,450,000

Proposed Requests for TEA-21 Reauthorization Earmarks and FY 2006 Appropriations

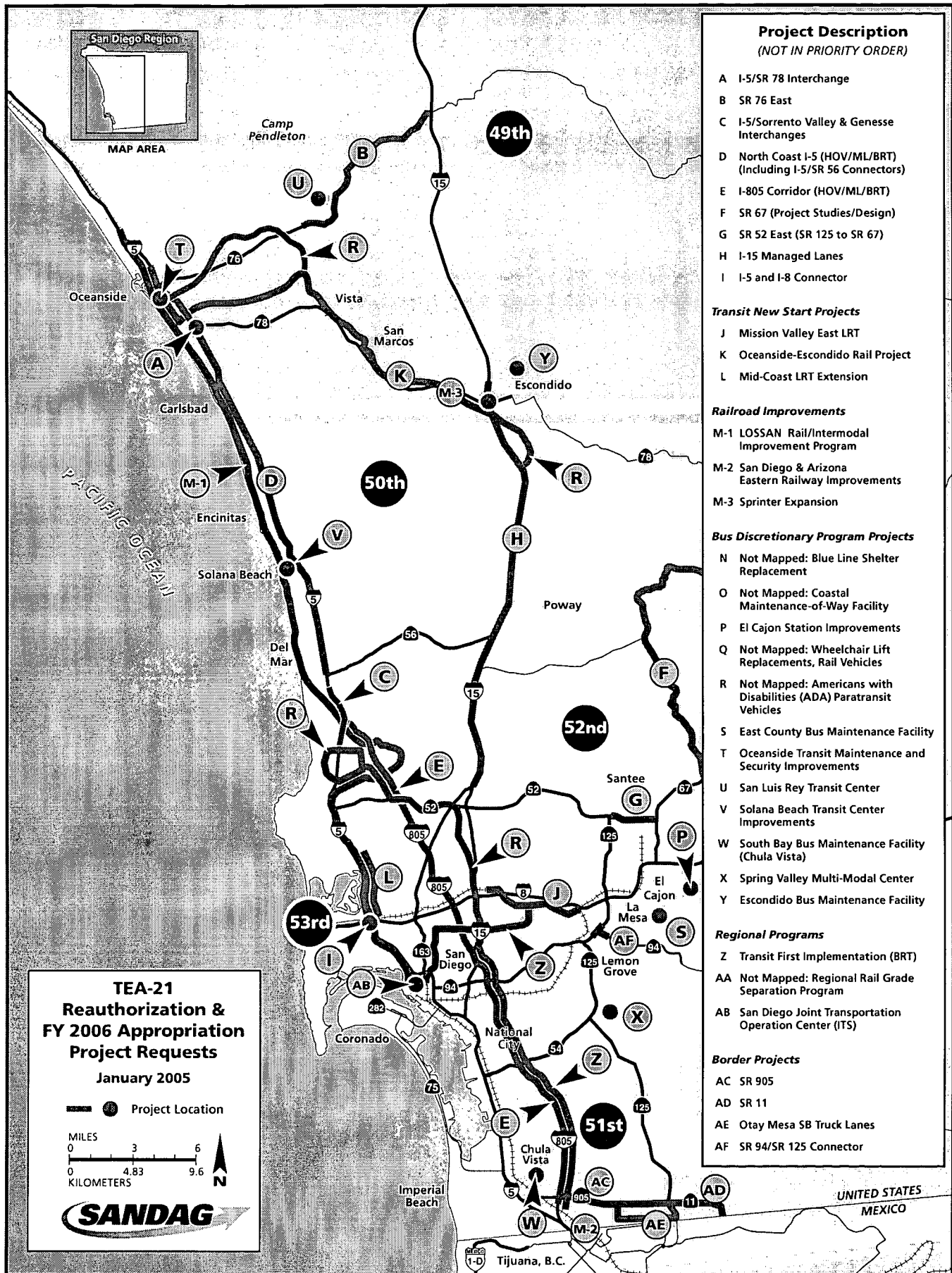
San Diego

Not in Priority Order

Senators: Barbara Boxer; Dianne Feinstein

Congressional District: 49th Darrell Issa; 50th Randy "Duke" Cunningham; 51st Bob Filner; 52nd Duncan Hunter; 53rd Susan Davis

Identifier	Congressional District(s)	Project Description	TEA-21 Reauthorization Need			Proposed Appropriation Requests (from FY 2004-FY 2006)		FY 2004 Appropriation	FY 2005 Appropriation	Draft FY 2006 List of Proposals
Border Projects										
AC	51st	SR 905	change	Total Request	69,500,000	Accelerate construction of structures at LaMedia/SR 125 Interchange area	13,000,000	3,000,000	3,000,000	7,000,000
AD	51st	SR 11 and East Otay Mesa Port of Entry		Total Request	188,000,000	Complete the design phase	10,000,000	-	-	10,000,000
AE	51st	Otay Mesa Port of Entry - Truck Lane Improvements		Total Request	15,200,000	Total Project Need	15,200,000	-	-	15,200,000
AF	51st	SR 94/SR 125 Connector		Total Request	105,000,000	Project Studies/Environmental Phase	3,000,000	-	-	3,000,000
Goods Movement Access Improvements										
AG	53rd	10th Avenue Marine Terminal Fly-over-City of San Diego	new			Support	1,000,000	-	-	1,000,000
AH	51st	Bay Marina Project-National City	new			Support	500,000	-	-	500,000
Total					2,803,163,575		478,113,575	121,112,210	153,296,880	199,204,485





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Agenda

Item No. 35

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

LEG 470 (PC 30100)

February 24, 2005

Subject:

MTS: WASHINGTON, D.C. REPRESENTATION SERVICES CONTRACT EXTENSION

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a final amendment to the Washington, D.C. Representation Services Contract (MTS Doc. No. G0548.0-00), in substantially the same format as attached (Attachment A), with Thomas Walters and Associates, Inc. to extend our Washington, D.C. representation services until the completion of the joint Request For Proposals (RFP) for Federal Legislative Services currently in process at the San Diego Association of Governments (SANDAG).

Budget Impact

The annual cost will be approximately \$75,000 to be funded from the MTDB Consultant line item.

DISCUSSION:

The Board currently contracts with the firm of Thomas Walters and Associates, Inc. for legislative representation services to assist MTS in pursuing federal funding for our bus and light rail transit projects and to stay current with transit-related legislation coming before the federal government.

As part of the consolidation, a joint RFP was issued by the Director of Government Affairs for SANDAG to procure legislative services for MTS, SANDAG, the North County



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.

Transit District (NCTD), and the City of San Diego. Staff is informed that the SANDAG RFP has been placed on hold due to the start of the 2005 Legislative Session, and will pick up in June or July of this year. SANDAG expects to complete the RFP at the conclusion of the 2005 Legislative Session. Given the importance of having representation during the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21), staff recommends continuing our current contract until the joint procurement is completed. This will provide for continuity of representation without interfering with the procurement of services on a regional basis.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tiffany Lorenzen, 619.557.4512, Tiffany.Lorenzen@sdmts.com

JGarde
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2/16/05

Attachment: A. MTDB Doc. No. G0548.4-00

DRAFT

MTS Doc. No. G0548.4-00
LEG 470 (PC 30100)

AMENDMENT TO AGREEMENT FOR
WASHINGTON, D.C., REPRESENTATIONAL SERVICES

THIS AMENDMENT, made and entered into on this _____ day of _____
2005 by and between the San Diego Metropolitan Transit System, a California public agency
created by Public Utilities Code section 120050 (MTS) and Thomas Walters & Associates, Inc.
("Contractor").

WITNESSETH

WHEREAS, MTS currently contracts for Washington, D.C. representational services with
Contractor;

WHEREAS, MTS, the San Diego Association of Governments (SANDAG), and the
North San Diego County Transit District (NCTD) entered into an Memorandum of Understanding
whereby the agencies agreed to share federal lobbying services, and whereby SANDAG agreed
to procure said services, but has not yet completed the process;

WHEREAS, the current contract for federal lobbying services with Contractor expired on
December 31, 2004;

WHEREAS, MTS finds it imperative to continue to have federal representation in light of
the current status of the Transportation Equity Act for the 21st Century (TEA-21) until such time
as SANDAG completes the procurement of such services for all three agencies;

NOW, THEREFORE, the parties agree that Section 3 of the contract is amended to read
"The term of this Agreement is four and one-half (4-1/2) years, commencing on July 1, 2000,
and ending on December 31, 2005."

Except as herein amended, all other terms and conditions of this agreement shall remain
the same and in full force and effect.

SAN DIEGO METROPOLITAN TRANSIT
SYSTEM

THOMAS WALTERS & ASSOCIATES, INC.

By: _____
Paul C. Jablonski
Chief Executive Officer

By: _____
Thomas Walters

Approved as to form:

By: _____
Office of General Counsel

JGarde
CL-G0548.4-00.TLOREN
2/15/05



1255 Imperial Avenue, Suite 1000
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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)

February 24, 2005

Subject:

MTS: DECEMBER MONTHLY PERFORMANCE INDICATORS

RECOMMENDATION:

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

Budget Impact

None.

Operating Environment

The following report is a summary of the MTS operational statistics for December 2004, Month 6 of FY 2005. There were 23 operational weekdays and 8 weekend days. December includes a major annual holiday season (Christmas and New Year's) that is generally reflective of lower ridership compared to other months. December 2004 also had several days of torrential rain, which provided major challenges to operations. Many routes were on rain detours for most of the month, trolley tracks were flooded, and service to Fashion Valley Transit Center was reduced or disabled for several days.

Service Effectiveness

For the month of December, systemwide ridership continued to improve over FY 2004. The MTS system carried 5,615,150 passengers, which was 1.4% greater than December 2003, and year-to-date (July to December 2004) was an average of 4.5% higher than the same period last year. This trend shows that the system is well in line to achieve its FY 2005 ridership goal.



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.

Among the components of the system, however, MTS bus experienced a 5.0% ridership decline compared to last December and a year-to-date decline of 3.0% compared to the same period last year. In contrast, MTS rail experienced a 12.1% increase in ridership compared to last December, which resulted in a year-to-date increase of 17.4% compared to last fiscal year-to-date.

The largest contributor to ridership continued to be the senior/disabled category, followed by the monthly ready pass and adult cash passengers. In addition, the largest ridership gain was experienced in the free category. Year-to-date tallies showed a similar result; these highly subsidized fare categories accounted for 39.0% of the total ridership for the month (51.4% when transfers were included). Therefore, the increase in ridership may not result in a commensurate increase in revenue because the ridership increase stems from the heavily subsidized categories.

In addition, the senior/disabled category still accounts for 25% of overall ridership. The most recent onboard survey conducted by SANDAG estimated that 9% of the riders consider themselves seniors, indicating that the remaining 16% of riders in this fare category are assumed to be disabled. This statistic for disabled ridership is higher than expected and may warrant further investigation.

System productivity (passengers per revenue hour) improved in December, with an increase of 3.4% compared to December 2003 and an increase of 4.4% year-to-date compared to the same period last year. However, MTS bus productivity decreased 2.7% over December 2003, carrying 21.97 passengers per revenue hour, due to a greater decrease in ridership than in revenue hours. In contrast, MTS rail carried 198.50 passengers per revenue train hour, representing a marked increase of 9.0% over December 2003.

Service Reliability

System on-time performance improved to 90.0% in December 2004, compared to 85.6% during December 2003. Among the components of the system, MTS bus achieved 87.1%, continuing its upward trend in on-time performance, with internal bus showing the best improvement. MTS rail achieved 96.2% in on-time performance, which also shows a steady improvement.


The mean distance between mechanical failures for MTS bus and rail also showed steady improvement. For MTS bus, there was a consistent increase in the mean distance compared to August 2004 (note: data for internal bus not available before August 2004). The mean distance achieved in December was 4,242 miles more than August 2004. MTS rail recovered from a declining trend in the mean distance between failures when comparing the monthly trend from July to December 2004.

Quality Of Service

Customer complaints per month during this fiscal year fluctuated between 11 to 13 complaints per 100,000 passengers. December showed an increase in the complaint rate, as compared to December 2003; however, year-to-date, there is an overall improvement from 13.50 to 12.39 complaints per 100,000 passengers when compared to the same period last year. Americans with Disabilities Act (ADA) paratransit

complaints also showed a significant improvement for December, both compared to the beginning of the fiscal year and compared to December 2003. There were 5 complaints, equating to 0.02% of the ridership in December 2004.

In terms of collision accidents, the MTS bus collision rate increased marginally in December 2004 to a rate of 2.44 per 100,000 miles, as compared to December 2003. This rate was substantially more than in November 2004 (1.92). Year-to-date, the collision rate is 2.19, which when compared to the rate of 2.32 achieved overall last year, shows that there is some measure of improvement over last fiscal year. MTS rail also experienced an increase in the collision rate, both since the beginning of the fiscal year and compared to November 2003. There were twelve accidents between July and December 2004, compared to nine for the same period last year. The mean number of accidents per month was 2.00, which was also substantially higher than the mean of 1.67 collisions achieved in the last fiscal year.



Paul C. Jablonski
Chief Executive Officer

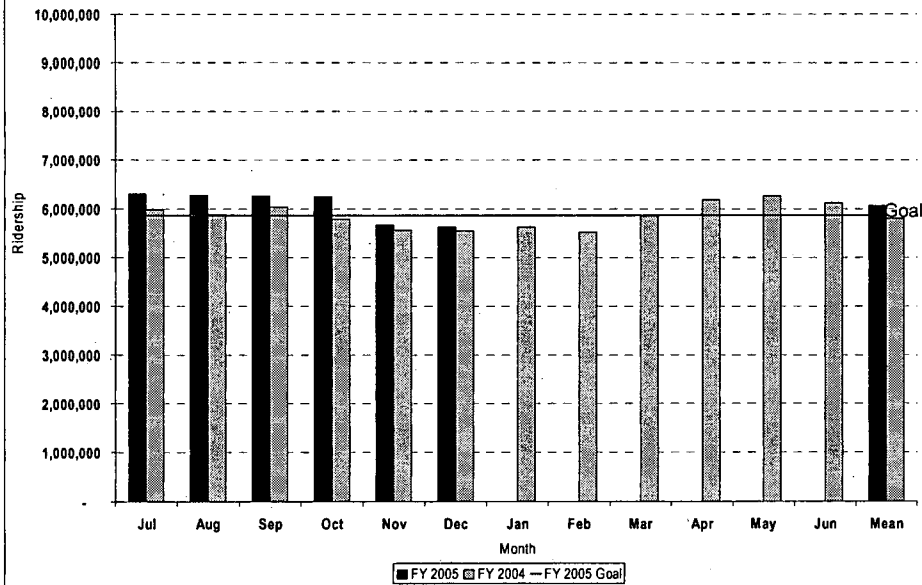
Key Staff Contact: Anika-Aduesa deSilva, 619.595.4901, anika.desilva@sdmts.com

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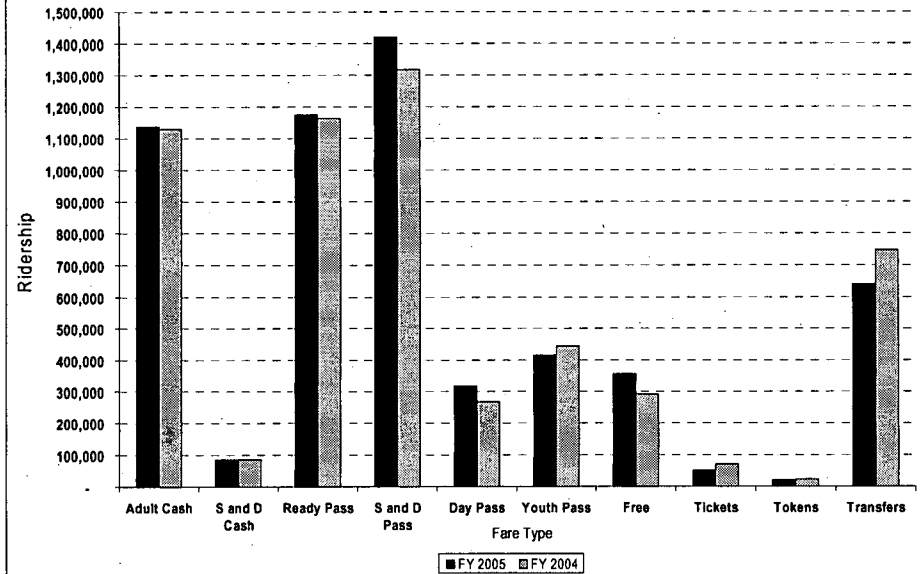
- Attachments:
- A. MTS System Ridership
 - B. MTS System Passengers per Revenue Hour (Bus, Rail)
 - C. MTS System On-time Performance (Bus, Rail)
 - D. MTS Mean Distance Between Mechanical Failures (Bus, Rail)
 - E. MTS Customer Complaints
 - F. MTS Collision Accidents (Bus, Rail)
 - G. Table 1 - MTS System and Operations Performance Summaries

RIDERSHIP

MTS System Ridership
FY 2005 vs. FY 2004



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



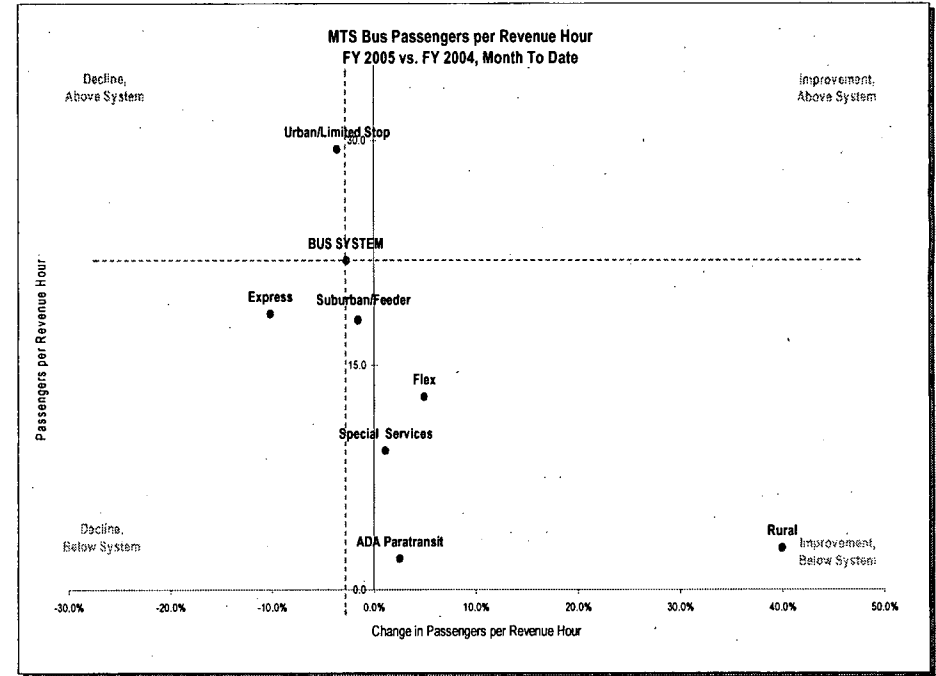
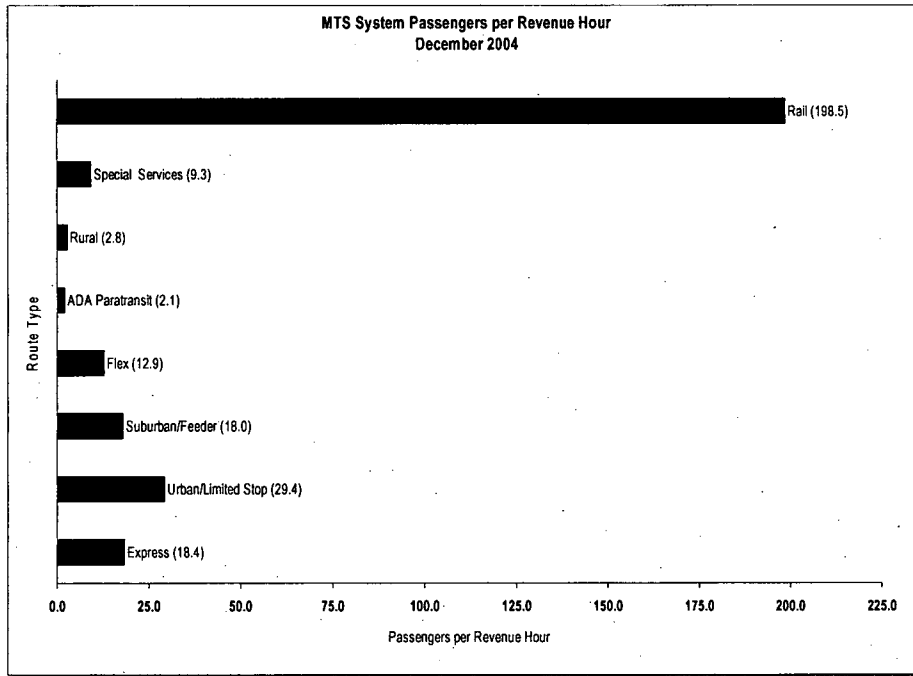
MTS System Ridership

	FY 2005	FY 2004	%
Month	Total Passengers	Total Passengers	Change
Jul	6,301,785	5,978,110	5.4%
Aug	6,265,348	5,876,990	6.6%
Sep	6,256,281	6,034,095	3.7%
Oct	6,242,216	5,783,775	7.9%
Nov	5,660,027	5,558,748	1.8%
Dec	5,615,150	5,539,914	1.4%
Jan		5,622,170	
Feb		5,511,871	
Mar		5,845,637	
Apr		6,182,296	
May		6,260,234	
Jun		6,121,266	
Mean	6,056,801	5,795,272	4.5%

MTS System Ridership by Fare Category

Fare Component	Month to Date			Fiscal Year to Date		
	Dec-04	Dec-03	Change	FY 2005	FY 2004	Change
Adult Cash	1,137,598	1,130,672	0.6%	7,368,786	7,341,652	0.4%
S and D Cash	84,483	84,815	-0.4%	530,289	512,231	3.5%
Ready Pass	1,174,424	1,163,739	0.9%	7,784,542	7,287,906	6.8%
S and D Pass	1,419,683	1,316,676	7.8%	8,753,115	8,173,684	7.1%
Day Pass	316,535	267,233	18.4%	2,070,580	1,682,525	23.1%
Youth Pass	415,178	444,415	-6.6%	2,721,349	2,598,050	4.7%
Free	355,506	291,534	21.9%	2,182,876	1,905,208	14.6%
Tickets	51,731	69,692	-25.8%	311,719	387,282	-19.5%
Tokens	19,788	23,293	-15.0%	126,253	144,474	-12.6%
Transfers	640,224	747,846	-14.4%	4,491,298	4,738,621	-5.2%
System Total	5,615,150	5,539,914	1.4%	36,340,807	34,771,633	4.5%

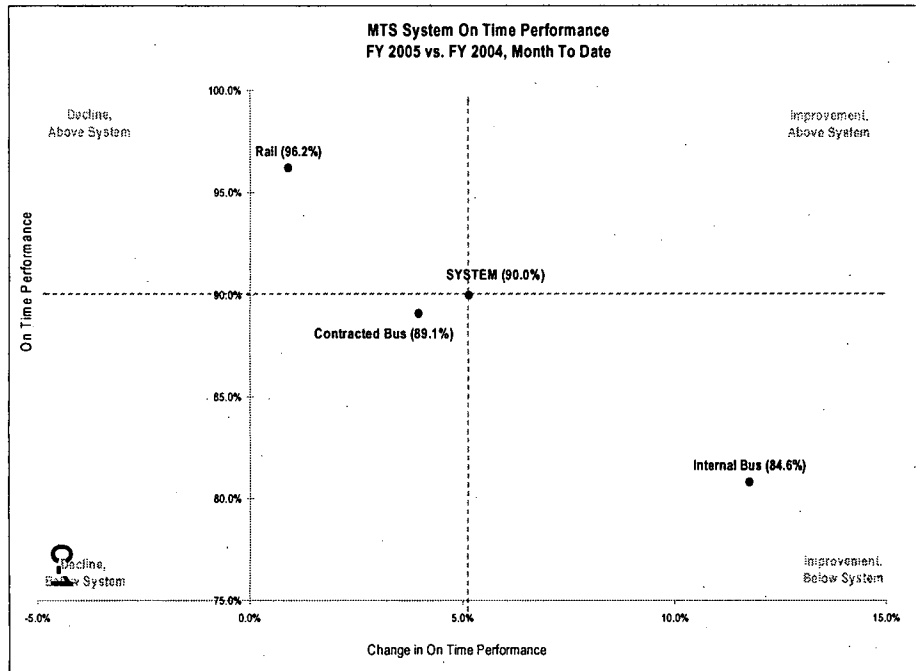
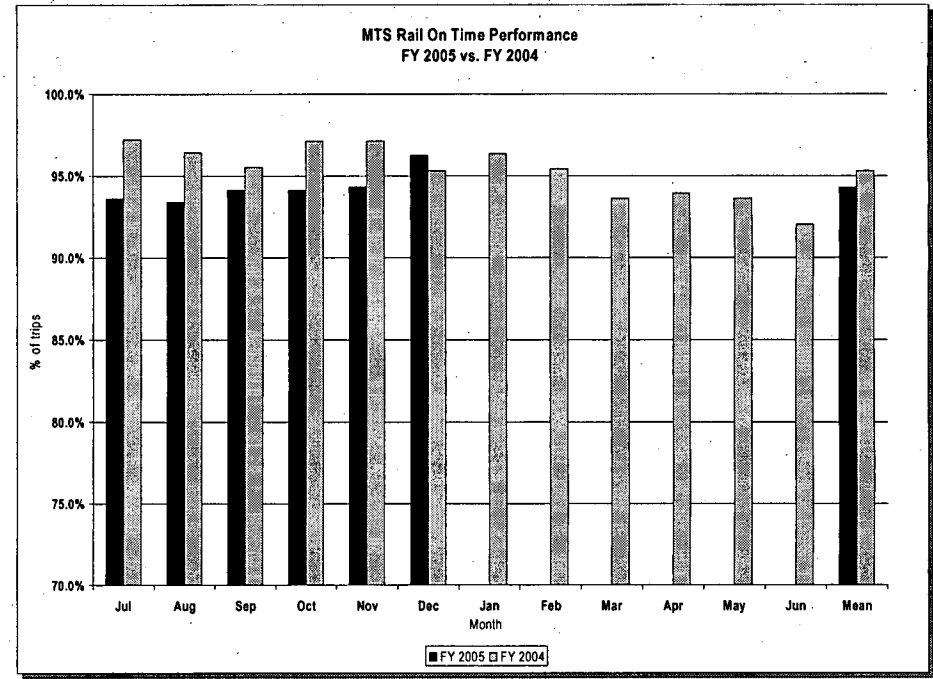
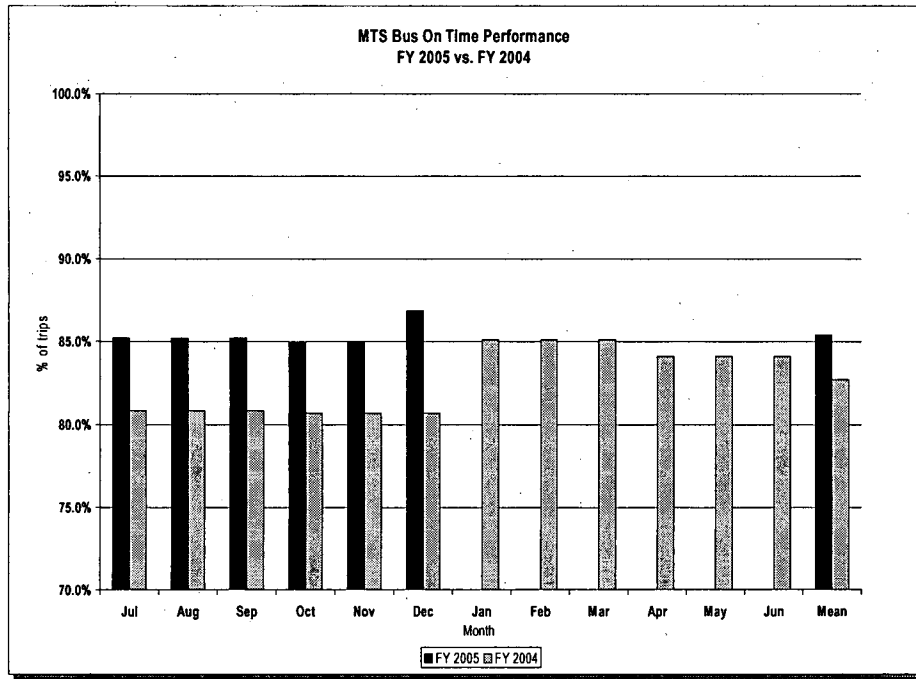
PASSENGERS PER REVENUE HOUR



MTS System Passengers per Revenue Hour

Route	% Change	Pax/Hour
Express	-10.2%	18.40
Urban/Limited Stop	-3.6%	29.40
Suburban/Feeder	-1.6%	18.00
Flex	4.9%	12.90
ADA Paratransit	2.5%	2.08
Rural	40.0%	2.80
Special Services	1.1%	9.30
Rail	9.0%	198.50
BUS SYSTEM	-2.7%	21.97

ON TIME PERFORMANCE



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%	86.9%							85.4%
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%	7.6%							3.3%

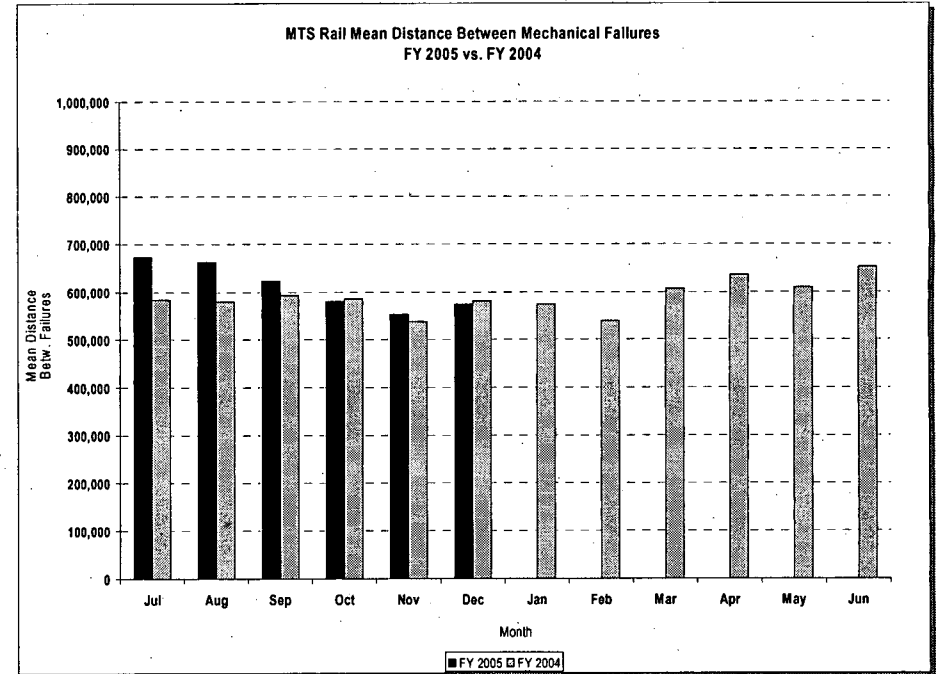
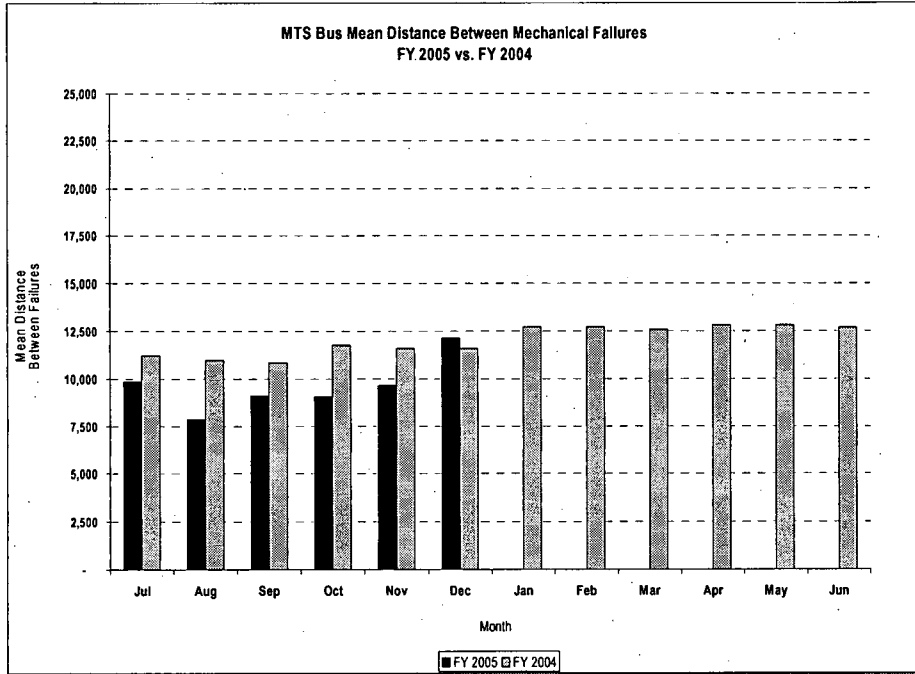
MTS Rail On Time Performance

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%	96.2%							94.3%
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%	0.9%							-1.0%

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%	90.0%							88.4%
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%	5.2%							1.7%

MEAN DISTANCE BETWEEN MECHANICAL FAILURES



MTS Bus Mean Distance Between Mechanical Failures

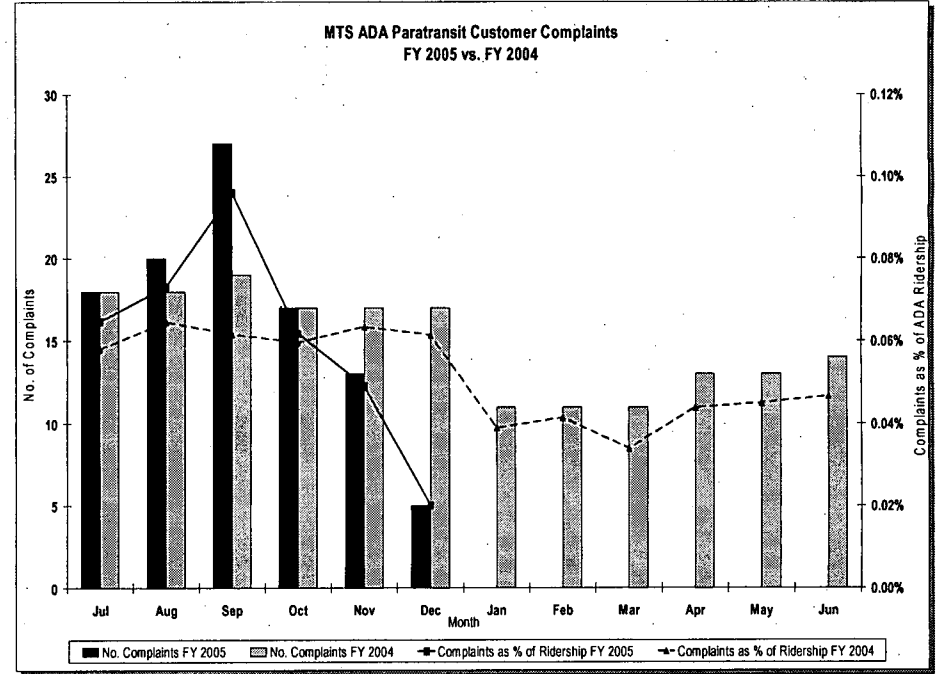
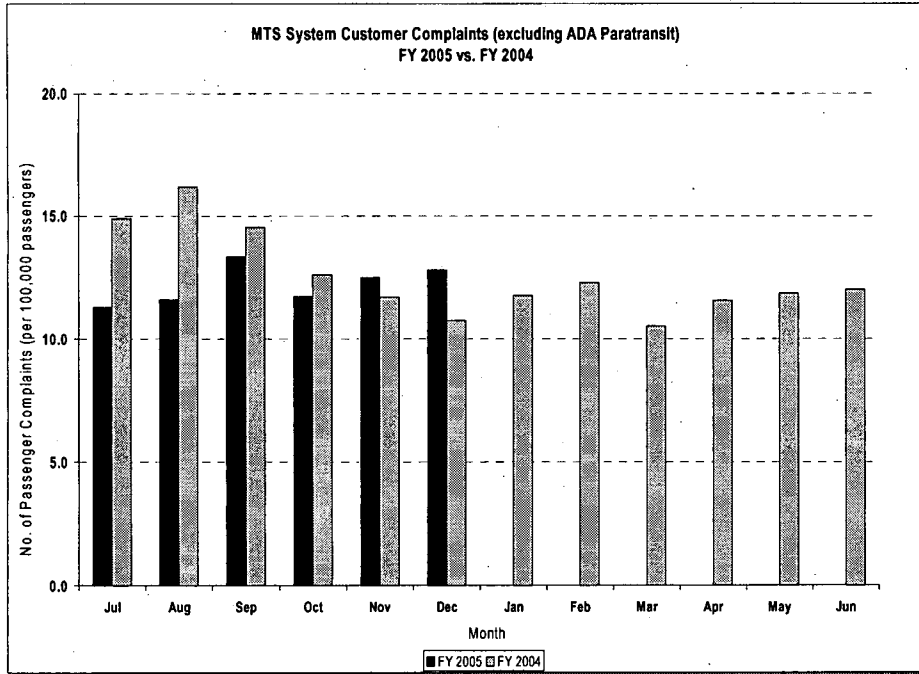
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	9,864	7,872	9,105	9,060	9,643	12,114						
FY 2004	11,205	10,967	10,818	11,736	11,582	11,582	12,714	12,714	12,585	12,813	12,813	12,684
% change	-12.0%	-28.2%	-15.8%	-22.8%	-16.7%	4.6%						

Note: Data for Internal Bus not available until August 2004

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	574,337						
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%	-1.2%						

CUSTOMER COMPLAINTS



MTS System (excluding ADA Paratransit)

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	11.3	11.6	13.3	11.7	12.5	12.8						
FY 2004	14.9	16.2	14.5	12.6	11.7	10.8	11.8	12.3	10.5	11.6	11.9	12.0
% change	-24.3%	-28.3%	-8.2%	-7.0%	6.7%	19.0%						

NOTE: No data available for MTS Rail

No. of ADA Paratransit Complaints

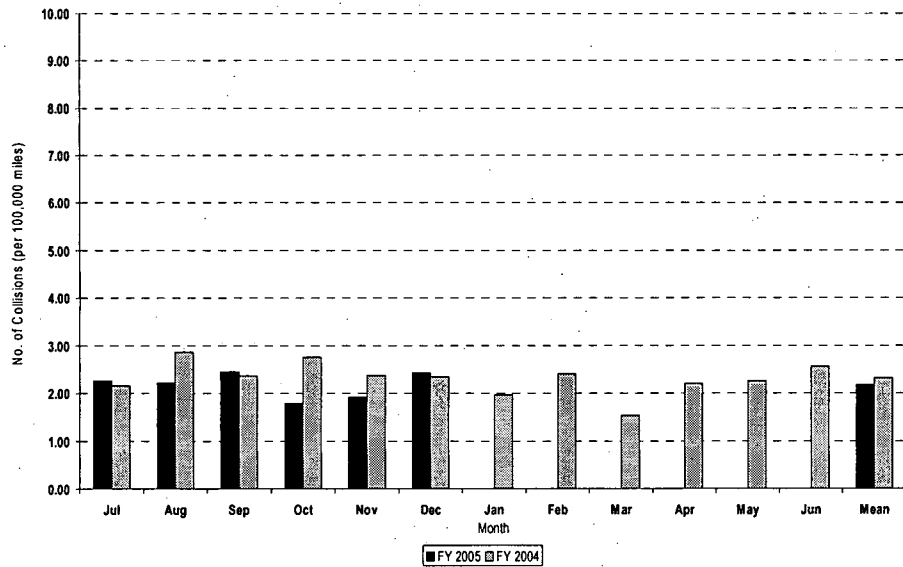
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	18	20	27	17	13	5						
FY 2004	18	18	19	17	17	17	11	11	11	13	13	14
% change	0.0%	11.1%	42.1%	0.0%	-23.5%	-70.6%						

ADA Paratransit Complaints as a Percentage of ADA Paratransit Ridership

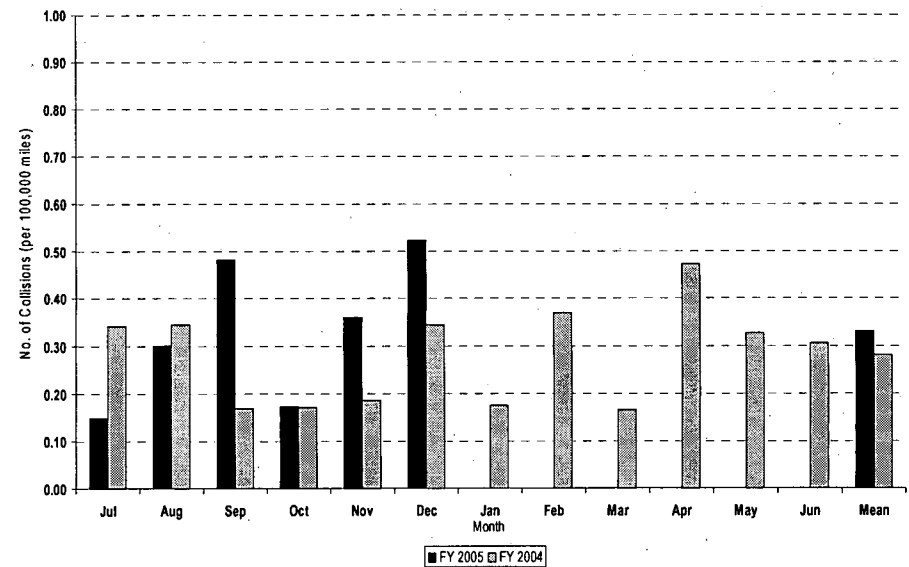
Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 2005	0.06%	0.07%	0.10%	0.06%	0.05%	0.02%						
FY 2004	0.06%	0.06%	0.06%	0.06%	0.06%	0.06%	0.04%	0.04%	0.03%	0.04%	0.04%	0.05%
% change	11.8%	13.5%	56.2%	3.8%	-22.8%	-67.2%						

COLLISION ACCIDENTS

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	Mean
FY 2005	2.27	2.22	2.46	1.80	1.92	2.44							2.19
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	2.32
% change	4.8%	-22.7%	3.8%	-35.3%	-19.1%	4.0%							-5.9%

MTS Rail Collision Accidents (per 100,000 Miles)

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	0.15	0.30	0.48	0.17	0.36	0.52							0.33
FY 2004	0.34	0.35	0.17	0.17	0.19	0.34	0.17	0.37	0.16	0.47	0.33	0.31	0.28
% change	n/a	n/a	185.5%	0.9%	94.3%	51.8%							17.9%

MTS Rail Accidents (Actual)

Fiscal Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Mean
FY 2005	1	2	3	1	2	3							2.00
FY 2004	2	2	1	1	1	2	1	2	1	3	2	2	1.67

TABLE 1

MTS SYSTEM-WIDE PERFORMANCE SUMMARY **DECEMBER 2004**

Statistic	Month-to-Date				Fiscal Year-to-Date			
	Dec-02	Dec-03	Dec-04	FY04-FY05 Change	FY 2003	FY 2004	FY 2005	FY04-FY05 Change
Base Statistics								
Total Passengers		5,539,914	5,615,150	1.4%		34,771,633	36,341,207	4.5%
MTS Bus		3,487,440	3,313,806	-5.0%		21,957,816	21,293,188	-3.0%
Fixed		3,432,466	3,250,523	-5.3%		21,618,416	20,934,789	-3.2%
ADA Paratransit		28,881	25,790	-10.7%		179,612	168,069	-6.4%
Rural		3,749	4,819	28.5%		21,304	30,002	40.8%
Special		22,344	32,674	46.2%		138,484	160,328	15.8%
MTS Rail		2,052,475	2,301,344	12.1%		12,813,817	15,048,019	17.4%
Revenue Hours		165,739	162,449	-2.0%		975,317	975,934	0.1%
MTS Bus		154,470	150,855	-2.3%		906,839	905,637	-0.1%
Fixed		135,946	133,222	-2.0%		796,920	798,510	0.2%
ADA Paratransit		14,214	12,387	-12.9%		90,969	81,240	-10.7%
Rural		1,879	1,731	-7.9%		4,894	11,007	124.9%
Special		2,431	3,515	44.6%		14,056	14,880	5.9%
MTS Rail		11,269	11,594	2.9%		68,478	70,297	2.7%
On-Time Performance								
MTS Bus		80.7%	86.9%	7.7%		80.8%	85.4%	5.7%
MTS Rail		95.3%	96.2%	0.9%		96.4%	94.3%	-2.2%
Performance Indicators								
Passengers/Revenue Hour		33.43	34.57	3.4%		35.65	37.24	4.4%
MTS Bus		22.58	21.97	-2.7%		24.21	23.51	-2.9%
Fixed		25.25	24.40	-3.4%		27.13	26.22	-3.4%
ADA Paratransit		2.03	2.08	2.5%		1.97	2.07	4.8%
Rural		2.00	2.78	39.5%		4.35	2.73	-37.4%
Special		9.19	9.30	1.1%		9.85	10.77	9.4%
MTS Rail		182.13	198.49	9.0%		187.12	214.06	14.4%
Mean Distance betw. Failures								
MTS Bus		10,532	12,114	*		10,721	9,375	*
MTS Rail		581,313	574,337	-1.2%		3,461,488	1,833,133	-47.0%
Collision Accidents per 100K Mi.								
MTS Bus		2.35	2.44	4.0%		2.49	2.19	-12.0%
MTS Rail		0.34	0.52	52.9%		0.26	0.33	26.9%
Customer Comments**								
Non-ADA		10.8	12.8	19.0%		13.5	12.4	-8.2%
ADA		0.06%	0.04%	-33.3%		0.06%	0.08%	33.3%

NOTE: Data for FY 2003 to be provided in subsequent reports.

ADA Paratransit includes MTS Access, MTS ADA Services and DART Services.

Special Service includes Sorrento Valley and CalTrans Services.

* Data not comparable because of missing data from previous year.

** Non-ADA comment rate calculated per 100,000 passengers, ADA calculated as a percentage of ADA ridership.

Att. G, AI 45, 2/24/05, OPS 920.1, 960.5, 970.5

TABLE 1A

MTS INTERNAL BUS PERFORMANCE SUMMARY

DECEMBER 2004

Statistic	Month-to-Date				Fiscal Year-to-Date			
	Dec-02	Dec-03	Dec-04	FY04-FY05 Change	FY 2003	FY 2004	FY 2005	FY04-FY05 Change
Base Statistics								
Total Passengers		2,007,976	1,880,190	-6.4%		12,919,659	12,082,233	-6.5%
<i>Fixed</i>		2,000,688	1,862,679	-6.9%		12,886,712	12,034,076	-6.6%
<i>Special</i>		7,288	17,511	---		32,947	48,157	---
Revenue Hours		73,821	72,778	-1.4%		435,471	430,588	-1.1%
<i>Fixed</i>		72,475	70,642	-2.5%		428,541	424,092	-1.0%
<i>Special</i>		1,346	2,136	---		6,930	6,496	---
On-Time Performance		75.7%	84.6%	11.8%		74.3%	81.2%	9.4%
Performance Indicators								
Passengers/Revenue Hour		27.20	25.83	-5.0%		29.67	28.06	-5.4%
<i>Fixed</i>		27.61	26.37	-4.5%		30.07	28.38	-5.6%
<i>Special</i>		5.41	8.20	---		4.75	7.41	---
Mean Distance betw. Failures		N/A	10,865	*		N/A	7,961	*
Collision Accidents per 100K Mi.		3.39	2.89	-14.7%		3.53	2.45	-30.6%
Customer Comments		11.3	18.2	61.0%		15.9	17.5	9.6%

NOTE: Data for FY 2003 to be provided in subsequent reports.

Special Services include Trolley and Coaster Bridge Services, Chargers Express, and Marketing and Chartered Bus Services

* Data not available prior to August 2004.

TABLE 1B

MTS CONTRACTED BUS PERFORMANCE SUMMARY **DECEMBER 2004**

Statistic	Month-to-Date				Fiscal Year-to-Date			
	Dec-02	Dec-03	Dec-04	FY04-FY05 Change	FY 2003	FY 2004	FY 2005	FY04-FY05 Change
Base Statistics								
Total Passengers		1,479,464	1,433,616	-3.1%		9,038,157	9,210,955	1.9%
<i>Fixed</i>		1,431,778	1,387,844	-3.1%		8,731,704	8,900,713	1.9%
<i>ADA Paratransit</i>		28,881	25,790	-10.7%		179,612	168,069	-6.4%
<i>Rural</i>		3,749	4,819	28.5%		21,304	30,002	40.8%
<i>Special</i>		15,056	15,163	0.7%		105,537	112,171	6.3%
Revenue Hours		80,649	78,077	-3.2%		471,368	475,049	0.8%
<i>Fixed</i>		63,471	62,580	-1.4%		368,379	374,418	1.6%
<i>ADA Paratransit</i>		14,214	12,387	-12.9%		90,969	81,240	-10.7%
<i>Rural</i>		1,879	1,731	-7.9%		4,894	11,007	124.9%
<i>Special</i>		1,085	1,379	27.1%		7,126	8,384	17.7%
On-Time Performance		85.7%	89.1%	4.0%		87.3%	89.6%	2.6%
Performance Indicators								
Passengers/Revenue Hour		18.34	18.36	0.1%		19.17	19.39	1.1%
<i>Fixed</i>		22.56	22.18	-1.7%		23.70	23.77	0.3%
<i>ADA Paratransit</i>		2.03	2.08	2.5%		1.97	2.07	4.8%
<i>Rural</i>		2.00	2.78	39.5%		4.35	2.73	-37.4%
<i>Special</i>		13.88	11.00	-20.8%		14.81	13.38	-9.7%
Mean Distance betw. Failures		11,582	13,363	15.4%		11,371	10,713	-5.8%
Collison Accidents per 100K Mi.		1.48	2.09	41.2%		1.63	1.97	20.9%
Customer Comments**								
Non-ADA		10.0	5.6	-43.9%		10.0	5.2	-48.2%
ADA		0.06%	0.04%	-33.3%		0.06%	0.08%	33.3%

NOTE: Data for FY 2003 to be provided in subsequent reports.

ADA Paratransit includes MTS Access, MTS ADA Services and DART Services

Special Service includes Sorrento Valley and CalTrans Services

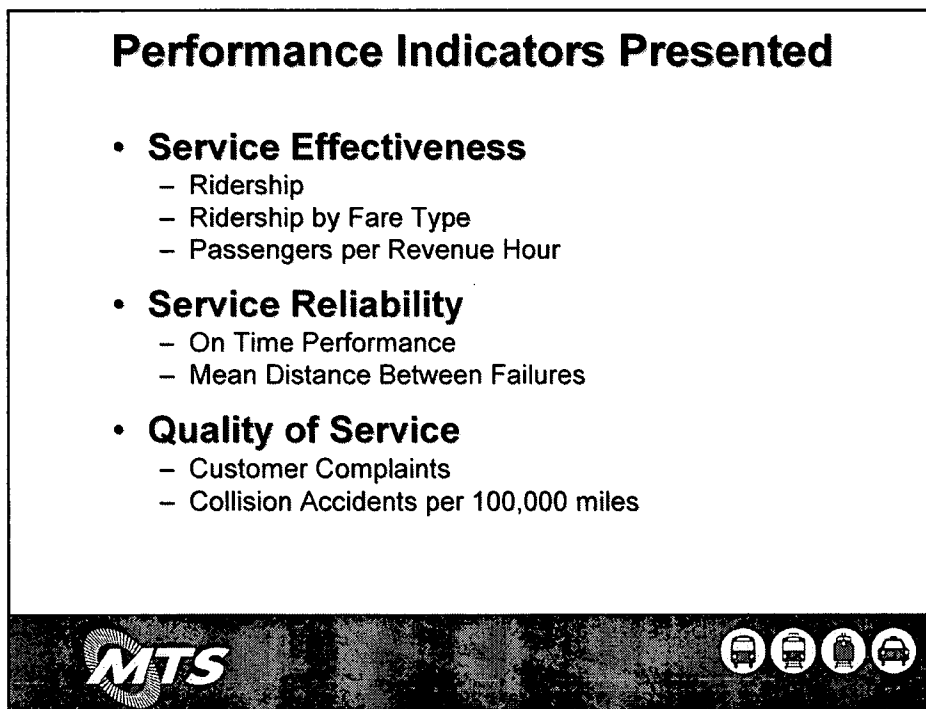
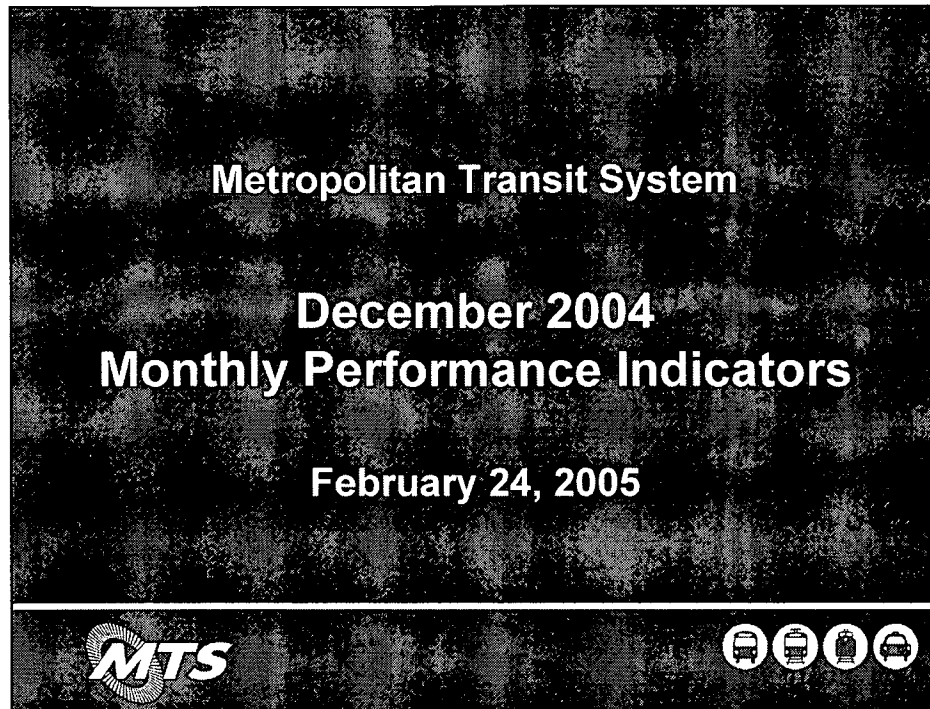
** Non-ADA comment rate calculated per 100,000 passengers, ADA calculated as a percentage of ADA ridership.

TABLE 1C

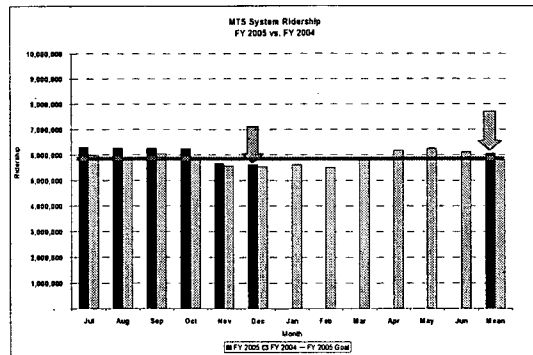
MTS RAIL PERFORMANCE SUMMARY
DECEMBER 2004

Statistic	Month-to-Date				Fiscal Year-to-Date			
	Dec-02	Dec-03	Dec-04	FY04-FY05 Change	FY 2003	FY 2004	FY 2005	FY04-FY05 Change
Base Statistics								
Total Passengers		2,052,475	2,301,344	12.1%		12,813,817	15,048,019	17.4%
Revenue Hours		11,269	11,594	2.9%		68,478	70,297	2.7%
On-Time Performance		95.3%	96.2%	0.9%		96.4%	94.3%	-2.2%
Performance Indicators								
Passengers/Revenue Hour		182.13	198.49	9.0%		187.12	214.06	14.4%
Mean Distance betw. Failures		581,313	574,337	-1.2%		3,461,488	1,833,133	-47.0%
Collison Accidents per 100K Mi.		0.34	0.52	52.9%		0.26	0.33	26.9%
Customer Comments		N/A	N/A			N/A	N/A	

NOTE: Data for FY 2003 to be provided in subsequent reports.
 No Customer Comment information available for Trolley



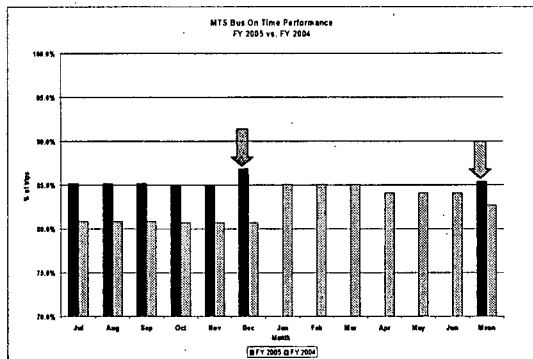
System Ridership



- System carried 5,615,150 passengers in December 2004.
- Ridership was 4.5% more than FY 2004 year to date; system on target to achieve ridership goal for FY 2005:
 - Rail ridership experienced a increase of 17.4%, year to date for FY 2005.
 - Bus ridership is 3.0% less, year to date for FY 2005, than FY 2004.



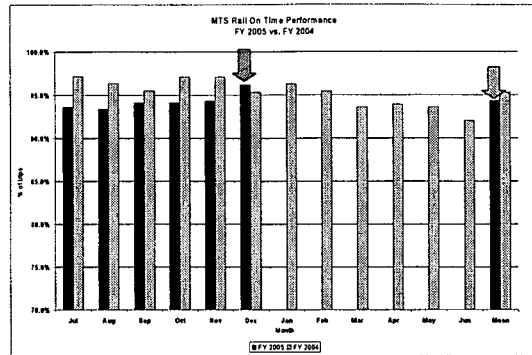
On Time Performance - Bus



- On time performance for MTS Bus (86.9%) improved by 7.6% over December 2003. Its annualized mean for FY 2005 (85.4%) was a continued improvement over FY 2004 (82.7%).
- Internal Bus continued to show greatest improvement.



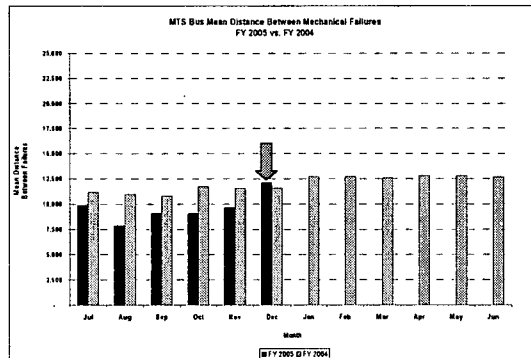
On Time Performance - Rail



- On time performance for MTS Rail (96.2%) showed steady improvement from beginning of fiscal year.
- Annualized mean for FY 2005 (94.3%) still has not exceeded that of FY 2004 (95.3%).



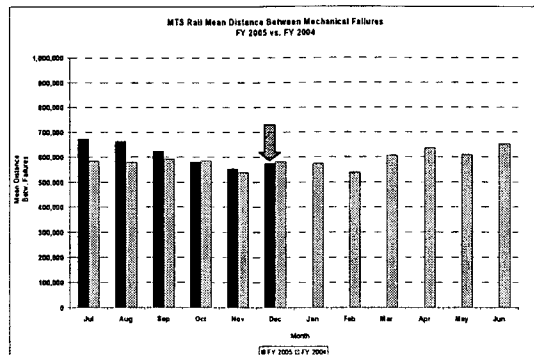
Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 12,114 miles, an increase of 53.9% since August 2004 (note: data does not include Internal Bus performance prior to August 2004).



Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 574,337 car miles, reversing a downward trend since July 2004.



Customer Complaints

- Non-ADA complaints per 100,000 passengers continued to increase since March 2004; from 10.5 to 12.8 complaints.
- ADA complaints continued to decrease since September 2004, with 5 complaints reported in December (representing 0.02% of ADA ridership).

Collision Accidents

- MTS Bus collision rate increased to 2.44 collisions in December 2004. Collision rate showed fairly consistent increase since beginning of FY 2005.
- MTS Rail experienced 3 accidents in December 2004. Rail averaged 2.00 accidents per month year to date for FY 2005, compared to 1.67 per month 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.

ADM 121.10 (PC 20484)

February 24, 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 Board on the status of the project as of February 2005. Efforts this month include the following.

Service and Operational Efficiencies

Three half-day workshops were conducted with transit operator staff on February 1-3, 2005, to identify service efficiencies for early implementation starting in June 2005. The workshops presented an excellent opportunity for planning, operations, and consultant staff to collaboratively share ideas and review the performance of every route within MTS based on a common set of criteria. As a result of these workshops, a draft list of service efficiencies was compiled, which included recommendations for service reductions, minor route restructures (consolidating, streamlining, and reconfiguring



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.

segments), and identification of more efficient terminals. The ridership, operational, and cost impacts of each proposal are currently being evaluated.

In addition to the workshops, interviews were conducted with each operator to investigate possibilities for operational efficiencies (i.e. how to provide and manage service more efficiently). Feedback from these interviews will guide the consultant efforts in developing recommendations through an operational review of the transit system.

Public Participation

Several public outreach efforts are scheduled for March and April. The Blue Ribbon (BRC), Citizen Advisory Committee (CAC), and Technical Advisory Committees (TAC) will all meet in early March for an overview of the project and to discuss the general approaches to identifying efficiencies. These meetings will be followed by a series of meetings and open houses with communities as well as bus and trolley operators for an overview of the project and to discuss the specific service efficiencies identified above. April will begin with another series of meetings with the BRC, CAC, and TAC to discuss the specific service efficiencies recommended for early implementation. Finally, a public hearing for these efficiencies is tentatively scheduled for April 28, 2005.

A website (www.sdcommute.com), e-mail (coa@sdmts.com), and hot line (619.595.3711) have been established to provide information on the COA and to solicit comments related to the project. A newsletter and *Take One* notifying the public of the community meetings are currently being developed.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Conan Cheung, 619.515.0933, conan.cheung@sdmts.com

JGarde
FEB24-05.46.CCHEUNG
2/15/05

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

46

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**** @ 8:49

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 2-24-05
Name (PLEASE PRINT) STEVE ALCOVE
Address 10393 SAN DIEGO MISSION RD STE 205
SAN DIEGO MISSION RD, CA 92108
Telephone 619-563-1309
Organization Represented (if any) AMALGAMATED TRANSIT UNION
LOCAL 1309 - PRESIDENT
Subject of your remarks: CDA

Agenda Item Number on which you request to speak _____
Your comments are presenting a position of: SUPPORT ☒ OPPOSITION ☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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

Agenda

Item No. 47

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)

February 24, 2005

Subject:

SDTI: SAN DIEGO CHARGERS 2004 YEAR-END SUMMARY

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

The 2004 season represented the seventh complete year that San Diego Trolley, Inc. (SDTI) provided special service to Chargers games at Qualcomm Stadium. Service was also provided to the final three games of the 1997 season after the opening of the Mission Valley West extension in November 1997. A comprehensive report of the 2004 season with greater detail is attached for further review (Attachment A).

The 2004 season was significant in several respects, and overall staff believes service for the 2004 Chargers season was very successful. A substantial improvement in the team's record from last to first place in their division resulted in increased attendance and ridership. The addition of an eleventh game to the schedule was the result of the team hosting their first play-off game at Qualcomm Stadium since the inception of rail service in 1997. This compares to only nine home games played at Qualcomm Stadium in 2003 due to the relocation of one game in response to the regional fire emergency.



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.

From SDTI's perspective, the season was very positive with record numbers in the areas of:

- Season ridership (116,987)
- Gate percentage (18.8% vs. 17.8% in 2003)
- Manual sales receipts (\$329,855)
- Single-game ridership (18,000)
- Single-game gate percentage (26.7%)
- Single-game manual ticket sales revenue (\$50,273)

Some of the other noteworthy highlights include the following:

- Cumulative trolley ridership for the season increased 29% (116,987 vs. 90,572) from the 2003 season.
- Increase of 34% in revenue generated from manual ticket sales booths.
- Six of nine regular and post-season games exceeded the 10,000 mark in ridership.
- Three games resulted in ridership levels in excess of 14,000 (this was the first season where the 14,000 mark had been reached).
- Ridership averaged over 12,100 through the eight regular season games and one play-off game, improving on the previous regular season average high of 11,600 set in 2003.

Staff is prepared to answer any questions.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tom Doogan, 619.595.4984, tom.doogan@sdti.sdmts.com

JGarde
FEB24-05.47.TDOOGAN
2/14/05

Attachment – A. 2004 Chargers Season Review



MEMORANDUM

DATE: January 28, 2005

TO: Wayne Terry, Vice President of Operations

FROM: Tom Doogan, Special Event / Operations Coordinator

SUBJECT: 2004 CHARGERS SEASON REVIEW

The San Diego Chargers football team ended their 2004 season on January 8, 2005, with a loss to the New York Jets in the first round of the NFL playoffs. This completed a remarkable season in which the team improved their regular season record to twelve wins against only four losses and won their division. The 2004 season resulted in a total of eleven home games played, including pre- and post-season games. This compares to only nine home games played at Qualcomm Stadium in 2003 due to the relocation of one game in response to the regional fire emergency.

Season stadium attendance was up 22% (**621,638** vs. 510,093) when compared to the 2003 season. Trolley ridership was also up, increasing 29% (**116,987** vs. 90,572) when compared to 2003. Much of these increases can be attributed to the additional two games played. Due to this difference in the number of games played (eleven vs. nine), the averages per game reveal a more accurate comparison between the 2003 and 2004 seasons.

Average attendance was down less than 1% (**56,513** vs. 56,677) and average ridership was up 6% (**10,635** vs. 10,064) when compared to 2003. Ridership as a percentage of the gate increased to **19%** from 18% in 2003.

On Sunday, December 5, 2004, SDTI set a new record for ridership and gate percentage for a Chargers' football game when 15,374 fans (23.5% of the gate) rode the Trolley to see the Chargers play the Denver Broncos. These records were short-lived however, as 18,000 fans (26.7% of the gate) rode the Trolley to the AFC Playoff game against the New York Jets on January 8, 2005. The previous high marks for ridership (14,767) and gate percentage (23%) had been set on December 14, 2003 for a game against the Green Bay Packers.

Other notable accomplishments include the following:

- Record numbers were recorded in several categories:
 - Ridership = 116,987 (+14 % over previous high set in 2002)
 - Average Ridership = 10,635 (+4 %, 2002)
 - Manual Ticket Sales = \$329,855 (+34 %, 2003)
 - Average Ticket Sales = \$29,987 (+21 %, 2003)
- Six games exceeded the 10,000 mark in ridership
- A record \$44,840 was collected at the ticket booths for the game against the Denver Broncos on December 5, 2004. The previous record of \$37,427 had been set on September 14, 2003 also against Denver
- The manual ticket sales record lasted just over one month as \$50,273 was collected for the January 8, 2005 playoff game verses the New York Jets.

Train Service

Standard game-day service consisted of eight 4-car shuttle trains operating between Old Town and the stadium. Selected trains were turned at interlocking M-6 as needed. Additional trains were dispatched from the yard for post-game service based on turnstile counts obtained by the Special Event Supervisor.

Manual Ticket Sales

Manual ticket sales were conducted for all eleven Charger home games in 2004. Locations and hours of operation were similar to the 2003 season. Gross manual sales receipts were up 34 % (\$329,855 vs. \$245,886) when compared to 2003. Ticket sales were conducted at Old Town, Morena/Linda Vista, Fashion Valley, Hazard Center, Mission Valley Center, Rio Vista, and Qualcomm Stadium for each game.

Summary

After the disappointing 2003 season in which the team finished in last place, early season crowds were lighter than anticipated. Attendance and ridership numbers increased significantly as the team moved toward completing the greatest turn around in team history and a 12-4 record, eventually capturing the AFC West title. In fact, over the first five games, attendance averaged 46,411. Over the final six games, average attendance increased 40% to 64,930. The effect on SDTI ridership was even more dramatic as the average ridership increased 106% from 6,744 to 13,878 over the same period. SDTI operations, revenue, maintenance, and security personnel performed assigned tasks at an exceptional level which once again resulted in a successful season for San Diego Trolley, Inc.

2004 Season Highs and Lows:

High Attendance	66,536	1/8/2005	vs. New York Jets
Low Attendance	33,281	8/14/2004	vs. Indianapolis
High Ridership	18,000	1/8/2005	vs. New York Jets
Low Ridership	3,949	8/14/2004	vs. Indianapolis
High Gate %	26.7%	1/8/2005	vs. New York Jets
Low Gate %	11.3 %	8/27/2004	vs. Seattle

Attachments: Chargers 2004 Season - Ridership
Chargers 2004 Season - Revenue
SDTI/Chargers Football - Ridership History
SDTI/Chargers Football - Manual Ticket Sales History
SDTI/Chargers Football - Ridership and Booth Sales Averages

cc: PDT
TJT
FPK
BR
SAD
B. Burke

SAN DIEGO TROLLEY, INC.

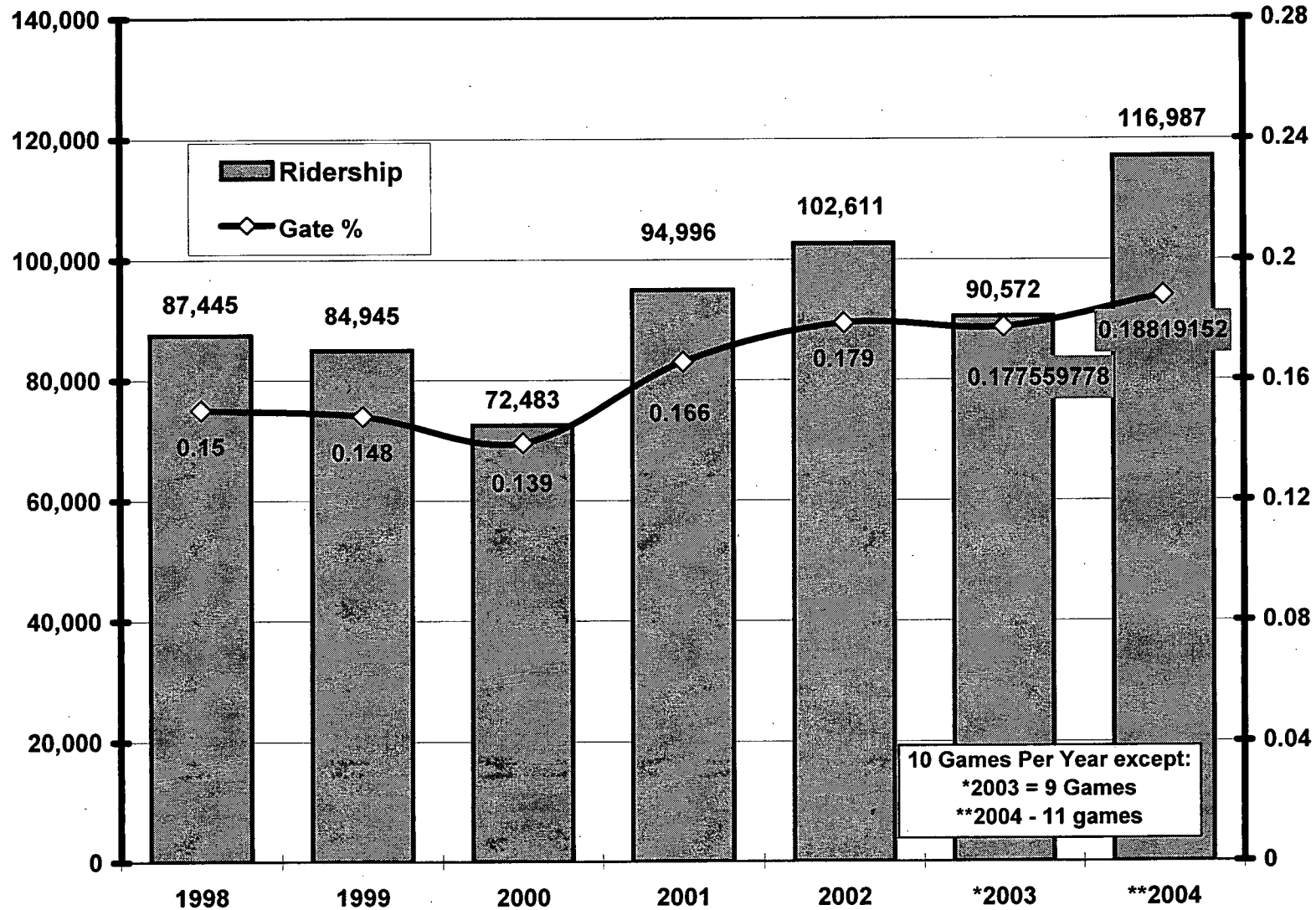
CHARGERS 2004 SEASON

DAY		DATE	TEAM	GAME ATT (GATE)	GAME ATT (GATE) 2003	CUMULATIVE ATT 2004	CUMULATIVE ATT 2003	% DIFFER 03 - 04	NUMBER RIDERS TO GAME	% OF GAME ATT	CUM TOT RIDERS TO GAME	CUM TOT RIDERS 2003	% DIFFER 03 - 04	RIDERS FROM GAME	GAME TOTAL RIDES	COMMENTS
SAT	1	8/14	INDIANAPOLIS	33,281	41,297	33,281	41,297	-19.4%	3,949	11.9%	3,949	5,060	-22.0%	3,840	7,789	7:00PM PRE-SEASON
FRI	2	8/27	SEATTLE	35,359	49,595	68,640	90,892	-24.5%	4,002	11.3%	7,951	12,479	-36.3%	4,026	8,028	7:00PM PRE-SEASON
SUN	3	9/19	NY JETS	57,310	65,495	125,950	156,387	-19.5%	9,927	17.3%	17,878	25,945	-31.1%	9,579	19,506	1:15 PM
SUN	4	10/3	TENNESSEE	54,006	52,028	179,956	208,415	-13.7%	7,947	14.7%	25,825	34,900	-26.0%	7,797	15,744	1:15 PM
SUN	5	10/10	JACKSONVILLE	52,101	-	232,057	208,415	11.3%	7,894	15.2%	33,719	34,900	-3.4%	7,560	15,454	1:05:00 PM (No gm 5 in '03 due to fires)
SUN	6	10/31	OAKLAND	66,210	64,738	298,267	273,153	9.2%	11,630	17.6%	45,349	47,805	-5.1%	11,360	22,990	1:15 PM
SUN	7	11/7	NEW ORLEANS	59,662	52,069	357,929	325,222	10.1%	10,754	18.0%	56,103	55,899	0.4%	9,976	20,730	1:05 PM
SUN	8	12/5	DENVER	65,395	57,671	423,324	382,893	10.6%	15,374	23.5%	71,477	65,043	9.9%	13,470	28,844	1:05 PM
SUN	9	12/12	TAMPA BAY	65,858	64,978	489,182	447,871	9.2%	13,392	20.3%	84,869	79,810	6.3%	12,253	25,645	1:15 PM
SUN	10	1/2	KANSAS CITY	64,920	62,222	554,102	510,093	8.6%	14,118	21.7%	98,987	90,572	9.3%	12,938	27,056	1:15 PM
SAT	11	1/8	NY JETS	67,536		621,638		21.9%	18,000	26.7%	116,987		29.2%	13,710	31,710	5:00 PM 1st Round Playoffs
			GRAND TOTAL	621,638	510,093				116,987	18.8%		90,572		106,509	223,496	
2003 Totals				510,093					90,572	17.8%				87,019	177,591	
03-04 Difference				111,545					26,415	1.1%				19,490	45,905	
2004 Averages				56,513					10,635	18.8%				9,683	20,318	
2003 Averages				56,677					10,064	17.8%				9,669	19,732	
03-04 Difference				(164)					572	1.1%				14	585	

SAN DIEGO TROLLEY, INC.
Ticket Booth Revenue
CHARGERS 2004 SEASON

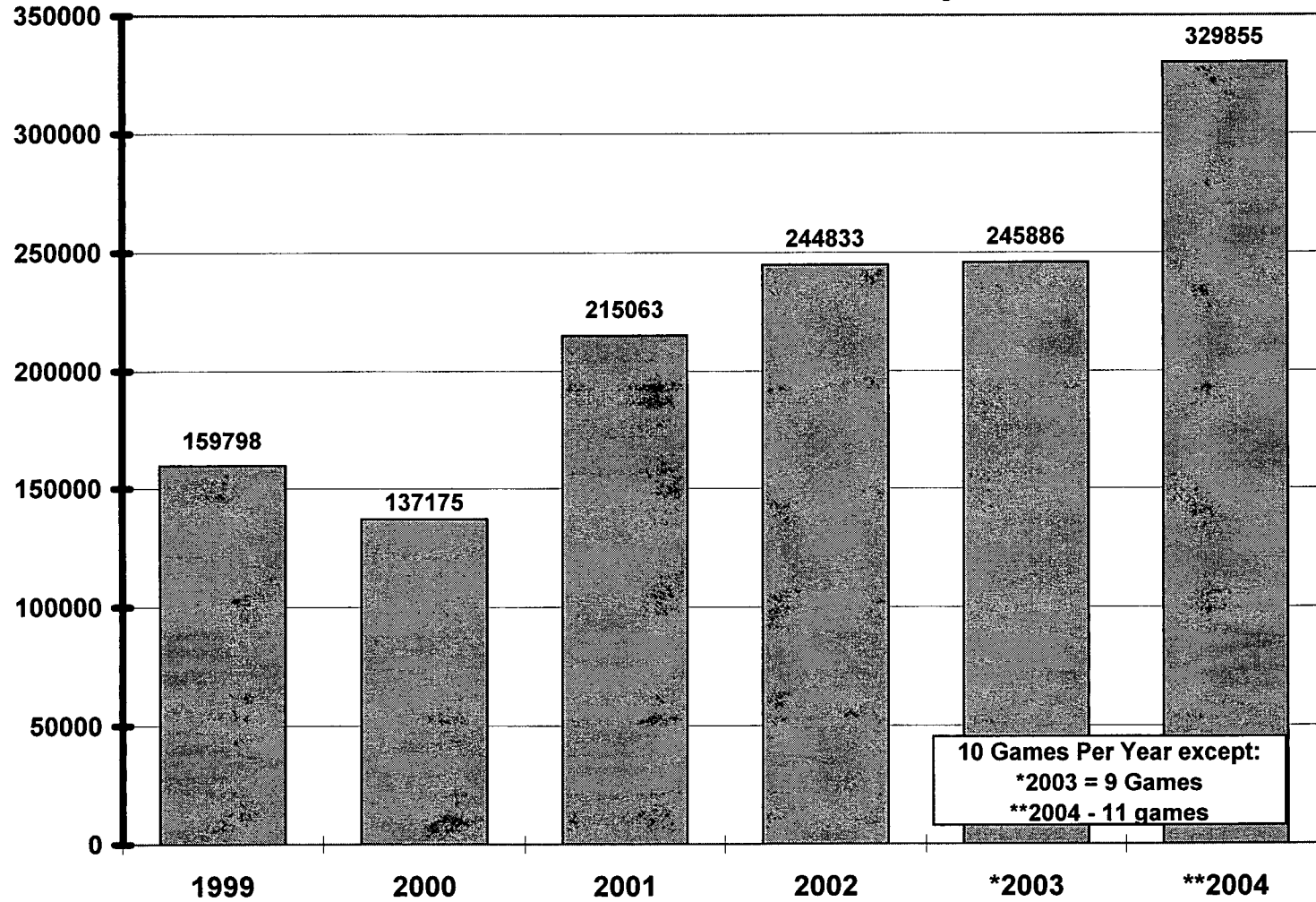
DAY	DATE	TEAM	GAME ATT (GATE)	NUMBER RIDERS TO GAME	% OF GAME ATT	CUM TOT RIDERS TO GAME	REVENUE COLLECTED AT BOOTHS	CUMULATIVE REVENUE 2004	CUMULATIVE REVENUE 2003	DIFFERENCE 03 - 04	% DIFF	\$ PER FAN IN ATTENDANCE	\$ PER RIDER	COMMENTS
SAT	8/14	INDIANAPOLIS	33,281	3,949	11.9%	3,949	\$10,595.25	\$10,595.25	\$13,520.75	-\$2,925.50	-21.6%	\$0.32	\$2.68	7:00PM PRE-SEASON
FRI	8/27	SEATTLE	35,359	4,002	11.3%	7,951	\$8,831.25	\$19,426.50	\$34,015.00	-\$14,588.50	-42.9%	\$0.25	\$2.21	7:00PM PRE-SEASON
SUN	9/19	NY JETS	57,310	9,927	17.3%	17,878	\$27,392.75	\$46,819.25	\$71,441.50	-\$24,622.25	-34.5%	\$0.48	\$2.76	1:15 PM
SUN	10/3	TENNESSEE	54,006	7,947	14.7%	25,825	\$22,904.25	\$69,723.50	\$95,956.25	-\$26,232.75	-27.3%	\$0.42	\$2.88	1:15 PM
SUN	10/10	JACKSONVILLE	52,101	7,894	15.2%	33,719	\$22,117.50	\$91,841.00	\$95,956.25	-\$4,115.25	-4.3%	\$0.42	\$2.80	1:05:00 PM (No gm 5 in '03 due to fires)
SUN	10/31	OAKLAND	66,210	11,630	17.6%	45,349	\$34,118.75	\$125,959.75	\$131,661.50	-\$5,701.75	-4.3%	\$0.52	\$2.93	1:15 PM
SUN	11/7	NEW ORLEANS	59,662	10,754	18.0%	56,103	\$30,045.75	\$156,005.50	\$153,241.00	\$2,764.50	1.8%	\$0.50	\$2.79	1:05 PM
SUN	12/5	DENVER	65,395	15,374	23.5%	71,477	\$44,840.50	\$200,846.00	\$177,261.50	\$23,584.50	13.3%	\$0.69	\$2.92	1:05 PM
SUN	12/12	TAMPA BAY	65,858	13,392	20.3%	84,869	\$37,755.50	\$238,601.50	\$213,284.25	\$25,317.25	11.9%	\$0.57	\$2.82	1:15 PM
SUN	1/2	KANSAS CITY	64,920	14,118	21.7%	98,987	\$40,980.00	\$279,581.50	\$245,886.00	\$33,695.50	13.7%	\$0.63	\$2.90	1:15 PM
SAT	1/8	NY JETS	67,536	18,000	26.7%	116,987	\$50,273.50	\$329,855.00	\$245,886.00	\$83,969.00	34.1%	\$0.74	\$2.79	5:00 PM 1st Round Playoffs
		GRAND TOTAL	621,638	116,987	18.8%	116,987	\$329,855.00		\$245,886.00	\$83,969.00	34.1%	\$0.53	\$2.82	
Averages							\$29,986.82		\$27,320.67					

SDTI/Chargers Football Ridership History

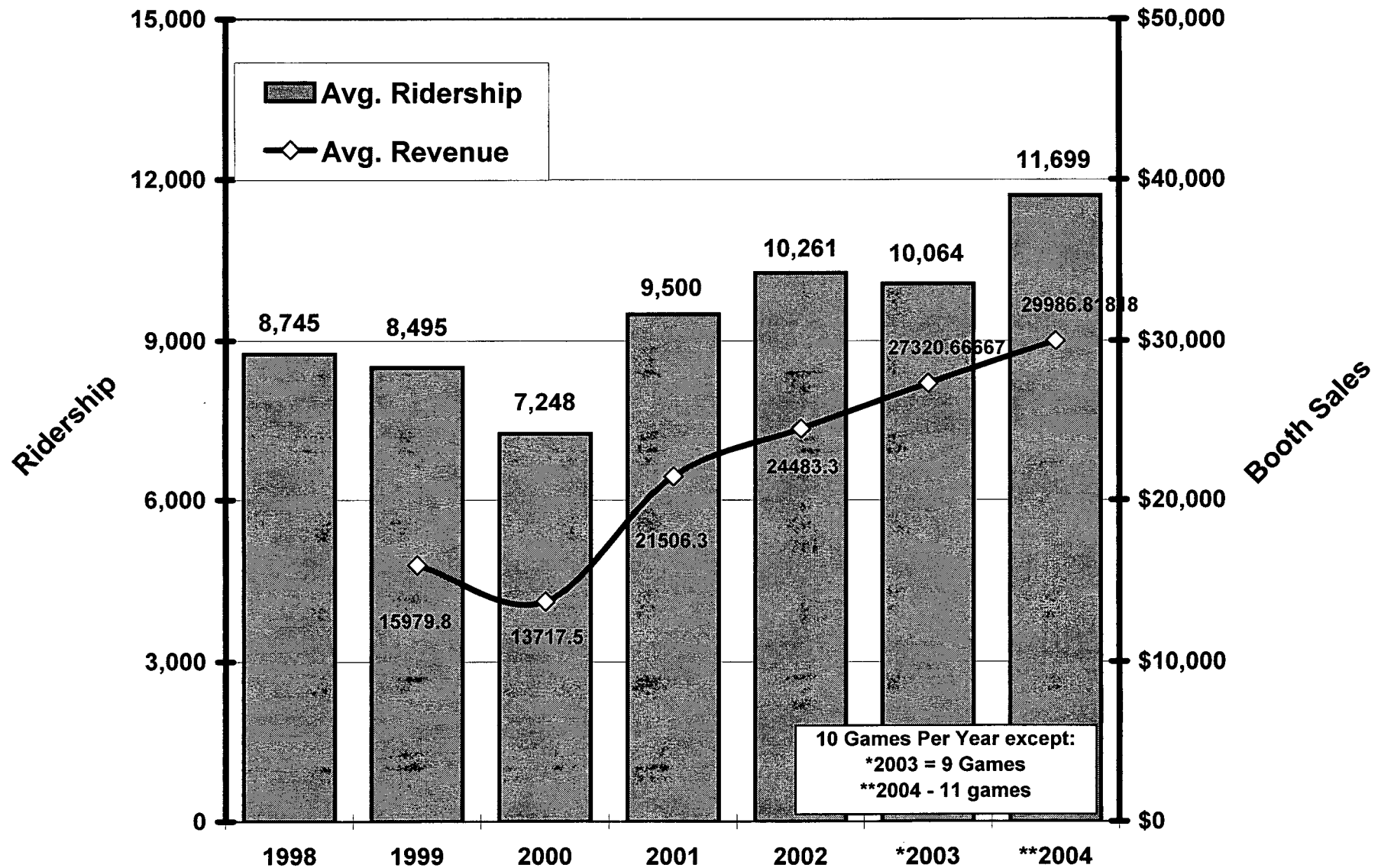


*only 9 games played in 2003

SDTI/Chargers Football Manual Ticket Sales History



SDTI / Chargers Football Averages Per Game Ridership and Booth Sales



*only 9 games played in 2003

Chargers Football

2004 Year-End Summary

Board of Directors Meeting

February 24, 2005

By

Tom Doogan



LRT Service Overview

- Special event shuttle service (overlaying the regular Blue Line schedule) was operated between Old Town and Qualcomm Stadium as follows:
 - 15-minute service 3.5 hours before kickoff
 - 7.5-minute service 2.5 hours before kickoff
- Up to eight 4-car trains were used for each game.
- Mid-line trips were operated as needed beginning at the Hazard Center station
- Up to five additional trains were dispatched for post-game service (some trains making multiple trips)

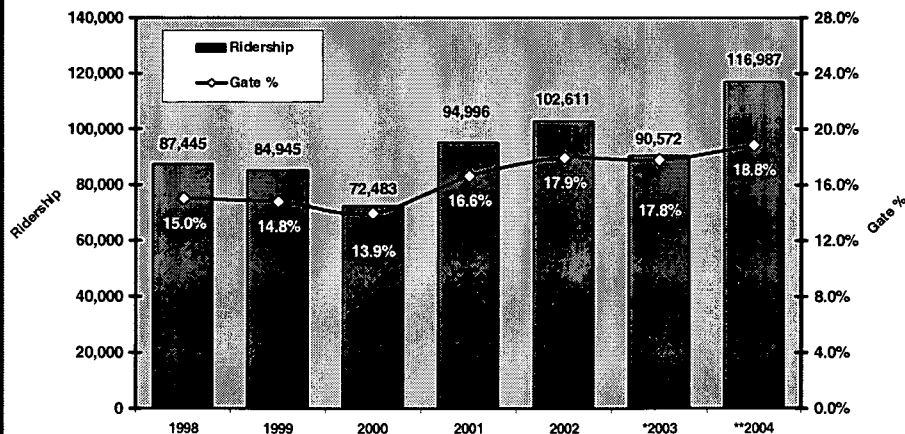
Attendance & Ridership

2004 figures compared to 2003 Season

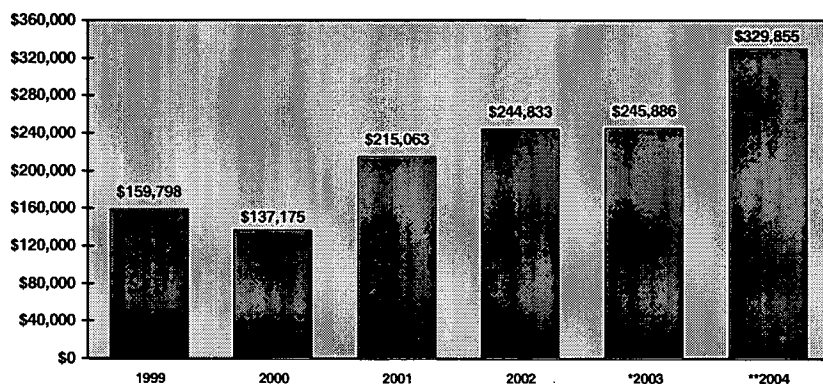
NOTE: Only nine home games were played in 2003 due to the regional fire emergency. Eleven home games were played in 2004 including the pre- and post-season

- Stadium attendance was up 22% (621,638)
 - > Average attendance was down <1% (56,513)
- Trolley ridership was up 29% (116,987)
 - > Average ridership was up 6% (10,635)
- Gate percentage = 19% (vs. 18% in 2003)
- Trolley ridership averaged over 10,000 per game (3rd consecutive year)

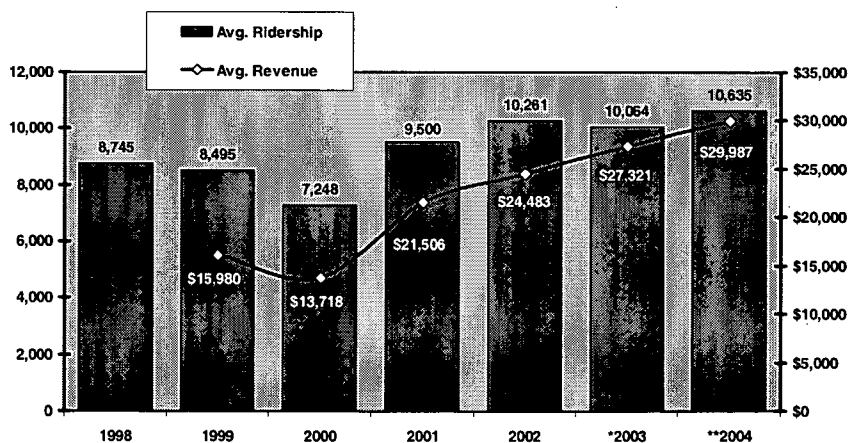
Ridership History



Manual Ticket Sales History



Ridership and Booth Sales - Averages Per Game



Ticket Booth Revenue Season Summary

- Manual tickets sales were conducted at 7 locations between Old Town and the stadium
- Ticket booth revenue increased 34% over 2003
 - Average amount collected increased 10% (\$29,987)
- Single-game receipts exceeded \$40K for the first time (three occurrences including one game which exceeded \$50K in receipts)



2004 Season Highlights & Records

• Season ridership	116,987
• Gate percentage	18.8%
• Manual sales	\$329,855
• Single-game ridership	18,000
• Single-game gate percentage	26.7%
• Single-game manual sales	\$50,273



Team Performance Drives Attendance & Ridership

- After a last place finish and being tied for the worst record in the NFL in 2004, early season games were lightly attended
- Beginning with the game against the Oakland Raiders on October 31st, attendance increased significantly over the final six games
- Not coincidentally, this was the team's first home game while possessing a winning record



Team Performance Drives Attendance & Ridership (cont.)

The following trends were recorded over the final six home games as compared to the first five home games in 2004:

- Average attendance increased 40% from 46,411 to 64,930
- Average ridership increased 106% from 6,744 to 13,878
- Average gate percentage increased from 14.5% to 21.4%



Summary Conclusion

- The 2004 season was a success, setting records in many statistical classifications
- The majority of event ridership currently originates in the Mission Valley West corridor
- This dynamic will change with the opening of Mission Valley East and the initiation of Green Line service
- Staff will continue to prepare for the 2005 season incorporating MVE into the event operating plan





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Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

February 24, 2005

Minor Contract Actions

- Laidlaw Transit Services, Inc. for a change in project expenditures for Dial-a-Ride services.
- Dale Smith for the first of four option years for Transit Consulting Services.
- The Wiggans Group for right-of-way services for the San Ysidro Intermodal Transportation Center (SYITC).
- Gonzalez White Consulting for Disadvantaged Business Enterprise (DBE) and Equal Employment Opportunity (EEO) labor compliance services for the SYITC and 12th & Market Station Reconfiguration projects.
- Transportation Management & Design (TMD) for consulting services for the Comprehensive Operations Analysis (COA) project.
- Gotham Playgrounds and Surfacing for bench removal and disposal.
- Parsons Brinckerhoff for construction management services for the SYITC.
- West Coast General Corp. for construction services for the 12th & Market Station Reconfiguration project and for realignment of the City College Station.
- REC Consultants, Inc. for maintenance and monitoring of Mission Valley West Light Rail Transit (LRT) wetland mitigation.
- Washington Infrastructure Services for construction services for the Mission Valley East (MVE) LRT extension.
- Clark Construction Group, Incorporated for construction services for the MVE LRT extension.
- Modern Continental Construction Co. for construction services for the MVE LRT extension.



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.

- Balfour/Beatty/Ortiz Enterprises for construction services for the La Mesa segment of the MVE LRT extension.
- Best, Best & Krieger for legal services for the MVE LRT extension.
- Beverly Hills International, Inc. for squishy trolleys for the MVE LRT extension.
- Bordeaux Printers, Inc. for punch-out trolleys for the MVE LRT extension.
- Masterson Productions, Inc. for a new photographic image for the MVE LRT extension.

Contract Matters

There were no contract matters to report.

[gail.williams/agenda item 61](#)



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PROGRESS AND PREVIEWS

PROJECTS, PLANS, ACTIVITIES, AND ISSUES AS OF FEBRUARY 24 , 2005

San Diego Trolley Sets Record Ridership Mark to Chargers Playoff Game

Despite the disappointing loss to the New York Jets in the first round of the AFC playoffs, San Diego Trolley still had reason to celebrate as a new ridership mark was set. The game was listed as a sellout, and the weather forecast was ominous as heavy rains were expected throughout the region. 67,536 fans packed Qualcomm Stadium for the AFC West Champion Chargers' first playoff appearance in years.

By the 5:00 p.m. kickoff, Trolley ridership to the game had reached 18,000 passengers representing over 26 percent of the gate. Both of these figures represent SDTI records for Chargers game service since the opening of the Mission Valley West segment during the 1997 season.

This was the second time the previous high marks had been eclipsed this season. On December 5, 2004, against the Denver Broncos, 15,374 fans (23.5 percent of the gate) traveled to the game on the Trolley.

2004 Holiday Bowl - Another Transit Success Story

The 27th Annual Holiday Bowl football game and Big Bay Balloon Parade were held on Thursday, December 30, 2004. San Diego Trolley experienced record ridership of 16,300 representing 22 percent of those in attendance to see the 22nd-ranked Texas Tech Red Raiders take on the 5th-ranked California Golden Bears. The gate percentage was also the highest to date since the opening of the Qualcomm Stadium station just prior to the 1997 game.

Postgame rail service was augmented with direct express bus service to downtown hotels similar to, but on a smaller scale, than the 2003 Super Bowl operating plan. Buses were supplied by MTS operators to assist in expediting postgame service.

Ideal weather conditions in the midst of a series of storms that hit the region in the days directly before and immediately after game day prompted thousands of spectators to line Harbor Drive for the Big Bay Balloon Parade. Many utilized the Trolley to get to the parade route. This marks the eighth year that SDTI has provided service to the Holiday Bowl.



Chula Vista Transit Receives Environmental Award

Throughout California, vehicle repair shops from both government and the private sector competed for the State's Model Pollution Prevention Shop award. The City of Chula Vista's Transit maintenance shop, Chula Vista Transit, and its Public Works shop are only 34 of the shops in the state to receive this award.

The Model Shop Program is run by the California Environmental Protection Agency through the Department of Toxic Substances Control. Award applicants face a lengthy checklist of necessary auto repair shop practices and infrastructure requirements – all designed to reduce pollution and the exposure of mechanics to toxic chemicals.

Chula Vista has a tradition of setting the standard for environmentally-sound policies and practices. The City has received national and international recognition for a variety of programs, from CO₂ Reduction to Multiple Species Conservation.

One reason the City received the Model Shop designation is that many "best maintenance practices" were incorporated into the design of its two repair shops, Transit and Public Works, during construction of the new maintenance facilities. Chula Vista is committed to providing a safe and healthy work environment for all of its employees. For more information on the Model Shop program, please visit the Dept. of Toxic Substance Control Website www.dtsc.ca.gov/pollutionprevention/vsr/vsrp



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