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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.

April 14, 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

1. Roll Call
2. a. MTS: FY 2006 Budget Development
Action would receive the Combined MTS FY 2006 Operating Budget report and provide guidance on balancing the fiscal year 2006 budget.

Receive

BOARD MEETING - 9:00 A.M.

3. a. Roll Call



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.

b. Approval of Minutes - March 24, 2005 Approve

c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

4. Presentation of Employee Awards Receive

5. Closed Session Items Possible Action

a. Conference With Legal Counsel - Existing Litigation Government Code Section 54956.9(a): MTDB v. RV Communities, California Court of Appeal, Fourth Appellate District Case No. D042545

Oral Report of Final Actions Taken in Closed Session

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

* 6. MTS: DART/Flex Services - Contract Extension Approve
Action would authorize the CEO to exercise six carryover months with Southland Transit, Inc. for DART/flex-route services.

* 7. MTS: Helix Water District Request for Easement Approve
Action would authorize the CEO to execute an easement with Helix Water District to ratify the installation of water facilities within MTS-owned property on Keeney Street in La Mesa, located on Assessor Parcel No. 469-100-03.

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

30. MTS: Budget-Related Service Efficiencies Possible Action
Action would receive this report for information in preparation for the Public Hearing on April 28, 2005, regarding service efficiencies for Phase I of the Comprehensive Operational Analysis (COA).

REPORT ITEMS

45. MTS: Operators Budget Status Report for February FY 2005 Receive
Action would receive the Metropolitan Transit System (MTS) Operations Budget Status Report for February Fiscal Year (FY) 05.

- | | | |
|-----|---|-----------------|
| 46. | <u>SDTC: Preventative Maintenance Program Update</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 |
| 62. | <u>Board Member Communications</u> | |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |
| 64. | <u>Next Meeting Date:</u> April 28, 2005 | |
| 65. | <u>Adjournment</u> | |

JGarde
AGENDAS EC 4-7-05 BD 4-14-05
4/8/2005

METROPOLITAN TRANSIT DEVELOPMENT BOARD
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 4/14/05

CALL TO ORDER (TIME): 8:06 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 9:16 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:21 a.m. during AI 2a	
CLABBY	<input checked="" type="checkbox"/> (J Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
LEWIS, Mark	<input type="checkbox"/> (Hanson-Cox) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:44 a.m. during AI 2a	
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input type="checkbox"/> (Zarate) <input checked="" type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	8:22 a.m. during AI 2a	
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/>		
RYAN	<input type="checkbox"/> (B Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:05 a.m. during AI 2a	

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Tiffany Wenzel

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): 4/14/05

CALL TO ORDER (TIME): 9:22 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:31 a.m.

RECONVENE: 9:57 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:14 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Greer) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		10:51 a.m. after AI 30
LEWIS, Mark	<input type="checkbox"/> (Hanson-Cox) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:40 a.m. during AI 30
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input type="checkbox"/> (Zarate) <input checked="" type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		10:56 a.m. after AI 45
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/>		
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" 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"/>		10:52 a.m. during AI 45

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Tyler Wouze

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

March 24, 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 9:00 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 March 10, 2005, Board of Directors meeting. Mr. Clabby seconded the motion, and the vote was 13 to 0 in favor.

3. Public Comment

Chuck Lungerhausen: Mr. Lungerhausen welcomed everyone to observe the Water Walkers in Spring Valley on Saturday, April 2, at 10:30 a.m., and requested sponsorship donations. He also stated that he observed an out-of-service bus leaving the Old Town Transit Center at about 2:00 p.m. on Monday, March 21, 2005, with its door open, and someone jumped onto the bus while it was pulling away. He stated that this is an unsafe practice, and the operator should receive retraining. MTS Chief Executive Officer Paul Jablonski stated that staff will try to identify the bus/trip and will talk to the operator.

Cristobal Torres: Mr. Torres stated that he was speaking for the mentally handicapped and homeless. He complained that trolley trains approaching stations do not come to a stop until they protrude into crosswalks, which creates a dangerous situation for pedestrians. He stated that this is of particular danger to him as he has tunnel vision and cannot see the trolley approaching. He stated that this situation has existed for at least three years. SDTI President-General Manager Peter Tereschuck reported that city blocks are 220 feet long, and a three-car train is 240 feet long; therefore, it is necessary for the trolley to protrude into the cross walk. He added that there are no viable alternatives. Mr. Tereshuck stated that SDTI personnel are on the committee for the C Street Corridor Project chaired by Mr. Zucchet. He added that the Committee is working on renovations for C Street, some of which may help alleviate this problem.

4. Presentation of Employee Awards

There were no Employee Awards.

5. Closed Session Items (ADM 122)

There were no Closed Session Items.

CONSENT ITEMS

6. SDTI: Rail Lubricant Procurement: Contract Award (OPS 970.6, PC 30102)

Recommend that the Board of Directors authorize the SDTI President-General Manager to execute a Standard Procurement Agreement (Attachment A of the agenda item) with Neleco, Inc. to supply "Synco Super Lube" rail lubricant for a three-year base period with an option for two single-year extensions. The total cost, including delivery but excluding California sales tax, for a three-year base period shall not exceed \$576,000.

7. MTS: Property Insurance Renewal (LEG 491, PC 30100)

Recommend that the Board of Directors authorize the CEO to renew the property insurance coverage for MTS, SDTC, and SDTI with the California State Association of Counties (CSAC) Property Insurance Program, effective March 31, 2005, through March 31, 2006, with basic coverage deductible of \$25,000, \$100,000 for collision on buses and light rail vehicles, and \$1,500,000 on roads, bridges, and tunnels.

8. MTS: Increased Authorization for Legal Services (LEG 491, PC 30100)

Recommend that the Board of Directors authorize the CEO to enter into contract amendments with Bing Bush of the Law Offices of Bing I. Bush, Jr. (MTDB Doc. No. G0873.4-03, (Attachment A of the agenda item), and Stephan Wismar of the law firm Wismar & Barber (MTDB Doc. No. G0730.3-02, Attachment B of the agenda item) for general liability and workers' compensation legal services, in substantially the same form as attached, and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

9. MTS: Mission Valley East Light Rail Transit Project: Lease Amendment with the San Diego State University Foundation (CIP 10426.6)

Recommend that the Board of Directors authorize the CEO to execute lease amendments for the second floor of 5814 Hardy Avenue and 5850 Hardy Avenue in the City of San Diego and ratify a prior amendment entered into under the CEO's and/or previous General Manager's authority(ies) to extend the term of the lease in substantially the form attached (Attachment A of the agenda item).

10. MTS: Mission Valley East Light Rail Transit Project – Grantville Segment: Contract Change Order (CIP 10426.7.3)

Recommend that the Board of Directors authorize the CEO to execute Contract Change Order (CCO) No. 132, Supplement No. 7, with Modern Continental Construction

Company (MCC), in substantially the same form as shown in Attachment A of the agenda item, for changes in quantities of landscaping and irrigation in various areas along the Grantville Segment of the Mission Valley East Project (LRT-426.3), in an amount not to exceed \$137,166.60, including a net amount of \$72,422.60 approved by the previous General Manager and the CEO with the original CCO No. 132 and Supplement Nos. 1 through 6.

Recommended Consent Items

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

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Grievance and Hearing Procedure for Nonunion Employees (ADM 150.2, PC 30100)

Mr. Jeff Stumbo, MTS Director of Human Resources, reminded the Board that this item was presented at a previous meeting, and staff was directed by the Board to solicit employee input about this procedure. Mr. Stumbo reported that employees were provided with a copy of the procedure, which generated questions from a couple of employees. He stated that he has received no negative feedback to date.

Action Taken

Mr. Emery moved to approve the Grievance and Hearing Procedure for Nonunion Employees (Attachment A of the agenda item) of MTS, SDTC, and SDTI. Mr. Rindone seconded the motion, and the vote was 13 to 0 in favor.

31. MTS: Draft FY 2005-2009 Regional Short-Range Transit Plan (SRTP 810.5, PC 20223)

Ms. Toni Bates, SANDAG Division Director of Planning, provided the Board with an overview of the Draft FY 2005-2009 Regional Short Range Transit Plan (RSRTP). She stated that the Plan was prepared in coordination with MTS and North County Transit, and is grounded in the goals and objectives approved in December 2004. She discussed transit needs and deficiencies, service proposal development & implementation, the FY 06 regional service implementation plan, and briefly discussed the nature of FY 06 service changes. She briefly described what elements of the service implementation plan and service changes will be dependent on Phase I of the Comprehensive Operational Analysis (COA). She also briefly discussed transit priority treatments and provided a listing of studies that will be conducted. She then reviewed the schedule for the approval of the RSRTP.

Mr. Williams stated that he thought the SANDAG Transportation Committee had agreed that Smart Growth should support transit, not that transit should support Smart Growth. He felt that the concept of transit supporting Smart Growth implies an obligation to provide transit service in remote locations, which doesn't make the best use of public dollars. Mr. Emery agreed and stated that Smart Growth and transit go hand-in-hand.

He stated that San Diego should make sure that transit is provided to core areas that need it now, but not to serve density wherever it is placed. Mr. Monroe stated that it was not SANDAG's intention that transit be utilized in that way. Ms. Bates stated that SANDAG has implemented seven definitions of Smart Growth ranging all the way from metropolitan centers to rural communities, and varying levels of transit are identified for each of these definitions. Ms. Bates provided an example of a Smart Growth definition with a transit component that simply states that any village core should allow for bus stops. She stated that staff will revise the language to link the level of transit support to particular place types.

In response to a question from Mr. Rindone, Ms. Bates stated that the five-year RS RTP is amended annually. She stated that the Plan focuses on next year's service with the remainder of the plan serving as a guide for the last four years of the five-year time period. Mr. Jablonski stated that the Plan's identification of needs should have a strong recognition of the capital needs and infrastructure issues of the system and should be given high priority. Ms. Bates stated that the RS RTP can be used as a basis for continuing to identify infrastructure needs in the region.

Action Taken

Mr. Rindone moved to receive this report on the Draft FY 2005-2009 Regional Short-Range Transit Plan (RS RTP) and direct that comments provided by the Board to SANDAG staff be incorporated into a revision of the RS RTP. Mr. Ewin seconded the motion, and the vote was 13 to 0 in favor.

32. MTS: Authorization for Use of City of San Diego Billboard Reserve Funds (AG 250, PC 30100)

Ms. Tiffany Lorenzen, MTS General Counsel, introduced this item explaining how the agreement that created the San Diego Billboard Reserve Fund evolved and the purpose of the agreement. She introduced Mike Arnold, City of San Diego, and Mr. Jim Neri, Neri Landscape Architecture, to present information on the MTS Station Improvement Project.

Mr. Arnold presented information on the selection of the stations that would be improved under the proposed project and also provided some project background. Mr. Neri reviewed the project features and benefits and reviewed the plans for each of the three stations – Euclid Avenue, 47th Street, and 62nd Street. Mr. Arnold then reviewed the project cost and schedule.

Mr. Morrison expressed concern that 1/6th of the total expenditure for this project would be spent on refurbishing the mural at the Euclid Avenue Station, which has limited visibility. In response to Mr. Robert's concern about what would happen if the project goes over budget, Ms. Lorenzen stated that any expense over the recommended funding of \$200,000 would have to be paid for by the City of San Diego or be brought back for approval by the MTS Board. Mr. Arnold stated that, as is typical with projects that go over budget, design changes could be made to adjust project costs. Mr. Arnold stated that he did not anticipate any surprises with regard to the cost for this project. Mr. Roberts stated that he wanted it made clear that MTS has no obligation for additional costs. Mr. Ewin stated that he hoped MTS would maintain an attitude that this project must be completed for the recommended level of funding. In response to a question from Ms. Kaltenborn, Ms. Lorenzen stated that SDTI currently maintains these stations

and will be able to maintain the improvements at the stations at no additional cost. In response to a question from Mr. Morrison, Ms. Lorenzen stated that the Billboard Reserve Fund will have a balance of \$44,000 after allocation for this project, and that funds accrue at a rate of \$25,000 per year.

Action Taken

Mr. Monroe moved to approve the proposed concept plans for landscaping improvements at the Euclid Avenue, 47th Street, and Encanto/62nd Street Stations and authorize the release of up to \$200,000 from the City of San Diego Billboard Reserve Fund to the City of San Diego for a final design, construction, and landscape improvements at those stations in City of San Diego Council District 4. Mr. Emery seconded the motion, and the vote was 14 to 0 in favor.

33. MTS: Green Line Opening Day - Tentative (CIP 10426.13)

Mr. Jablonski stated that the Green Line is in the final stages of construction, and that MTS is currently testing both its current trolley cars as well as the new S70 trolley car on the line. He added that testing of systems, such as the fire alarm system and intrusion detection system, have to be completed and approvals given before MTS will have full access to the tunnel at SDSU Station.

Mr. Jablonski also stated that, with a project of this magnitude, it is necessary to have extensive grand opening activities, and it is therefore necessary to identify a tentative opening date so planning activities can be started. He reported that staff is recommending a tentative opening date of Friday, July 8, at 4:00 p.m. followed by a Community Ride-Free Day on Saturday, July 9, from 10:00 a.m. to 3:00 p.m., with revenue operations commencing on Sunday, July 10. He stated that San Diego's congressional delegation is in recess during this particular weekend, and there are no conflicting major events.

Mr. Jones suggested that free rides also be provided on Sunday, July 10, with revenue operations starting on Monday, July 11. Mr. Jablonski stated that providing an additional day of free rides would be a budget issue. Mr. Emery agreed with Mr. Jones' suggestion but only if feasible from a budgetary standpoint. Mr. Emery suggested that SDSU be highlighted in opening activities. Mr. Jablonski stated that the opening dedication will most likely be held at the SDSU station. Mr. Roberts suggested a special event for SDSU graduates as part of graduation activities since they were present through construction but will not be when the line is opened. Mr. Gonzalo Lopez, MTS Director of Marketing and Community Relations, stated that staff has been considering a special tour during rehearsal for graduation. Mr. Jablonski stated that the event will have to be tailored around MTS's authorization to access the SDSU station and tunnel.

In response to a comment by Mr. Ewin, Mr. Lopez stated that MTS marketing staff are working closely with organizers of related community events and are discussing the possibility of holding some joint events.

In response to a suggestion from Mr. Monroe, Mr. Jablonski estimated that the cost of providing free rides on the entire system would be approximately \$60,000 to \$70,000. He stated that the free-ride program is currently still in development but preliminary plans involve providing free rides between Qualcomm Stadium and Gillespie Field,

which would provide substantial parking at both ends of the line. Mr. Jablonski stated that updates will be provided as plans develop.

Action Taken

Mr. Emery moved to approve the tentative opening day for the Green Line and approve the Free Community Ride Day. Mr. Rindone seconded the motion, and the vote was 12 to 0 in favor.

REPORT ITEMS

45. MTS: 2004 Year-End Security Report

Mr. Bill Burke, SDTI Director of Transit Security, provided the Board with an overview of security for calendar year 2004. He reviewed the result of MTS's Problem-Oriented Policing Project (POP) at Civic Center Station and the 5th Avenue Station. He also reported on prisoner bookings, a security awareness brochure currently under development, and showed a video clip of the recent multiagency emergency preparedness drill. He then reported on the efforts and results of MTS's special enforcement unit and briefly provided an overview of procedures for issuing citations. He reported that citation and warning information is currently being entered into the Transit Watch Database and, because this information is available to by fare inspectors as they carry out their duties, inspectors are more effective in the field. Mr. Burke also reviewed the new 4-10 workweek that has been introduced for the fare inspectors and the benefits of that program, and also provided the Board with an update on the success of the closed-circuit television (CCTV) system. He reported that MTS's CCTV system was recently used to help police identify a criminal in a shooting incident and identify the location of a weapon that the victim tried to hide. He stated that the hidden weapon had been used in a previous crime. Mr. Burke explained that the recording of the shooting was so clear because the digital recorders for the CCTV are at each station. He showed a sample recording to demonstrate the clarity of the images.

In response to a question from Mr. Mathis, Mr. Burke stated that SDTI's rate for fare evasion compares very favorably to systems that use turnstiles according to a recent study. Mr. Mathis asked if .29 incidents per 100,000 passengers compares favorably with the national average. Mr. Burke stated that he would get that information for Mr. Mathis. In response to a comment from Mr. Monroe, Mr. Burke stated that an internal audit has recently verified SDTI's statistics on the number of fare inspections that are being conducted on a regular basis.

Action Taken

Ms. Atkins moved to receive this report for information. Mr. Roberts seconded the motion, and the vote was 12 to 0 in favor.

46. MTS: Status Report on Intelligent Transportation Systems (CIP 10940)

Mr. Samuel Johnson, SANDAG ITS Chief Technology Officer, reviewed Intelligent Transportation Systems being pursued by the region under the auspices of SANDAG. He reviewed the ITS program mission and also reviewed the program's focus areas – freeway management, transit management, major streets/arterial management, incident

management, and traveler information. He provided details on each of these focus areas with an emphasis on transit management and traveler information.

Mr. James Driesbach-Towle, SANDAG Administrator of Systems Integration, reviewed specific projects. He reported that the Electronic Payment Fare Collection Project, which is being implemented on a regional basis with all agencies, will result in better reporting, improved accuracy, improved accuracy, and will reduce barriers for the public. He also provided detail on the Centralized Train Control, Regional Automatic Vehicle Location Projects, and Regional Transit Manager System projects. Mr. Johnson reviewed ongoing efforts and future plans in the area of Traveler Information, which will make it easier for the public to access the information they need for making travel/mode decisions.

Mr. Mathis expressed his strong support for the Centralized Train Control Project, and stated that SDTI's system has been out of date for some time. Ms. Kaltenborn suggested that the information in Mr. Johnson's report be provided to the public. Mr. Rindone suggested that Mr. Johnson make his presentation to the county and to the city councils represented on the MTS Board.

Action Taken

Mr. Rindone moved to receive this report and direct SANDAG staff to offer this presentation to the County and city councils represented on the MTS Board. Mr. Emery seconded the motion, and the vote was 11 to 0 in favor.

47. SDTC: Pension Update (OPS 960.5, PC 30101)

Mr. Cliff Telfer, MTS Interim Chief Financial Officer, reported that the SDTC Employees' Pension Plan increased in value during calendar year 2004 by \$10 million as a result of investment returns and \$75 million as a result of the recent pension bond issue. He stated that the Plan is managed by nine managers with varying investment styles and has an asset allocation mix of 60 percent equity/40 percent fixed income. He then introduced Mr. Bruno Grimaldi, KPMG, who reviewed the Investment Performance Analysis as of December 31, 2004. Mr. Grimaldi briefly reviewed the Executive Summary, the Sources of Portfolio Growth chart, the Cumulative performance Comparison chart, and the Performance Summary Table. He reported that SDTC's plan has had a higher return with lower risk than the standard deviation of market risk for the last ten years. He also pointed out that the Plan has experienced an 11.55 percent return since inception (1982) compared to a policy index (customized benchmark) of 11.80 percent, in spite of a recession that lasted 22 years, the 1987 crash, and a three years of bear market in 2000, 2001 and 2002.

In response to a comment from Ms. Kaltenborn, Mr. Grimaldi stated that Nicholas Applegate is on their "watch list." He stated that their performance will be monitored for one year. He added that he is holding monthly conference calls to discuss their performance and is having face-to-face meetings as well.

In response to a question from Mr. Rindone, Mr. Grimaldi recommended that MTS review the Plan's performance in six months and add diversification in areas that have not been addressed. In response to a question from Mr. Monroe, Mr. Telfer reported that an actuarial valuation is currently being performed to factor in the Plan's recent

investment return and recent benefit improvements, and the results of that valuation will be available in April or May. Mr. Telfer estimated that the valuation will show that the Plan is close to 90 percent funded. In response to a question from Mr. Ewin regarding firewalls between the different pension plans in place for MTS and its agencies, Mr. Telfer reported that MTS and SDTI employees are covered by CalPers and SDTC's plan is just for its employees. He stated that SDTC employees may be merged into the CalPers plan at some time in the future.

In response to a comment from Mr. Roberts regarding the validity of the eight percent investment return assumption going forward, Mr. Telfer explained that asset allocation studies are conducted on a regular basis for the purpose of projecting investment returns for the Plan. He stated that the most recent study projected a return of 7.96 percent. He stated that changes in asset class allocations may be recommended in order to improve investment return. Mr. Roberts requested that staff report back on the asset allocation study at the same time the actuarial valuation is presented. Mr. Jablonski reminded the Board that, as a result of the Plan's most recent actuarial valuation, the interest rate assumption was reduced from 8.5 percent to 8 percent.

Action Taken

Mr. Clabby moved to receive this report. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

48. MTS: Operations Budget Status Report for January FY 05 (ADM 110.7, PC 30100)

MTS Controller Mr. Tom Lynch reviewed the budget status report for January FY 05. He reviewed the Net Operating Subsidy Variance, the net subsidy and other expenditures for the agency and by operator by month and year to date, financial review on a functional basis for the month and year to date, and also reviewed energy prices. There were no comments or questions from Board members regarding this item.

Action Taken

Mr. Clabby moved to receive the MTS Operations Budget Status Report for January FY 05. Mr. Emery seconded the motion, and the vote was 12 to 0 in favor.

49. MTS: January Monthly Performance Indicators (OPS 920.1, 960.5, 970.5/PC 30101, 102, 103)

Ms. Anika deSilva, MTS Associate Transportation Planner, reviewed MTS Monthly Performance Indicators through January 2005. She reviewed the operating environment, system ridership, on-time performance, mean distance between failures for both bus and rail, customer complaints, and collision accidents.

Mr. Monroe complimented staff on the report and stated that he appreciated chart formats. In response to a question from Ms. Kaltenborn, Ms. deSilva stated that ADA complaints relate only to paratransit service.

Action Taken

Mr. Monroe moved to receive a report on MTS operators' performance for the month of January 2005. Mr. Rindone seconded the motion, and the vote was 11 to 0 in favor.

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

Mr. Conan Cheung, Director of Planning and Performance Monitoring, provided the Board with an update on the COA. He reviewed the purpose and schedule for the study. He also contrasted the process for making service changes in previous years against the opportunity to do so within the context of the COA this year with enhanced public participation. Mr. Jablonski pointed out that, in previous years, service changes were already basically decided upon before being presented at the public hearing. He stated that this year involves an unprecedented effort in trying to identify efficiencies – that staff is looking at the whole system, not just components of the system. He stated that, in addition, rather than just having a public hearing, staff is going through an extensive outreach program with the public that even includes having staff members on buses talking to passengers. He stated that MTS can be proud of its efforts and of the collaborative attitude of staff members working on this project.

Mr. Cheung stated that the project consists of two phases and identified the tasks to be performed in each stage. He provided the Board with information on the success of the operator “drop in” sessions that are being conducted to solicit input and forge new relationships with the system's employees who actually deliver the service. He also reviewed public information resources. Mr. Cheung stated that staff is attempting to gauge public acceptance of the COA process.

Public Comment

Clive Richard: Mr. Richard stated that when the Route 81 was recommended for discontinuation, staff stated that the Route 27 would provide the service that was eliminated. He stated that now the Route 27 is being discontinued.

Mr. Cheung stated that there was inadequate ridership to justify retaining Route 27. He stated that Route Nos. 9 and 34 each provide service between Pacific Beach and Old Town where riders can connect with the Trolley.

Mr. Emery stated that staff materials for community meetings should indicate that they are in “draft” form. He felt it was important for the public to understand that no decisions have been made. He also suggested that it be clear that there are two phases to the project, and that Phase I consists of identifying efficiency measures that will help balance the MTS budget. He stated that both the public and the Technical Advisory Committee need to understand that there are two phases.

In response to a question from Mr. Monroe, Mr. Cheung stated that the recommended service efficiencies will be presented to the Board on April 14 and will include detailed analysis of the proposed efficiencies as well as breakdowns of costs savings. He stated that the public hearing will then be held on April 28. He added that the next meetings of the Blue Ribbon Committee, Community Advisory Committee, and Technical Advisory Committees will consist of half-day workshops to discuss issues and develop criteria

that can be used to translate policy into action. He advised Mr. Monroe that he has ideas for balancing productivity with coverage that he will present at a future meeting. Ms. Atkins stated that she is interested in knowing if community meetings are being attended by actual transit riders or by community leaders. She also stated that the public may not understand what a COA is or how it applies to them and may therefore not be looking at materials such as Take Ones, etc.

Action Taken

Mr. Rindone moved to receive this status report for on the COA of MTS services. Mr. Emery seconded the motion, and the vote was 11 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

Public Comments Related to Carrizo Gorge Railway: In response to a request from Mr. Monroe, Mr. Jablonski stated that he made a trip to Jacumba following the public comments that were made about this subject at a recent Board meeting. He stated that he talked to citizens of Jacumba brought in by Carrizo Gorge and also knocked on doors to solicit comments from residents. He stated that idling of trains is a common practice in cold weather, and there have been discussions about moving the location of idling trains. He also stated that tensions have eased because the weather is warmer and trains can now be shut down. Mr. Jablonski also advised the Board that he has talked to the President of Carrizo Gorge and stressed the importance of working with the community and being a good neighbor and good corporate citizen. He reported that Jacumba residents were very pleased with MTS's response and handling of this problem. He stated that he handed out business cards and asked residents to call if they had concerns. He stated that he has not received any calls.

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, April 14, 2005, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Williams adjourned the meeting at 12:10 p.m.



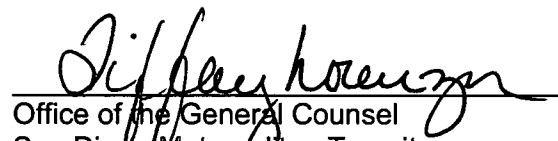
Chairman
San Diego Metropolitan Transit
Development Board

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachment: A. Roll Call Sheet

gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 3/24/05

CALL TO ORDER (TIME): 9:00 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 12:10 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
CLABBY	<input checked="" type="checkbox"/> (Greer) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		12:03 p.m. during AI 50
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		10:51 a.m. during AI 46
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>	9:03 a.m. during Public Comments	
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>	9:02 a.m. during Public Comments	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		11:30 a.m. at beginning of AI 49
ROSE	<input type="checkbox"/> (Janney) <input checked="" type="checkbox"/>	9:08 a.m. during Public Comments	
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:25 a.m. during AI 31	10:14 a.m. during AI 46

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Jeffrey Koenig



Metropolitan Transit System

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)

April 14, 2005

SUBJECT:

MTS: FY 2006 BUDGET DEVELOPMENT

RECOMMENDATION:

That the Board of Directors receive the Combined MTS FY 2006 Operating Budget report and provide guidance on balancing the fiscal year 2006 budget.

Budget Impact

None at this time.

DISCUSSION:

MTS Review of Financial Status

For the last several years, MTS has had an imbalance between recurring revenues and recurring expenses. As indicated within Attachment B, the fiscal year 2005 budget, we have used \$15,010,000 in nonrecurring revenues. This ranged from \$3,500,000 in bus rapid transit (BRT) funds, \$8,173,000 in contingency reserves, and \$2,539,000 in Mission Valley East capital/Congestion Mitigation & Air Quality Improvement Program, ISTEA (CMAQ) funds. In addition, MTS is also using \$23,200,000 in Federal Section 5307 Preventative Maintenance funding within the operating budget.

MTS has a fiscal year 2006 capital program that contains projects totaling \$76,002,000. Of these total needs, only \$25,045,000 is available for current fiscal year funding, which leaves \$50,957,000 unfunded. Additionally, as these capital projects go unfunded within the current fiscal year, the accumulated amount continues to grow.



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.

FY 2006 Overview

As indicated within Attachment A, the fiscal year 2006 total budgeted revenue is projected at \$222,443,000 and total projected expenses are budgeted at \$227,420,000, resulting in a total net operating subsidy deficit of \$4,977,000. These fiscal year 2006 figures include \$4,577,000 of CMAQ nonrecurring revenue directly attributable to the Mission Valley East operations. The fiscal year 2006 figures also have no use of contingency reserves and do not include any Operational Efficiencies (Comprehensive Operational Analysis [COA] Phase I) presently. As the operational efficiencies are quantified, pending approval by the Board, these budgetary savings will be incorporated within the fiscal year 2006 budget.

FY 2006 Revenue

FY 2006 Operating Revenues. Please refer to Attachment A for functional, related fiscal year 2006 budgeted revenue and expenses.

Combined fare revenue for fiscal year 2006 is projected to increase \$1,964,000 compared to midyear adjusted fiscal year 2005 levels. This increase is due to the start-up of Mission Valley East operations contributing \$2,891,000, offset by an internal bus operations fare revenue reduction of \$1,148,000 (-5.4%). Other operators have increased fare revenues of \$221,000 (0.5%).

Combined passenger levels for all operators are projected to total 80,028,000. This increase of 2,720,000 (3.5%) is due to Mission Valley East start-up contributing 4,015,000, offset by internal bus operations passenger levels decreasing by 1,464,000 (-6.1%). All other operators are budgeted to have increased levels of passengers totaling 169,000 (0.3%).

FY 2006 Other Revenues. Total other revenue is budgeted to decrease by \$297,000 (-9.7%). This is primarily due to a reclassification of miscellaneous income to offset related operating expenses, a reduction in advertising revenues, and a reduction in Taxicab Administration miscellaneous revenues.

FY 2006 Subsidy Revenues. Subsidy revenues are currently budgeted to rise \$12,904,000 or 9.5 percent. This fiscal year increase is segmented into debt service, operational recurring revenues, and operational nonrecurring revenues. Total debt service incremental increase is \$9,497,000 (78%), operational recurring subsidies increased \$13,839,000 (13%), and operational nonrecurring revenues decreased by \$10,432,000 (-70%).

FY 2006 Expenses

FY 2006 Combined Expenses. Fiscal year 2006 combined expenses total \$227,420,000, an increase from midyear-amended fiscal year 2005 of \$19,547,000 (9.4%). Excluding nonpension bond debt service expenses and reserve contributions, the operational expense increase totals \$12,345,000 (6.4%). Excluding the incremental Mission Valley East costs of \$5,208,000, the comparable operational costs increased \$7,137,000 (3.8%) from midyear amended fiscal year 2005. Of this operational cost increase, diesel and CNG-related costs contributed approximately \$800,000 or 0.4%.

In terms of functional operating variances included in Attachment A, there are three areas of note: wages, fringes, and energy.

Wages expenses increased \$758,000 (1.3%) primarily due to contractual and merit increases, averaging approximately 3.0%, offset by a significant reduction of operator and shop overtime within internal bus operations.

Fringe-related expenses increased \$1,325,000 (4.4%). Including the pension bond obligation, which is included within the functional debt service line, the increase would have been \$6,278,000 (20.9%). This increase is primarily due to additional pension costs within internal bus operations and Rail Operations (\$2,200,000), additional health and welfare costs within Internal Bus Operations (\$1,200,000), Mission Valley East incremental increases within fringe (\$1,000,000), and additional sick and vacation payout within internal bus operations (\$600,000).

After reviewing energy-rate trends and analyzing energy futures, the Budget Development Committee has recommended adjusting diesel prices to \$1.80/gallon and compressed natural gas (CNG) rates to \$1.06 per therm. On an annual basis compared to fiscal year 2005 original energy rates, expenses increased \$4,244,000 (21.9%) compared to the original approved fiscal year 2005 budget. This is primarily due to the incremental increase in energy rates (FY 05 original budget was \$1.10 per gallon for diesel and \$0.90 per therm for CNG) from fiscal year 2005 (\$2,200,000), incremental Mission Valley East-related operational costs (\$1,700,000), and reclassifications of some utility costs from General and Administrative (\$300,000).

FY 2006 Policy Issues

- Job Access Reverse Commute (JARC)/Air Pollution Control District (APCD) Revenue and Related Service
 - There are four routes with subsidy funding issues: Otay Mesa Jobs Access, Mid-City Reverse Commute, Poway Reverse Commute, and the Sorrento Valley Coaster Connection. The total net subsidy for these services is \$1,877,000. Of this net operating subsidy, funding from JARC and APCD of \$1,157,000 is in jeopardy for fiscal year 2006. This budget assumes the continuation of total funding and services for the four routes.
 - Recommendation: If funding for JARC and APCD cannot be secured, staff will revise the level of services that can be run based upon the level of funding and adjust the FY 06 budget accordingly.
- Operational Efficiencies (COA Phase I)
 - As indicated above, no operational efficiencies are included in the current fiscal year 2006 budget beyond the changes regarding Mission Valley East. As these efficiencies are approved by the Board, they can be incorporated within the budget.
 - Recommendation: Implement the operational efficiencies (COA Phase I). While staff is currently costing efficiencies, the

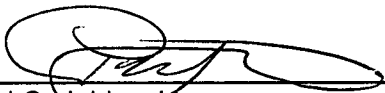
estimated annualized budgetary net operating subsidy savings is \$4,000,000. As most of the implementation is scheduled for September 2005, the fiscal year 2006 impact would reduce the fiscal year 2006 budgetary deficit by approximately \$3,000,000.

- BRT Funding

- In fiscal year 2006, there is \$4,414,000 in nonrecurring funds available due to changes within the BRT program subsequent to the passage of TransNet.
 - Recommendation: The amount needed to balance the budget for fiscal year 2006 beyond the operational efficiencies (COA Phase I) would be taken from the BRT \$4,414,000 and the balance taken to the Capital Improvement Program.
 - Example: The current deficit level is \$4,977,000. Assuming the resolution of the JARC/APCD funding does not change the net operating subsidy deficit, implementation of operational efficiencies (COA Phase I) would bring the deficit down \$3,000,000 to \$1,977,000. The BRT funding would satisfy this remaining deficit of \$1,977,000, and the balance of \$2,437,000 would be utilized within the Capital Improvement Program.

- Preventative Maintenance Cap

- We are currently utilizing \$23,200,000 in Federal Section 5307 Preventative Maintenance funds for operational purposes.
 - Recommendation: The Federal Section 5307 funding to be capped at \$23,200,000 (80% portion) in fiscal year 2006 and beyond. This would ensure that all increases in Federal Section 5307 funding would be used for capital purposes.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
APR14-05.2A.FW.LMARINESI
4/7/05

Attachments: A. Total Operating Budget
B. Revenue Summary
C. Combined Expense Summary
D. Combined Expense Detail by Operator
E. Energy Impact on Operations

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TOTAL OPERATING BUDGET
PROPOSED FY 2006 BUDGET
(in \$000's)

	FY 2005 APPROVED BUDGET	FY 2005 AMENDED BUDGET	FY 2006 PROPOSED BUDGET	\$ VARIANCE FY06 BUDGET TO FY05 AMENDED	% VARIANCE FY06 BUDGET TO FY05 AMENDED
Fare Revenue	\$ 68,005	\$ 68,912	\$ 70,877	\$ 1,964	2.9%
Other Revenue	3,185	3,066	2,769	(297)	-9.7%
Total Operating Revenue	\$ 71,190	\$ 71,979	\$ 73,646	\$ 1,667	2.3%
Subsidy	134,535	135,894	148,797	12,904	9.5%
Total Revenue	\$ 205,726	\$ 207,872	\$ 222,443	\$ 14,571	7.0%
Wages	\$ 58,752	\$ 60,564	\$ 61,322	\$ 758	1.3%
Fringes	30,050	30,088	31,412	1,325	4.4%
Services	15,730	15,941	16,322	380	2.4%
Purchased Transportation	50,330	49,558	51,370	1,812	3.7%
Materials	7,702	8,289	8,194	(95)	-1.1%
Energy	19,374	20,492	23,618	3,127	15.3%
Risk Management	6,006	5,647	5,765	117	2.1%
General and Administrative	2,806	2,316	1,356	(960)	-41.4%
Vehicle/Facility Lease	239	239	320	81	34.0%
Debt Service	12,540	12,540	27,740	15,200	121.2%
Reserve	2,198	2,198	-	(2,198)	-100.0%
Total Costs	\$ 205,726	\$ 207,872	\$ 227,420	\$ 19,547	9.4%
Total Revenue Less Total Costs	\$ (0)	\$ 0	\$ (4,977)	\$ (4,977)	-
Net Operating Subsidy	\$ (134,535)	\$ (135,894)	\$ (153,774)	\$ (17,880)	13.2%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

REVENUE SUMMARY PROPOSED FY 2006 BUDGET

	AMENDED BUDGET FY05	BUDGET FY06	DOLLAR CHANGE BUDGET/ PROJECTED	% CHANGE BUDGET/ PROJECTED
OPERATING REVENUE				
PASSENGER REVENUE	68,912,400	70,876,606	1,964,206	2.9%
ADVERTISING REVENUE	740,000	700,000	(40,000)	-5.4%
CONTRACT SERVICE REVENUE	25,000	25,000	0	0.0%
OTHER INCOME	2,301,161	2,043,910	(257,251)	-11.2%
Total Operating Revenue	<u>71,978,561</u>	<u>73,645,516</u>	<u>1,666,955</u>	<u>2.3%</u>
SUBSIDY REVENUE				
FEDERAL REVENUE	24,433,947	24,468,912	34,965	0.1%
TRANSPORTATION DEVELOPMENT ACT (TDA)	66,508,575	71,601,200	5,092,625	7.7%
STATE TRANSIT ASSISTANCE (STA)	4,909,823	6,572,986	1,663,163	33.9%
STATE REVENUE - OTHER	778,000	544,543	(233,457)	-30.0%
TRANSNET	10,221,853	17,292,212	7,070,359	69.2%
OTHER LOCAL SUBSIDIES	1,838,483	2,049,512	211,029	11.5%
Total Subsidy Revenue	<u>108,690,681</u>	<u>122,529,365</u>	<u>13,838,684</u>	<u>12.7%</u>
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	4,577,454	4,038,638	749.5%
CARRYOVERS	460,456		(460,456)	-100.0%
OTHER RESERVES (LAND MANAGEMENT/SD&AE)	337,000		(337,000)	-100.0%
CONTINGENCY RESERVES	8,173,432		(8,173,432)	-100.0%
Total Non Recurring Revenues	<u>15,009,704</u>	<u>4,577,454</u>	<u>(10,432,250)</u>	<u>-69.5%</u>
DEBT SERVICE/LEASE LEASEBACK REVENUE	<u>12,193,371</u>	<u>21,690,637</u>	<u>9,497,266</u>	<u>77.9%</u>
GRAND TOTAL REVENUES	<u>207,872,317</u>	<u>222,442,972</u>	<u>14,570,655</u>	<u>7.01%</u>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED EXPENSE SUMMARY
PROPOSED FY 2006 BUDGET
(in \$000's)

	FY 2005 Amended Expense Budget	Year to Year Allocation Difference	FY 2005 Adjusted Amended Expense Budget	FY 2006 Proposed Expense Budget	Difference	Percent Variance
Combined Operations	182,120	(4,748)	177,372	184,109	6,737	3.8%
Combined Operations - MVE	2,608	-	2,608	7,452	4,844	185.7%
Combined Other Operations	1,178	(63)	1,115	901	(214)	-19.2%
Combined Administrative	7,228	4,811	12,039	12,653	614	5.1%
Combined Administrative - MVE	-	-	-	364	364	0.0%
Combined Debt Service	12,540	-	12,540	21,941	9,400	75.0%
Combined Reserve	2,198	-	2,198	-	(2,198)	-100.0%
Combined Grand Total	<u>207,872</u>	<u>-</u>	<u>207,872</u>	<u>227,420</u>	<u>19,547</u>	<u>9.4%</u>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED EXPENSE DETAIL BY OPERATOR
PROPOSED FY 2006 BUDGET
(in \$000's)

	FY 2005 Amended Expense Budget	Year to Year Allocation Difference	FY 2005 Adjusted Amended Expense Budget	FY 2006 Proposed Expense Budget	Difference	Percent Variance
Operations						
Internal Bus Operations	75,476	(3,518)	71,958	74,680	2,722	3.8%
Rail Operations	43,676	(1,230)	42,447	43,650	1,203	2.8%
Contract Services - Combined	52,868	-	52,868	55,158	2,290	4.3%
Chula Vista Transit	6,802	-	6,802	7,120	318	4.7%
National City Transit	2,821	-	2,821	3,021	200	7.1%
Coronado Ferry	131	-	131	135	4	3.0%
Administrative Pass Through	344	-	344	344	-	0.0%
Combined Operations	182,120	(4,748)	177,372	184,109	6,737	3.8%
Operations - MVE						
Rail Operations - MVE	2,608	-	2,608	7,452	4,844	185.7%
Combined Operations - MVE	2,608	-	2,608	7,452	4,844	185.7%
Other Operations						
Taxicab Administration	998	(63)	935	721	(214)	-22.9%
San Diego & Arizona Eastern	180	-	180	180	-	0.0%
Combined Other Operations	1,178	(63)	1,115	901	(214)	-19.2%
Administrative						
Board of Directors	141	-	141	131	(10)	-6.9%
Bus Bench / Bus Shelter	240	-	240	240	-	0.0%
Executive	569	(288)	281	280	(1)	-0.5%
Finance	335	852	1,187	1,161	(26)	-2.2%
Fringes	1,120	1,167	2,287	2,347	60	2.6%
General	1,635	(18)	1,617	1,628	11	0.7%
Overhead Reimbursement	(1,330)	400	(930)	(600)	330	-35.5%
Human Resources	75	1,352	1,427	1,427	(0)	0.0%
Information Technology	270	891	1,161	1,199	38	3.3%
Land Management	42	-	42	47	5	12.4%
Legal	75	498	573	632	59	10.3%
Marketing	991	-	991	1,431	440	44.4%
Multimodal Operations	1,136	(965)	172	168	(4)	-2.1%
Operations Planning	1,055	124	1,179	998	(181)	-15.4%
Risk	800	-	800	730	(70)	-8.8%
Telephone Information Services	-	581	581	577	(4)	-0.6%
Transit Store	73	217	290	256	(34)	-11.8%
Combined Administrative	7,228	4,811	12,039	12,653	614	5.1%

D-1

FINANCE WORKSHOP - Att. D, AI 2a,
4/14/05, FIN 310.1

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED EXPENSE DETAIL BY OPERATOR
PROPOSED FY 2006 BUDGET
(in \$000's)

	FY 2005 Amended Expense Budget	Year to Year Allocation Difference	FY 2005 Adjusted Amended Expense Budget	FY 2006 Proposed Expense Budget	Difference	Percent Variance
Administrative - MVE						
Finance	-	-	-	39	39	0.0%
Fringes	-	-	-	110	110	0.0%
Human Resources	-	-	-	101	101	0.0%
Information Technology	-	-	-	114	114	0.0%
Combined Administrative	-	-	-	364	364	0.0%
Debt Service						
LRV Leaseback (1990 and 1995)	7,601	-	7,601	10,302	2,701	35.5%
Regional Transit Management System (2002)	3,849	-	3,849	3,831	(18)	-0.5%
Automated Fare Collection (2003)	840	-	840	7,558	6,717	799.2%
Revenue Anticipation Notes (2005)	250	-	250	250	-	0.0%
Pension Obligation Bonds (2005)	-	-	-	-	-	0.0%
Tower Note	-	-	-	-	-	0.0%
Combined Debt Service	12,540	-	12,540	21,941	9,400	75.0%
Reserve						
Insurance Reserve Contrib.	1,950	-	1,950	-	(1,950)	-100.0%
Land Management Reserve Contrib.	248	-	248	-	(248)	-100.0%
Energy Contingency Reserve Contrib.	-	-	-	-	-	0.0%
Combined Reserve	2,198	-	2,198	-	(2,198)	-100.0%
Combined Grand Total	207,872	-	207,872	227,420	19,547	9.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Fiscal Year 2005

Energy Impact on Operations

Average annual cost per \$0.01 increase in price

Diesel	CNG
30,300	74,600

Annual budgetary impact (increased cost) at annual average prices

Diesel		CNG	
Average Annual Price	Annual Budgetary Impact	Average Annual Price	Annual Budgetary Impact
1.75	(151,500)	1.04	(149,200)
1.80	-	1.06	-
1.85	151,500	1.07	74,600
1.90	303,000	1.09	223,800
1.95	454,500	1.11	373,000
2.00	606,000	1.13	522,100
2.05	757,500	1.15	671,300
2.10	909,100	1.17	820,500

**** FY 2006 budget rates for Diesel and CNG are \$1.80 and \$1.06 respectively**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

Finance
Wkshop

2A

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****

@ 8:06

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 Peter Warner

Name (PLEASE PRINT) _____

Address _____

Telephone 805 636 1973

Organization Represented (if any) _____

Subject of your remarks: Trolley Fare Zone Consolidation

for longer trips & New East Co. Local Zone

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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**Metropolitan Transit System
Finance Workshop**

MTS Board of Directors Meeting
April 14, 2005



 

Budget Development Committee Agenda

- Current Company Position
- FY 2006 Overview
- FY 2006 Revenue Review
- FY 2006 Expense Review
- FY 2006 Policy Issues

SAN DIEGO METROPOLITAN TRANSIT SYSTEM CURRENT COMPANY POSITION (in 000's)		
Non Recurring Revenue Usage		
	FY 2005	FY 2006
Contingency Reserves	8,510	
BRT Fund Usage	3,500	
CMAQ / MVE Start Up	2,539	4,577
Carryovers	460	
Total Non Recurring Revenue	15,010	4,577
Capital Improvement Program		
		FY 2006
Total Capital Projects Needs		76,002
Total Funding Available		25,045
Unfunded Capital		50,957

Budget Development Committee Agenda

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM FY 2006 OPERATING BUDGET OVERVIEW (in 000's)

	FY 2005 AMENDED BUDGET	FY 2006 PROPOSED BUDGET	\$ VARIANCE	% VARIANCE
Fare Revenue	68,912	70,877	1,964	2.9%
Other Revenue	3,066	2,769	(297)	-9.7%
Total Operating Revenue	71,979	73,646	1,667	2.3%
Subsidy *	135,894	148,797	12,904	9.5%
Total Revenue	207,872	222,443	14,571	7.0%
Total Expenses	207,872	227,420	19,548	9.4%
Net Operating Subsidy	0	(4,977)	(4,977)	-

* Utilizes \$4.58M in CMAQ Revenue in FY 2006 Proposed Budget



Budget Development Committee Agenda

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
FY 2006 Operating Revenue				
in (000's)				
	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
Passenger Revenue	68,912	70,877	1,964	2.9%
Advertising Revenue	740	700	(40)	-5.4%
Contract Service Revenue	25	25	-	0.0%
Other Income	2,301	2,044	(257)	-11.2%
Total Operating Revenue	71,979	73,646	1,667	2.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
FY 2006 Operating Fare Revenue				
in (000's)				
	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
Internal Bus Operations	21,180	20,032	(1,148)	-5.4%
Rail Operations - Base	27,272	27,294	22	0.1%
Rail Operations - MVE	-	2,891	2,891	-
MCS - Fixed Route	15,200	15,470	270	1.8%
MCS - Paratransit	1,535	1,465	(70)	-4.6%
Chula Vista Transit	2,425	2,423	(2)	-0.1%
National City Transit	1,301	1,301	-	0.0%
Coronado Ferry	-	-	-	-
TOTAL OPERATING REVENUES	68,912	70,877	1,964	2.9%

FY 2006 Preliminary Revenue				
Non-Operating (Subsidy) Revenue				
	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
RECURRING REVENUES				
FEDERAL REVENUE	24,433,947	24,468,912	34,965	0.1%
LOCAL - TRANS DEVELOPMENT ACT (TDA)	46,508,575	71,601,200	5,092,625	7.7%
STATE TRANSIT ASSISTANCE (STA)	4,909,823	6,572,986	1,663,163	33.9%
STATE REVENUE	778,000	544,543	(233,457)	-30.0%
TRANSNET	10,221,853	17,292,212	7,070,359	69.2%
OTHER LOCAL	1,838,483	2,049,512	211,029	11.5%
TOTAL RECURRING REVENUES	108,690,681	122,529,365	13,838,684	12.7%
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 CHAQ FOR MISSION VALLEY EAST	538,816	4,577,454	4,038,638	749.5%
CARRYOVERS/OTHER RESERVES	797,456	-	(797,456)	-100.0%
CONTINGENCY RESERVES	8,173,432	-	(8,173,432)	-100.0%
TOTAL NON RECURRING REVENUES	15,009,704	4,577,454	(10,432,250)	-69.5%
REVENUE RECEIVED TO SERVICE DEBT	12,193,371	21,690,637	9,497,266	77.9%
TOTAL NON OPERATING REVENUES	135,893,756	148,797,456	12,903,700	9.5%

Budget Development Committee Agenda

- Current Company Position
- FY 2006 Overview
- FY 2006 Revenue Review
- FY 2006 Expense Review
- FY 2006 Policy Issues



SAN DIEGO METROPOLITAN TRANSIT SYSTEM FY 2006 Expenses in (000's)

	FY05 Adj Amended Exp Budget	FY 2006 Proposed Exp Budget	Diff	% Var
Operations				
Internal Bus Operations	71,958	74,680	2,722	3.8%
Rail Operations	42,447	43,650	1,203	2.8%
Contract Services - Combined	52,868	55,558	2,690	4.3%
Chula Vista Transit	6,802	7,120	318	4.7%
National City Transit	2,821	3,021	200	7.1%
Coronado Ferry	131	135	4	3.0%
Administrative Pass Through	344	344	-	0.0%
Combined Operations	177,372	184,109	6,737	3.8%
Rail Operations - MVE	2,608	7,452	4,844	185.7%
Grand Total Operations	179,980	191,561	11,581	6.4%



SAN DIEGO METROPOLITAN TRANSIT SYSTEM FY 2006 Expenses in (000's)

	FY05 Adj Amended Exp Budget	FY 2006 Proposed Exp Budget	Diff	% Var
Combined Operations	177,372	184,109	6,737	3.8%
Combined Other Operations	1,115	901	(214)	-19.2%
Combined Administrative	12,039	12,653	614	5.1%
Subtotal Base Operations	190,526	197,663	7,137	3.7%
Rail Operations - MVE	2,608	7,452	4,844	185.7%
Combined Admin - MVE	-	364	364	0.0%
Subtotal MVE	2,608	7,816	5,208	199.7%
Subtotal Debt Service	12,540	21,941	9,400	75.0%
Subtotal Reserve (Insurance)	2,198	-	(2,198)	-100.0%
Combined Grand Total	207,872	227,419	19,547	9.4%



SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
FY 2006 Expenses				
in (000's)				
	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
Wages	60,564	61,322	758	1.3%
Fringes	30,088	31,412	1,325	4.4%
Services	15,941	16,322	380	2.4%
Purchased Transportation	49,558	51,370	1,812	3.7%
Materials	8,289	8,194	(95)	-1.1%
Energy	20,492	23,618	3,127	15.3%
Risk Management	5,647	5,765	117	2.1%
General & Administration	2,316	1,356	(960)	-41.4%
Vehicle / Facility Lease	239	320	81	34.0%
Debt Service	12,540	27,740	15,200	121.2%
Reserve (Insurance)	2,198	-	(2,198)	-100.0%
Total Expenses	207,872	227,420	19,547	9.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM			
FY 2006 Debt Service Schedule			
in (000's)			
	Projected FY 2005	Budget FY 2006	Variance
Light Rail Vehicle (LRV) Lease/Leaseback	7,601	10,302	2,701
Automated Fare Collection (AFC) System	840	7,558	6,717
Regional Transit Management System (RTMS)	3,849	3,831	(18)
Revenue Anticipation Notes (RANS)	250	250	-
Subtotal Debt Service	12,540	21,941	9,400
Pension Obligation Bonds (POB)		4,953	4,953
Imperial Tower		846	846
Total Debt Service	12,540	27,740	15,200

ENERGY ANALYSIS					
in (000's)					
	Original Budget FY05	Amended Budget FY05	Budget FY 2006	FY 2006 % Incr from FY05 Orig	FY 2006 % Incr from FY05 Amend
OPERATIONAL BASE					
Diesel	4,523	6,481	6,303	39.3%	-2.7%
CNG	6,847	7,090	8,003	16.9%	12.9%
Electricity/Other	7,700	6,717	7,408	-3.8%	10.3%
Total Expenses	19,070	20,288	21,714	13.9%	7.0%
MISSION VALLEY EAST					
Total Energy	304	203	1,904	526.6%	837.5%
RATES					
Diesel	1.100	1.600	1.800		
CNG	0.900	1.050	1.060		
Electricity	0.165	0.140	0.141		

Budget Development Committee Agenda

- Current Company Position
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FY 2006 Policy Issues

- \$4.977M Net Operating Subsidy Deficit
- JARC / APCD Revenue and Related Service
- Operational Efficiencies (COA Phase I)
- BRT Funding
- Preventative Maintenance Cap



Jobs Access Reverse Commute (JARC) / Air Pollution Control District (APCD) Revenue / Service

	Net Operating Subsidy
Four Routes	
Otay Mesa Jobs Access	480
Mid-City Reverse Commute	470
Poway Reverse Commute	172
Sorrento Valley Coaster Connection	755
Total Budgeted Net Operating Subsidy	1,877
Funding	
TDA	475
Federal 5307	208
JARC Carryover	37
JARC	524
APCD	633
Total Funding Needed	1,877
JARC/APCD funding in jeopardy	1,157



JARC/APCD Recommendation

- Attempt to secure funding for services
- If no funding available, revise level of services to meet the level of funding obtained and adjust the FY 2006 budget



Operational Efficiencies (COA Phase I)

- Not currently reflected within fiscal year 2006 budget.
- Preliminary estimation of net operating subsidy savings is \$4,000,000.
- Implementation of efficiencies primarily take place in September 2005. FY 2006 budgetary impact of efficiencies = 3/4 of the fiscal year.
- FY 2006 estimated budgetary impact is \$3,000,000.

Recommendation

- Implementation of efficiencies resulting in FY 2006 estimated budgetary savings of \$3,000,000.



BRT Funding

- Not currently reflected within fiscal year 2006 budget.
- Non-recurring BRT funds available due to changes within the BRT program due to passage of TransNet = \$4,414,000.

Recommendation

- Utilize the amount needed to balance the FY 2006 budget and release the balance to the Capital Improvement Program.

Example

Current Net Operating Subsidy Deficit	(4,977)
Operating Efficiencies Savings (Prelim Estimate)	3,000
Balance of Deficit (Utilized from BRT)	(1,977)
Balance of BRT released to CIP	2,437





Preventative Maintenance Cap

- Currently reflected in the FY 2006 budget is \$23.2M (80% share) Federal Section 5307 Preventative Maintenance Funds utilized for operational purposes.



Recommendation

- Cap the Federal Section 5307 funding for operational purposes at \$23.2M and all increases in funding to be used for capital.



Recommendation Review/Budget Closure

- JARC/APCD - Attempt to secure funding. Match service level to funding levels secured.
- Operational Efficiencies (COA Phase I) - Implement efficiencies resulting in an estimated FY 2006 impact of \$3,000,000.
- BRT Funding - Utilize a portion of the non-recurring BRT funding needed to balance the FY 2006 budget (estimated \$1,977,000). Remainder of the funding to be taken to the Capital Improvement Program (estimated \$2,437,000).
- Preventative Maintenance - Cap the Federal Section 5307 funding for operational purposes at \$23.2M. All increases in funding to be used for Capital Improvement Program.



Budget Closure

Current Net Operating Subsidy Deficit	(4,977)
JARC/APCD - Match service level with funding	-
Operating Efficiencies Savings (Prelim Estimate)	3,000
BRT Usage for Operational Purposes	1,977
Preventative Maintenance Cap	-
Balance of Deficit	-






Metropolitan Transit System
Finance Workshop

MTS Board of Directors Meeting
April 14, 2005

SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
FY 2006 Operating Other Revenue				
in (000's)				
	Projected FY 2005	Budget FY 2006	Variance	Variance Percentage
Internal Bus Operations	865	847	(18)	-2.1%
Rail Operations - Base	311	298	(14)	-4.4%
Taxicab Administration	767	659	(108)	-14.0%
San Diego & Arizona Eastern	100	100	-	0.0%
Land Management	290	290	-	0.0%
Bus Bench	90	90	-	0.0%
Bus Shelter	150	150	-	0.0%
General (Rental Income)	493	335	(158)	-32.0%
TOTAL OPERATING REVENUES	3,066	2,769	(297)	-9.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

Board mtg

3C

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****

@ 8:09

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 Peter Warner
Name (PLEASE PRINT) PO Box 2435 Hanford CA 93232
Address 12

Telephone 805 636 1973
Organization Represented (if any) RAIN WEB

Subject of your remarks: MUE opening, COA, and other Subjects

Agenda Item Number on which you request to speak _____

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.

Board

#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****

@9:07

1. INSTRUCTIONS

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Date 4.14.05
Name (PLEASE PRINT) MARGO TANQUAY
Address 229 16th Street #115
SAN Diego, Ca 92101
Telephone (619) 231-1144
Organization Represented (if any) Lease Taxi Driver - USAG85 - Prob
I Best Cab also on licenses - Businesswoman - Police Rep F-1
Subject of your remarks: Taxi - general comments

Agenda Item Number on which you request to speak 3C - public
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.

Board
30

ORDER REQUEST RECEIVED

3

****PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT) TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM**** @ 9:10

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Date 2005-04-14
Name (PLEASE PRINT) Clive Richmond
Address 5153 La Jolla Village Dr
San Diego, CA
Telephone 619.582.4036
Organization Represented (if any) 13 will replace 81 mtg + SDSU
Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

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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.

OPS 980.9 (PC 30133)

April 14, 2005

Subject:

MTS: DART/FLEX SERVICES – CONTRACT EXTENSION

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to exercise six carryover months allowable under the current contract (MTS Document No. B0228.0-00) with Southland Transit, Inc. for the DART/Flex-route services. The extension of the carryover months will run from July 1, 2005, through December 31, 2005 (see Attachment A).

Budget Impact

The exercising of the six-month carryover period will result in a cost of \$697,353. This amount has been budgeted for FY 06. Rates will remain the same as they currently are in FY 05. The exercising of the carryover months will save the agency money by operating under the current rates.

DISCUSSION:

The DART/Flex routes and one local fixed-route serving Spring Valley, Paradise Hills, National City, North Park, City Heights, Mira Mesa, Scripps Ranch, and Rancho Bernardo are due to expire as of July 1, 2005. Within the contract there is a provision for a six-month extension until December 31, 2005.

Staff is recommending exercising the six-month carryover period to allow for maximum flexibility to make future Comprehensive Operational Analysis (COA) adjustments, as well as to continue the existing cost per service hour.



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.

It is staff's intention to begin a competitive procurement process for these services in late summer to provide for seamless service continuation after the end of this contract term. Per MTS Document No. B0228.0-00, MTS has the sole option of exercising up to six carryover months, either individually or collectively after the term of this contract has ended; please see the following paragraph taken from page 12 of the contract:

ARTICLE 9 TERM OF AGREEMENT

B. CARRYOVER TERM

In consideration of the herein agreement, Contractor hereby grants to MTS the options, exercisable in writing solely by MTDB's General Manager. MTDB shall have the option to extend the service provided by Contractor under this agreement for six consecutive one-month periods after the base term. Compensation related to such carry-over periods shall be the same compensation as for the last 12-month period of the agreement. If MTDB desires to exercise any of these carry-over months, MTDB shall notify Contractor of its intent at least 60 calendar days before the option is to begin.

In accordance with the above paragraph, it is the recommendation of staff to exercise six carryover months beginning on July 1, 2005, through December 31, 2005. All other contractual conditions will remain unchanged.



Paul C. Jablonski
Chief Executive Officer

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

DTarankow
APR14-05.6.STRANSUE
3/29/05

Attachment: A. MTS Doc. No. B0228.1-00



Metropolitan Transit System

DRAFT

Att. A, AI 6, 4/7/05, OPS 980.9

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

April 14, 2005

MTDB Doc. No. B0228.1.00
OPS 980.9 (PC 30133)

Mr. Dave Daley
Chief Operating Officer
Southland Transit Inc.
1705 South Mountain Avenue
Monrovia, CA 91016

Dear Mr. Daley:

Subject: AMENDMENT NO. 1 TO MTDB DOC. NO. B0228.0-00 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 DART/Flex services pursuant to the original terms and conditions of the contract during the six carryover months.

SCHEDULE

Work shall begin July 1, 2005, and continue through December 31, 2005.

PAYMENT

Payment shall be based upon the original contract rates under the fifth year per page 12 of the original contract. Rates will remain at \$31.91 per revenue hour operation of a van and \$32.59 per revenue hour operation of a minibus.

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

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Dave Daley
Southland Transit Inc.

Date: _____

Date: _____

Global/AgendaItems/Attachments
APR14-05.6.ATTA.STRANSUE
4/1/05



A-1



Metropolitan Transit System

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

Agenda

Item No. 7

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

CIP 10426.6

April 14, 2005

Subject:

MTS: HELIX WATER DISTRICT REQUEST FOR EASEMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute an easement with Helix Water District to ratify the installation of water facilities within MTS-owned property on Keeney Street in La Mesa, located on Assessor Parcel No. 469-100-03, in substantially the same form as shown in Attachment A.

Budget Impact

None.

DISCUSSION:

Helix Water District has an existing water main within the property owned by MTS at the Keeney Street substation site constructed for the Mission Valley East Light Rail Transit Project. The water main is located within Keeney Street, which is a private street. All parties assumed there was an existing easement to Helix Water District, but no easement was granted. The proposed easement will not interfere with MTS's existing improvements.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tim Allison, 619.699.6908, tal@sandag.org

LTorio/APR14-05.7.TALLISON

Attachment: A. Water Line Easement, MTS Doc. No. M6574.0-05



**RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:**

**Helix Water District
7811 University Avenue
La Mesa, CA 91941-4927**

DOCUMENTARY TRANSFER TAX: _____
INITIALS _____
THIS DOCUMENT BEING RECORDED
FOR THE BENEFIT OF A PUBLIC AGENCY
(PER GOV=T CODE SEC. 6109)

APN: 469-100-03

**MTDB Doc. No. M6574.0-05
CIP 10426**

GRANT OF EASEMENT

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD, a California public agency, Grantor(s), for good and valuable consideration, hereby grant(s) to the **HELIX WATER DISTRICT**, Grantee, an irrigation district organized and operating under the California Irrigation District Law, Water Code Section 20500 et seq., situated wholly in the County of San Diego, State of California, an easement for purpose of laying underground water pipeline(s) from time to time, installing meters, valves and other above or underground appurtenant structures, and paving the surface, together with the right to construct, operate, maintain, repair, and replace said pipeline(s), appurtenant structures, and pavement, and the right of ingress and egress for such purposes.

Said easement being situate wholly within the County of San Diego, State of California, and more particularly described as follows:

SEE EXHIBIT "A" ATTACHED

Reserving unto the Grantor(s) the right to use said land, at their own risk, for purposes not conflicting with the rights granted herein, except that Grantor(s) shall not use any paved area for storage or parking of abandoned or disabled vehicles, machinery, equipment, or supplies. No fence, tree, or other obstruction and no building or improvements shall be erected upon said easement by Grantor(s) except as noted below. Should Grantor(s) install a gate or gates over District easement, Grantor(s) shall at Grantor's(s') expense, install a District approved locking system, which will allow unrestricted access by District-to-District facilities. Grantor(s) shall not permit the existing ground elevations of said easement to be increased or decreased. Grantor(s) may use said easement as a driveway and, if not paved by Grantee, may surface or pave the area, subject only to the said restrictions concerning changes in existing ground elevations. Grantor(s) waives any right under Civil Code Section 845, and any other right to compel District to repair, grade, surface, or otherwise improve or maintain said easement as a roadway or private right-of-way.

APN: 469-100-03

IN WITNESS WHEREOF, said, **SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD**, a California public agency, has caused this Grant of Easement to be signed hereto this _____ day of _____, 200 .

**SAN DIEGO METROPOLITAN TRANSIT
DEVELOPMENT BOARD**

BY _____

BY _____

ACCEPTANCE

This is to certify that the interest in real property conveyed by the **GRANT OF EASEMENT** dated _____, from **San Diego Metropolitan Transit Development Board**, a California public agency, to **Helix Water District**, is hereby accepted by order of the Board of Directors, or by the undersigned officer or agent on behalf of the Board of Directors pursuant to authority conferred by Board Resolution No. 01-55, adopted on August 15, 2001, and the grantee consents to recordation thereof by its duly authorized officer.

Dated this _____ day of _____, 20__.

Mark S. Weston
General Manager

Carlos V. Lugo
Director of Engineering

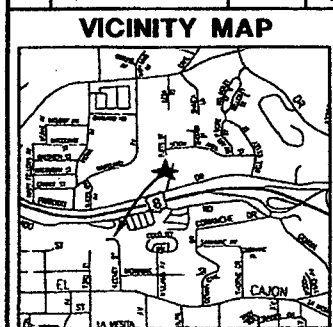
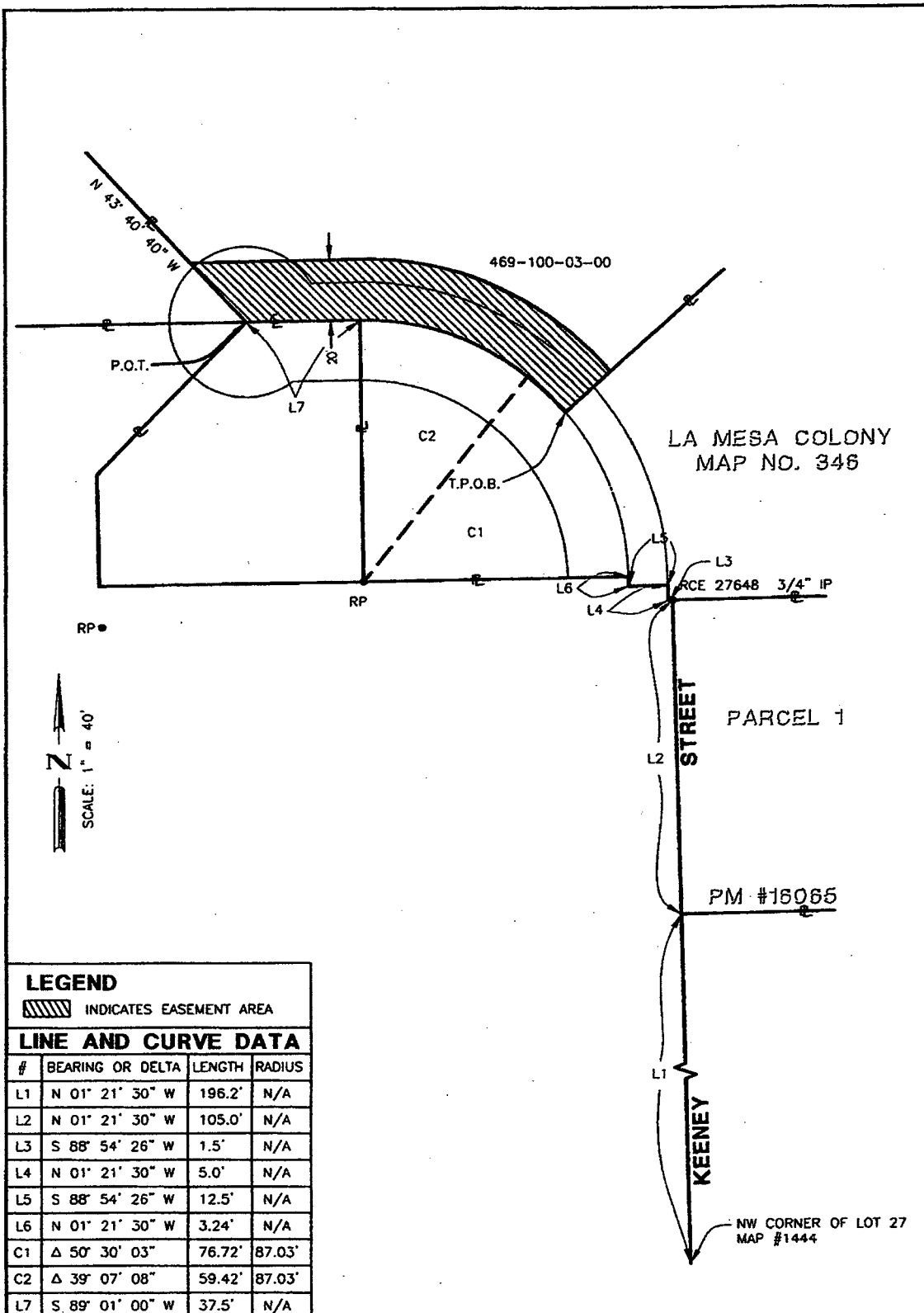
EXHIBIT "A"

That portion of Lot 40 of La Mesa Colony according to Map No. 346 recorded March 8, 1887 and as shown on Record of Survey Map No. 1928 recorded August 25, 1948, all of Official Records.

An 18-foot strip of land lying northerly of the following described line:

Beginning at a found monument located at the northwest corner of Lot 27 of Dewitt Tract according to Map No. 1444 recorded May 22, 1912; thence north $01^{\circ} 21' 30''$ west 196.20 feet to a found monument lying 1.50 feet east of the southwest corner of Parcel #1 of Parcel Map No. 16065 recorded April 25, 1990; thence continuing north $01^{\circ} 21' 30''$ west 105.00 feet to a found $\frac{3}{4}$ " iron pin with a plastic cap marked "RCE 27648" per said Parcel Map No. 16065; thence south $88^{\circ} 54' 26''$ west 1.50 feet; thence north $01^{\circ} 21' 30''$ west 5.00 feet; thence south $88^{\circ} 54' 26''$ west 12.50 feet; thence north $1^{\circ} 21' 30''$ west 3.24 feet to the beginning of a curve concave to the southwest having a radius of 87.03; thence north and west along said curve through a central angle of $39^{\circ} 07'$ a distance of 59.42 feet to the **TRUE POINT OF BEGINNING** said point also being the beginning of a tangent curve concave to the southwest having a radius of 87.03 feet; thence north and west along said curve through a central angle of $50^{\circ} 30' 30''$ a distance of 76.72 feet; thence south $89^{\circ} 01' 00''$ west 37.50 feet to the **POINT OF TERMINATION**.

The northerly line of said easement shall be lengthened or shortened to close on that westerly property line of north $43^{\circ} 40' 40''$ west.



HELIX WATER DISTRICT		
KEENEY ST.		
SURVEYED BY: ADAMS/GROGG	SCALE: 1" = 40'	APPROVED:
DRAWN BY: WILLIAMS	DATE:	
CHECKED BY: CSA	APN: 469-100-03-00	
H.W.D. MAP: H-1-24-A	SHEET 1 OF 1	

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

No. 5907

State of _____

County of _____

On _____ before me, _____
DATE NAME, TITLE OF OFFICER - E.G., "JANE DOE, NOTARY PUBLIC"personally appeared _____
NAME(S) OF SIGNER(S)

- ☐ personally known to me - OR - ☐ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

SIGNATURE OF NOTARY**OPTIONAL**

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER

- ☐ INDIVIDUAL
☐ CORPORATE OFFICER

TITLE(S)

- ☐ PARTNER(S) ☐ LIMITED
☐ GENERAL

- ☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER: _____

SIGNER IS REPRESENTING:
NAME OF PERSON(S) OR ENTITY(IES)

DESCRIPTION OF ATTACHED DOCUMENT_____
TITLE OR TYPE OF DOCUMENT_____
NUMBER OF PAGES_____
DATE OF DOCUMENT_____
SIGNER(S) OTHER THAN NAMED ABOVE



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.

ADM 121.10 (PC 20484)

April 14, 2005

SUBJECT:

MTS: BUDGET-RELATED SERVICE EFFICIENCIES

RECOMMENDATION:

That the Board of Directors receive this information in preparation for the Public Hearing on April 28, 2005, regarding service efficiencies for Phase I of the Comprehensive Operational Analysis (COA).

Budget Impact

None.

DISCUSSION:

The goal of the Comprehensive Operational Analysis (COA) is to evaluate and restructure MTS's 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. Phase I of the COA focuses on identifying service and operational efficiencies to address the immediate need to balance the FY 2006 operating budget (Attachment A).

Process and Criteria

Over the past three years, MTS has been addressing its operating budget deficit by optimizing the system through service and operational efficiencies. These efficiencies include reducing the cost of service provision and administration through interlining and reduction in staff and a reduction of unproductive and duplicative services. While identifying service efficiencies is routine, the COA presents a unique opportunity to



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.

comprehensively evaluate the services and operations of the system through technical work, field observations, and discussions with various stakeholders, including operations staff, bus and trolley operators, local jurisdictions, and the general public. Therefore, Phase I of the COA was dedicated to identifying early budget-related service efficiencies.

As in the past, MTS Policy No. 42 provides the basic guidance and criteria for identifying service efficiencies. In general, the policy focuses on maximizing subsidy savings and minimizing impacts to existing riders based on the three tiers of analysis (as shown in Table 1).

Table 1
Service Efficiency Guidelines

COA Phase I	<p>Tier 1: Eliminate weak-performing components of all routes.</p> <p>Tier 2: Reduce service levels during unproductive hours and days.</p> <p><i>Criteria: Based on measures of productivity (passengers/mile and hour) and efficiency (subsidy/passenger).</i></p>
COA Phase II	<p>Tier 3: Conduct a comprehensive evaluation of MTS services to achieve overall subsidy reductions while maintaining lifeline service based on coverage and productivity.</p> <p><i>Criteria: To be developed in conjunction with Blue Ribbon Committee and Citizens' Advisory Committee.</i></p>

Phase I of the COA consists of Tiers 1 and 2 analysis of the system using criteria established in Policy No. 42, such as passengers per revenue hour and subsidy per passenger. These criteria are used to evaluate the benefit (subsidy savings) versus the cost (ridership impact) of each proposal. The process for identifying Phase I efficiencies was as follows:

Step 1 – Perform a comprehensive evaluation of the transit system. A thorough review of each route and component (geographic segment, time of day, day of week) was conducted by a team consisting of MTS planning, consultant, and operations staff from each division. The purpose was to identify service efficiencies such as duplicative or unproductive services and opportunities for operational efficiencies (optimize cycle times, interlining, more efficient layover locations).

Step 2 – Assess benefit and cost of each proposal through quantitative evaluation based on measures of productivity and efficiency and qualitative assessment through field observations, committee meetings, public open houses, and operator “drop in” sessions. A summary of comments from these sessions will be presented at the Board meeting.

Step 3 – Determine Phase I versus Phase II efficiencies. Phase I proposed budget-related service efficiencies are consistent with Policy No. 42 guidance for service reductions, do not require major system restructuring, are easily implemented, and do not warrant additional analysis. Proposals that require additional analysis, major network restructuring, policy guidance, or attracted significant attention during the public outreach efforts were deferred to Phase II of the COA for consideration.

Proposed Budget-Related Service Efficiencies

Attachment A lists the service efficiencies proposed for implementation in July and September 2005 to help address the FY 2006 budget. This list represents the proposals that were identified through the technical process and reviewed through the public outreach efforts. Information on subsidy savings and ridership impacts for these proposals will be presented at the Board meeting.

Proposals that were originally on this list but deferred to Phase II for further consideration due to comments received from the public and other stakeholders include:

- Move Route 20 terminal from Ash/Harbor to Mid-Broadway.
- Discontinue Route 830.
- Discontinue Route 855 segment from La Mesa Blvd. Station to Grossmont Center Station due to duplication with Route 15.
- Discontinue Route 904.

Next Steps

A public hearing on these budget-related service efficiencies is scheduled for April 28, 2005. A public notice has been issued, and *Take Ones* will be posted on all vehicles and other locations notifying the public of the public hearing and proposed efficiencies.



Paul G. Jablonski
Chief Executive Officer

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

JGarde
APR14-05.30.CCHEUNG
4/5/05

Attachment: A. Proposed Budget-Related Service Efficiencies

ATTACHMENT A

DRAFT COA PHASE I BUDGET-RELATED SERVICE EFFICIENCIES

ROUTE	DESCRIPTION OF PROPOSED EFFICIENCY	IMPLEMENTATION
1 and 3	Combine Routes 1 and 3 services. Discontinue Route 3 segment from UCSD Medical Center to Mission Hills.	Sept 2005
4	Move the terminal from Ash/Harbor to 12th/Imperial (weekdays).	July 2005
7	Minor reductions in weekend service levels.	Sept 2005
11	Move the Route 11B terminal from 1st/Ash to 12th/Imperial.	July 2005
27	Discontinue segment from Garnet/Mission Boulevard to Fashion Valley Transit Center.	Sept 2005
30 and 34	Discontinue Route 34 segment from UTC to Thornton Hospital. Split Route 30 at UTC, and use one segment to serve Thornton Hospital.	Sept 2005
40	Reroute through Grantville Station.	July 2005
844A	Discontinue route due to low ridership.	July 2005
844/845	Reduce service from 30 minutes to 60 minutes on Saturdays.	July 2005
831	Discontinue route due to low ridership and duplication with Route 834.	Sept 2005
832	Reduce frequency to 60 minutes in each direction or 30 minutes one way.	Sept 2005
834	Reduce frequency to 60 minutes; adjust schedule.	Sept 2005
853	Discontinue route due to low ridership.	Sept 2005
854	Restructure: 30 minutes from Grossmont Center Station to Grossmont College, 60 minutes from Grossmont College to Lakeside, and shorten the loop at Maine Avenue on the eastern end.	Sept 2005
874	Discontinue route due to low ridership.	Sept 2005
875	Discontinue route due to low ridership.	Sept 2005
891A, 892A, 893A	Discontinue trips due to low ridership.	Sept 2005
901	Discontinue Routes 902 and 903 and increase frequency on Route 901 to 15 minutes during peak periods from Iris Avenue Station to downtown San Diego.	Sept 2005
962	Reduce frequencies to 60 minutes.	July 2005
927	Discontinue service from Stonecrest to Fenton Parkway Station due to low ridership.	Sept 2005
963/964	Discontinue flexing and restructure route.	Sept 2005
Downtown Layover	Move route terminals for Routes 7, 15, 20, 115, 901, 929, and 932 from Harbor Drive area to Broadway/State Street.	Sept 2005

Att. A, AI 30,
4/14/05; ADM 121

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

Board mtg

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****

@ 8:08

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 Peter Warner

Name (PLEASE PRINT) _____

Address _____

Telephone 805-636-1973

Organization Represented (if any) _____

Subject of your remarks: ROUTE 5 as well as other Routes

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.****

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

Board
30

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**** @ 9:24

1. INSTRUCTIONS

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

Date 2005-04-14
Name (PLEASE PRINT) Clive Richard
Address 5153 La Dorna St
San Diego CA 92115-1530
Telephone 619.582.4036
Organization Represented (if any) _____

Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT



OPPOSITION



2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

Budget Related Service Efficiencies

April 14, 2005



Phase I Service Efficiency Guidelines

Guidelines

- MTS Policy No. 42:

COA Phase I	<u>Tier 1</u> - Eliminate weak performing components of all routes <u>Tier 2</u> - Reduce service levels during unproductive hours/days <i>Criteria: Based on measures of productivity (passengers/mile and hour) and efficiency (subsidy/passenger)</i>
COA Phase II	<u>Tier 3</u> - Conduct a comprehensive evaluation of MTS services to achieve overall subsidy reductions while maintaining lifeline service based on coverage and productivity <i>Criteria: To be developed in conjunction with BRC and CAC.</i>



Phase I Service Efficiency Guidelines

Guidelines

- Maximize savings and minimize passenger impacts:
 - Optimize route cycle times
 - Combine or link route segments more efficiently
 - Reduce services used by few people
 - Reduce duplication of service



2

Phase I Service Efficiency Process

Process

STEP 1: Comprehensive Evaluation of Services

- Identify opportunities to optimize cycle times/linking of route segments
- Identify unproductive/duplicative service

STEP 2: Assess Benefits/Costs of Proposals

- Quantitative: Subsidy/Passenger, Passenger/Hour
- Qualitative: Assess operator/community input, determine if realistic options available for significant passenger impacts, field observations to validate if feasible

STEP 3: Determine Phase I or II

- Phase I: Consistent with Policy No. 42, do not require major system restructuring, easily implemented, no additional analysis needed
- Phase II: require additional analysis, major network restructuring, policy guidance, or significant operator/public comments



3

Public/Rider Outreach



- 5 Operator “Drop In” Sessions
- 5 Community Meetings / Open Houses
- 7 Transit Center Open Houses
- Web site
- Newsletter
- Take Ones
- Transit Store Comment Box
- Hotline
- Email
- Fax



4

Public/Rider Outreach



- Comments received through Thursday April 7th
- 82 persons have provided feedback on Phase I
(Does not include Phase 2 related comments)
- How or Where Persons Provided Comment:
 - 25 received at Community Meeting / Open Houses
 - 33 received at Transit Station Outreach Events
 - 14 received by telephone (Hotline or TeleInfo)
 - 10 received by Email: COA@sdmts.com
- Operators have provided many comments,
including 15-20 related to Phase 1



5

Public/Rider Outreach



- Budget related service efficiency comments:
 - Route 874 cited most often, 14 times (deferred to Phase II)
 - Concerns expressed about lost service in Poway Business Park (deferred to Phase II)
 - No other route received more than three comments, and many received zero or one
- Majority of comments spoke to Phase II changes:
 - 70 Improve frequency or span of service
 - 45 New Service or route restructuring related
 - 35 Improve speed or connection of services
 - 36 General & non-service/operations related comments



6

Public/Rider Outreach



- Efficiencies deferred to Phase II:
 - Reduce weekend frequencies on Route 7.
 - Move Route 20 terminal from Ash/Harbor to Mid-Broadway.
 - Discontinue Route 830.
 - Discontinue Route 855 segment from La Mesa Trolley to Grossmont Trolley due to duplication with Route 15.
 - Discontinue Route 874.
 - Discontinue Routes 902 and 903, and increase Route 901 peak service to 15 minutes.
 - Discontinue Route 904.



7

DRAFT Service Efficiencies

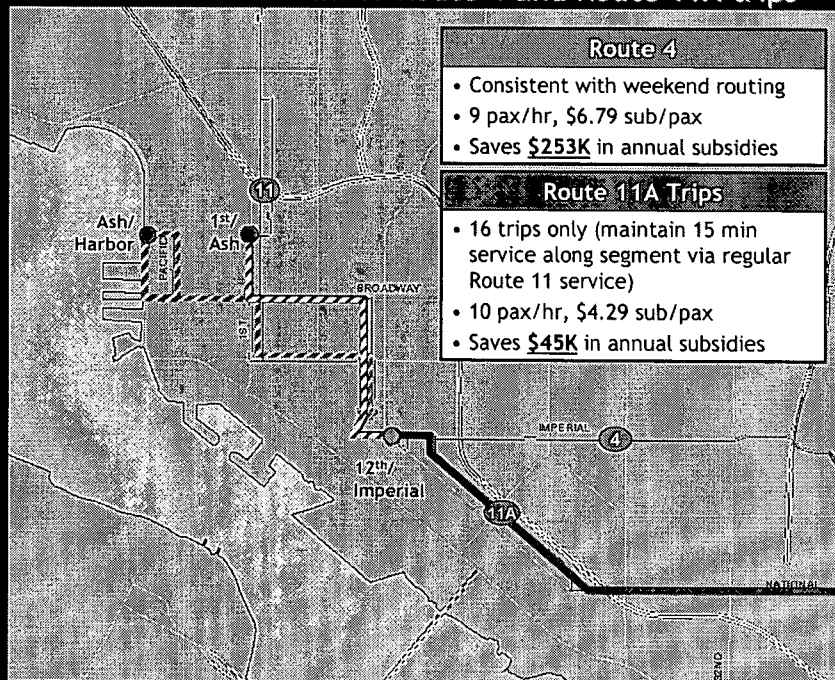
Route	Description of Proposed Efficiency	Subsidy Saved	Passenger per Rev. Hr	Subsidy per Passenger
1 and 3	Combine Route 1 and 3 service. Discontinue Route 3 segment from UCSD Med Center to Mission Hills.	\$347,700	14	\$2.87
4 and 11A	Truncate Route 4 and 11A trips at 12th/Imperial.	\$298,255	9	\$6.24
27	Discontinue segment from PB to Fashion Valley.	\$377,600	9	\$11.80
30 and 34	Serve Route 34 segment from UTC to Thornton Hospital with Route 30.	\$277,100	5	\$16.40
844A	Discontinue route due to low ridership.	\$36,700	2	\$14.12
831, 832, 834	Discontinue Route 831, reduce service on Routes 832 and 834.	\$519,200	7	\$6.27
875	Discontinue route due to low ridership.	\$201,900	8	\$4.52
927	Discontinue service from Stonecrest to Fenton Trolley Station due to low ridership.	\$117,798	5	\$5.75
Downtown Layover	Move route terminals for Routes 7, 15, 20, 115, 901, 929, 932 from Harbor Drive area to Broadway/State Street.	\$1,008,000	2	\$27.62
Other	Various minor efficiencies on Routes 40, 844/845, 853, 854, 962, 963/964, and rural services.	\$399,616	6	\$4.17
TOTAL		\$3,583,869	7	\$7.15

Note: Systemwide Fixed Route Bus Passenger/Rev. Hour = 28, and Subsidy/Passenger = \$1.69

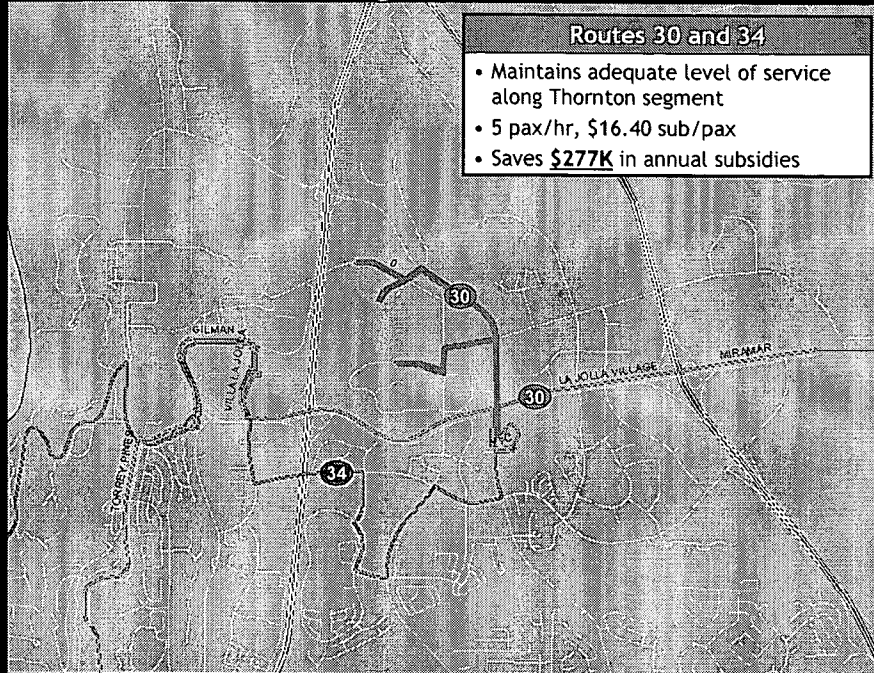


8

Relocate Terminal for Route 4 and Route 11A trips

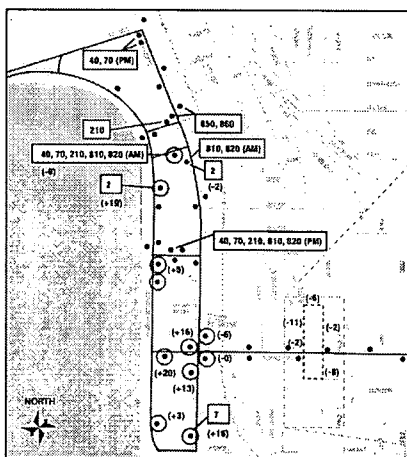


Move UTC/Thornton Segment from Route 34 to Route 30



More Efficient Downtown Layover

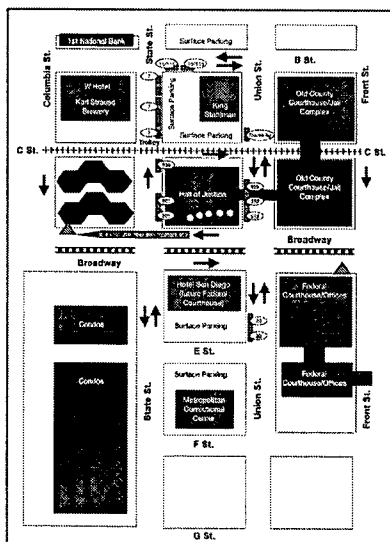
West Centre City



Downtown Layover

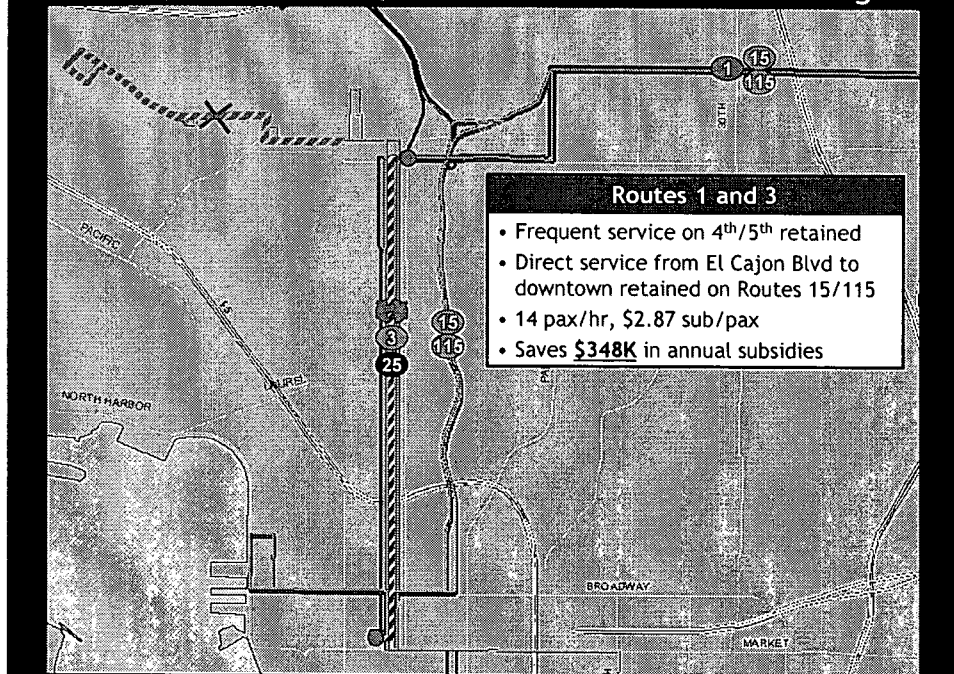
- Reduces unnecessary (costly) miles/hours
- Through service retained
- 2 pax/hr, \$27.62 sub/pax
- Saves **\$1,008K** in annual subsidies

Courts Area

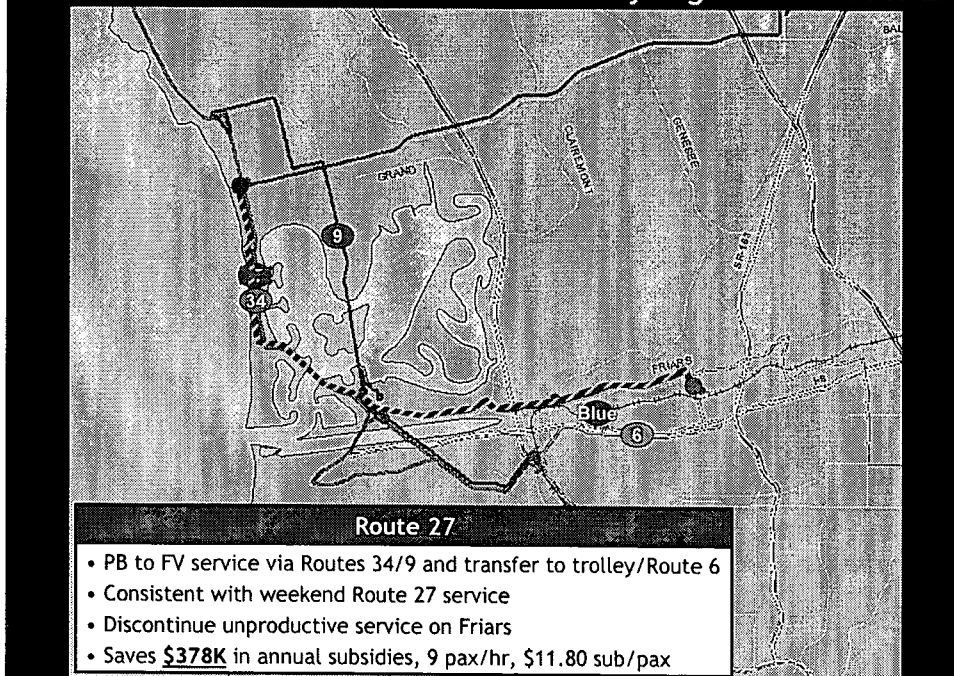


- ▲ Bus stop - existing
- Articulated bus (60')
- Standard bus (40')

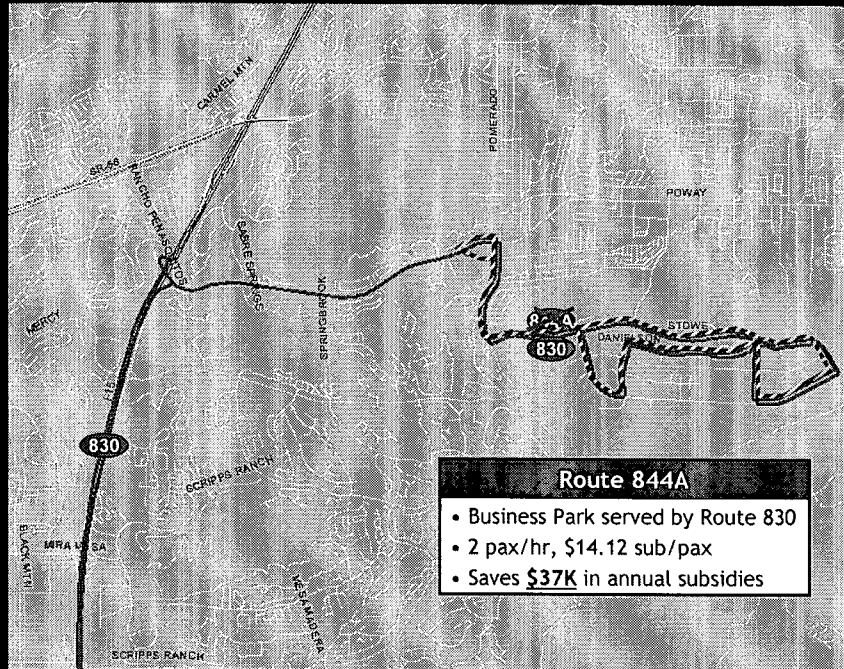
Combine Routes 1 and 3, and Discontinue Mission Hills Segment



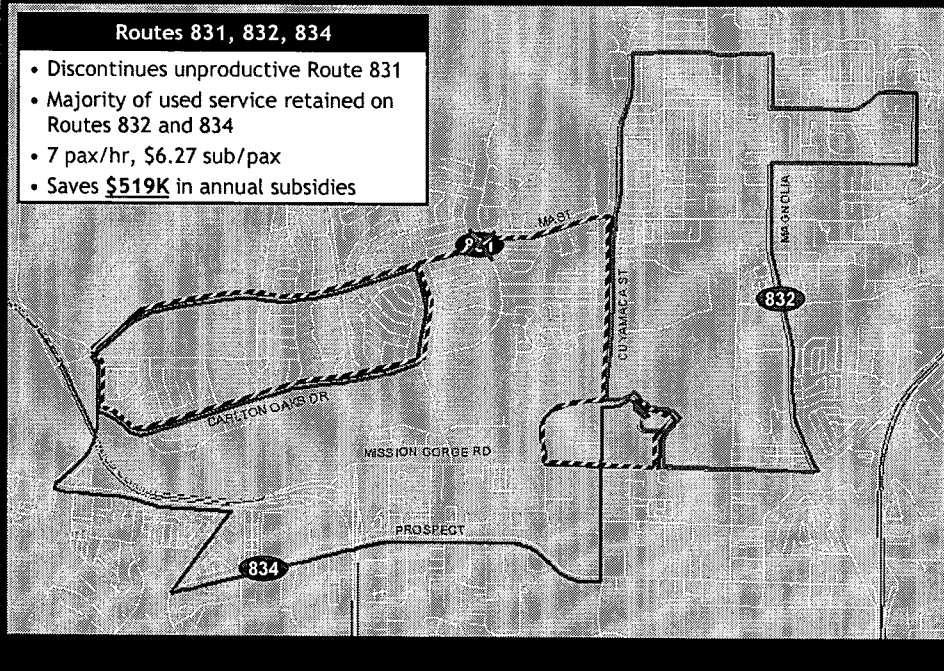
Discontinue Pacific Beach to Fashion Valley Segment of Route 27



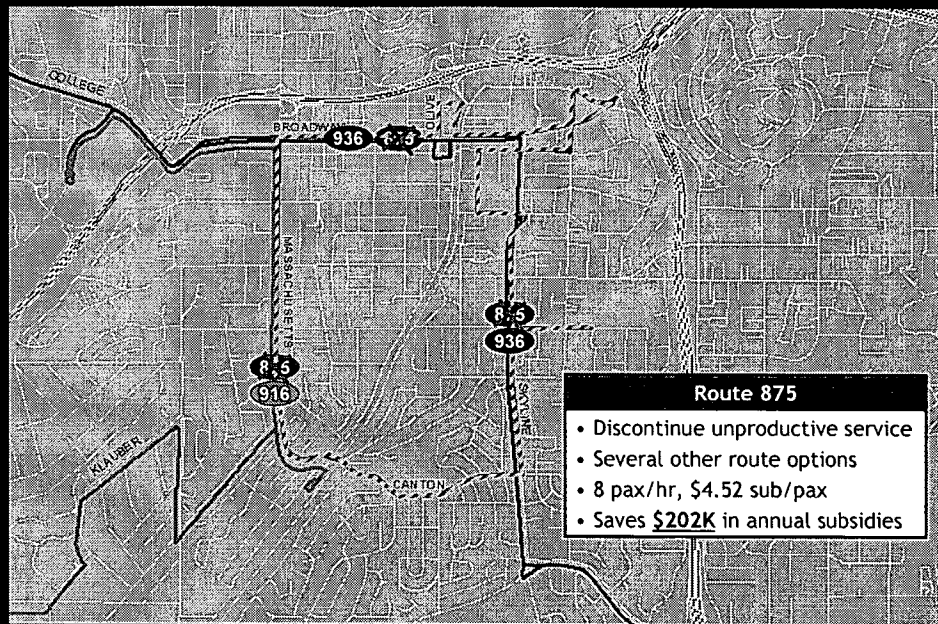
Discontinue Route 844A



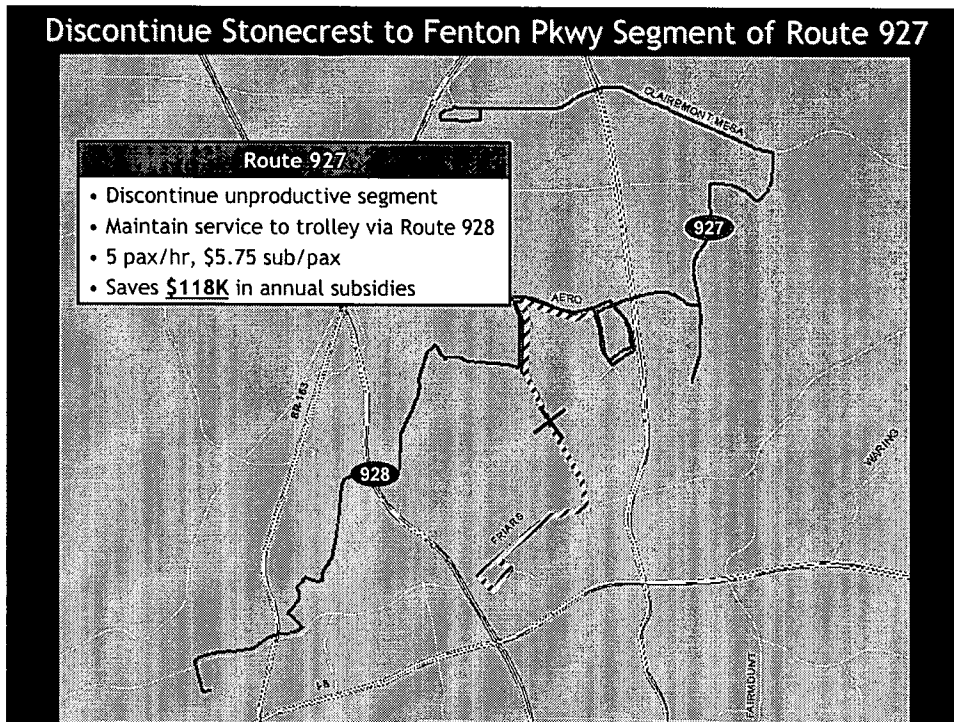
Discontinue Route 831 and Reduce Service on Routes 832/834



Discontinue Route 875



Discontinue Stonecrest to Fenton Pkwy Segment of Route 927



Next Steps



- Summary:
 - Save \$3.5 million annually
 - Cost/Benefit - 7 pax/hr, \$7.15 sub/pax
- Public Hearing on April 28
- Implementation in July 2005 and September 2005





Metropolitan Transit System

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

Agenda

Item No. 45

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

FIN 310.1 (PC 30100)

April 14, 2005

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR FEBRUARY FY 2005

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

This report compares operating expenditures compared to budget for February 2005. (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.

Revenues

Fare Revenue – February 2005. Combined fare revenue for February 2005 aggregated \$4,609,000 compared to the amended budget of \$5,096,000, which represents a \$487,000 (-9.6%) unfavorable variance. Fare revenues for rail operations resulted in a \$284,000



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(-14.6%) unfavorable revenue variance. Fare revenues associated with internal bus operations were \$1,519,000 compared to a budget of \$1,610,000, resulting in a \$91,000 (-5.6%) unfavorable variance. Other operations (Chula Vista Transit and National City Transit) and contract services operations fare revenue were \$74,000 (-4.9%) under budget.

Total passengers for February 2005 were 5,588,000 compared to a budget of 5,785,000, representing an unfavorable ridership variance of 196,000. Rail operations had 174,000 (-8.1%) less passengers than budget while all other bus-related operations were 22,000 (-0.6%) passengers less than the February 2005 budget.

Fare Revenue – Year-to-Date February 2005

Combined fare revenue for February 2005 year-to-date was \$45,960,000 compared to the year-to-date budget of \$46,472,000, representing a \$512,000 (-1.1%) unfavorable year-to-date variance. Rail operations had a \$215,000 (-1.2%) year-to-date unfavorable variance. Contracted services/fixed-route was \$181,000 (-1.7%) under budget, while all other year-to-date bus-related operations were \$116,000 (-0.6%) under budget.

Total passengers for the first eight months of the 2005 fiscal year totaled 50,438,000 for all MTS operations compared to year-to-date budgeted ridership totaling 50,889,000 representing a 451,000 unfavorable variance in ridership. Rail operations had a 167,000 (-0.9%) year-to-date unfavorable ridership variance. Contracted services/fixed-route had a 172,000 (-1.5%) year-to-date unfavorable variance while other bus-related operations were 112,000 (-0.6%) passengers less than the February 2005 year-to-date budget.

Other Revenue

Other revenue totaled \$41,000 compared to a February 2005 budget of \$94,000. Year-to-date other revenues through February 2005 were \$666,000 compared to the year-to-date budget of \$770,000, representing a \$104,000 unfavorable variance. This represents less than anticipated advertising demand within internal bus operations and rail operations.

Subsidy

Combined subsidy for February 2005 was \$7,201,000 compared to a \$9,076,000 budget. This represents a \$1,875,000 or (-20.7%) unfavorable variance. This variance is primarily due to timing of Transportation Development Act (TDA) funds within rail operations. No TDA subsidy was taken within this operator in the month of February primarily due to early advances of TDA funds in the months of July 2004 and January 2005. Year-to-date subsidy through February 2005 was \$73,417,000 compared to a year-to-date subsidy budget of \$73,603,000, or \$186,000 (-0.3%) under budget.

EXPENSES

Personnel Costs

Total personnel-related costs for February 2005 were \$6,604,000 compared to the budget at \$6,564,000, resulting in a \$40,000 (-0.6%) unfavorable variance. Year-to-date employee-related costs totaled \$56,645,000, compared to a year-to-date budgetary figure of \$56,690,000. Year-to-date personnel costs were under budget by \$45,000 (0.1%).

Outside Services and Purchased Transportation

Total outside services expenses totaled \$4,680,000 compared to a budgetary figure of \$4,840,000, resulting in a favorable expense variance of \$161,000 (3.3%). This favorable variance is primarily due to purchased transportation running under budget by \$115,000 or (3.0%). Total outside services for the first eight months of the fiscal year totaled \$40,795,000 compared to \$40,972,000, resulting in a year-to-date positive variance of \$178,000 (0.4%).

Materials and Supplies

Total combined materials and supplies costs were \$969,000 for February 2005 compared to the amended budget of \$686,000, resulting in an unfavorable expense variance of \$282,000 (41.1%). This variance is the result of rail operations issuing light rail vehicle (LRV) inventory in the amount of \$436,000 within the month. Year-to-date materials and supplies expenses totaled \$6,115,000 compared to a budgetary figure of \$5,891,000, resulting in an unfavorable expense variance of \$224,000 (-3.8%).

Energy – February 2005

Total energy costs were \$1,560,000 for the month compared to the budget of \$1,583,000. This favorable variance of \$23,000 (1.5%) is primarily the result of lower-than-expected diesel fuel usage within internal bus operations. As the midyear amended budget revised the diesel and CNG prices to \$1.60 per gallon and \$1.05 per therm, respectively, there were no significant variances within those areas.

Energy – Year-to-Date February 2005

Total year-to-date energy costs were \$13,344,000 compared to the budget of \$13,397,000 resulting in a year-to-date positive variance of \$53,000 (0.4%). Year-to-date diesel fuel expenses were under budget by \$107,000 (2.5%) offset by electricity-related expenses over budget by \$47,000 (-1.1%).

Risk Management

Risk management costs were \$475,000 for February 2005 compared to a \$428,000 budgetary figure, resulting in an unfavorable variance of \$47,000 (-11.1%). This unfavorable variance is primarily due to more legal fee volume within internal bus operations compared to the beginning of the fiscal year (\$54,000 over budget). Year-to-date expenses for risk management were \$162,000 (-4.8%) over budget.

General and Administrative

General and administrative costs were \$52,000 for the month compared to the amended budget of \$65,000, resulting in a favorable expense variance of \$13,000 (19.5%). Year-to-date general and administrative costs were \$16,000 (4.1%) under budget totaling \$372,000 through February 2005 compared to a year-to-date budget of \$388,000.

Month-End Summary

The total unfavorable net operating subsidy variance of \$688,000 for the month of February 2005 was produced by various factors. Total passenger fare revenue was \$488,000 under budget, of which \$258,000 of the variance was due to lower-than-expected passenger levels within rail operations. Total combined materials and supplies costs for February 2005 resulted in an unfavorable expense variance of \$282,000. This variance is the result of rail operations issuing large amounts of LRV inventory. Offsetting these two unfavorable categories were total outside services, energy, and general and administrative expenses.

Year-to-Date Summary

The year-to-date operating subsidy netted an unfavorable variance of \$685,000 (-0.9%) primarily due to operating revenues lower-than-expected, materials expenses, and risk management related expenses offset by outside services, energy, and general and administrative costs.

OTHER EXPENDITURES

Attachment A-1 summarizes total nonoperating other expenditures.

The February 2005 combined unfavorable variance for other expenditures totaled \$10,000. Total year-to-date expenses totaled \$4,790,000 compared to a year-to-date amended budget of \$5,104,000, resulting in a positive variance of \$313,000 (6.1%) through February 2005.



Paul C. Jablonski
Chief Executive Officer

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Attachment: A. Budget Status Report

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Att. A, AI 45,
4/14/05, FIN 310.1

COMBINED OPERATIONS TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES

COMPARISON TO BUDGET - FY 2005
FEBRUARY 28, 2005
(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	4,111	3,941	(170)	-4.3%
Rail Operations	2,437	1,750	(687)	-39.3%
Contracted Bus Operations - Fixed Route	2,034	2,044	10	0.5%
Contracted Bus Operations - Para Transit	733	826	93	11.3%
Other Operators	374	441	66	15.0%
Total MTS Net Operating Subsidy	9,689	9,002	(688)	-7.6%
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	35	3	(32)	-994.1%
San Diego and Arizona Eastern	8	12	4	34.2%
Debt Service	0	0	0	-
General Fund	574	592	18	3.0%
Grand Total Expenditures	10,306	9,609	(698)	-7.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	34,938	34,633	(306)	-0.9%
Rail Operations	12,849	12,311	(539)	-4.4%
Contracted Bus Operations - Fixed Route	16,800	16,728	(72)	-0.4%
Contracted Bus Operations - Para Transit	6,151	6,297	147	2.3%
Other Operators	3,475	3,560	85	2.4%
Total MTS Net Operating Subsidy	74,214	73,529	(685)	-0.9%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	(90)	(63)	27	-43.6%
San Diego and Arizona Eastern	118	131	13	9.8%
Debt Service	-	0	0	-
General Fund	4,418	4,692	273	5.8%
Grand Total Expenditures	79,004	78,633	(372)	-0.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS

COMPARISON TO BUDGET - FY 2005

FEBRUARY 28, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 4,609	\$ 5,096	\$ (487)	-9.6%
Other Revenue	41	94	(53)	-56.4%
Total Operating Revenue	\$ 4,650	\$ 5,190	\$ (540)	-10.4%
Subsidy	7,201	9,076	(1,875)	-20.7%
Total Revenue	\$ 11,850	\$ 14,265	\$ (2,415)	-16.9%
Wages	\$ 4,311	\$ 4,270	\$ (41)	-1.0%
Fringes	2,293	2,294	1	0.0%
Services	965	1,010	46	4.6%
Purchased Transportation	3,715	3,830	115	3.0%
Materials	969	686	(282)	-41.1%
Energy	1,560	1,583	23	1.5%
Risk Management	475	428	(47)	-11.0%
General and Administrative	52	65	13	20.0%
Vehicle/Facility Lease	-	25	25	-
Total Costs	\$ 14,339	\$ 14,191	\$ (148)	-1.0%
Total Revenue Less Total Costs	\$ (2,489)	\$ 74	\$ (2,563)	-3463.5%
Net Operating Subsidy	\$ (9,689)	\$ (9,002)	\$ (688)	-7.6%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 45,960	\$ 46,472	\$ (512)	-1.1%
Other Revenue	666	770	(104)	-13.5%
Total Operating Revenue	\$ 46,626	\$ 47,242	\$ (616)	-1.3%
Subsidy	73,417	73,603	(186)	-0.3%
Total Revenue	\$ 120,042	\$ 120,844	\$ (802)	-0.7%
Wages	\$ 36,968	\$ 36,769	\$ (199)	-0.5%
Fringes	19,677	19,921	244	1.2%
Services	8,508	8,555	48	0.6%
Purchased Transportation	32,287	32,417	130	0.4%
Materials	6,115	5,891	(224)	-3.8%
Energy	13,344	13,397	53	0.4%
Risk Management	3,517	3,355	(162)	-4.8%
General and Administrative	372	388	16	4.1%
Vehicle/Facility Lease	53	78	25	32.1%
Total Costs	\$ 120,840	\$ 120,770	\$ (69)	-0.1%
Total Revenue Less Total Costs	\$ (797)	\$ 74	\$ (871)	-1177.0%
Net Operating Subsidy	\$ (74,214)	\$ (73,529)	\$ (685)	-0.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS

**FINANCIAL COMPARISON TO BUDGET
EIGHT MONTHS ENDING FEBRUARY 28, 2005**

FY Month: <u>8</u>	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 4,608,730	\$ 5,095,516	\$ (486,787)	-9.6%	\$ 45,960,126	\$ 46,472,492	\$ (512,365)	-1.1%	\$ 68,912,400	\$ 22,952,274
Advertising	17,869	61,300	(43,431)	-70.9%	413,933	494,001	(80,069)	-16.2%	740,000	326,068
Contracted Service Revenue	-	-	-	-	-	-	-	-	25,000	25,000
Other	23,004	32,798	(9,794)	-29.9%	251,864	275,079	(23,215)	-8.4%	411,269	159,405
Total Operating Revenue	\$ 4,649,602	\$ 5,189,614	\$ (540,012)	-10.4%	\$ 46,625,923	\$ 47,241,571	\$ (615,649)	-1.3%	\$ 70,088,669	\$ 23,462,747
Subsidy	7,200,552	9,075,715	(1,875,164)	-20.7%	73,416,552	73,602,918	(186,366)	-0.3%	114,294,729	40,878,177
Total Revenue	\$ 11,850,154	\$ 14,265,329	\$ (2,415,175)	-16.9%	\$ 120,042,475	\$ 120,844,489	\$ (802,015)	-0.7%	\$ 184,383,398	\$ 64,340,924
EXPENSES										
<u>Personnel</u>										
Wages	\$ 4,310,737	\$ 4,270,175	\$ (40,562)	-0.9%	\$ 36,967,966	\$ 36,769,269	\$ (198,697)	-0.5%	\$ 56,341,293	\$ 19,373,327
Fringes	2,292,928	2,293,894	966	0.0%	19,676,805	19,920,975	244,171	1.2%	30,048,924	10,372,120
Total Personnel	\$ 6,603,665	\$ 6,564,068	\$ (39,597)	-0.6%	\$ 56,644,770	\$ 56,690,244	\$ 45,474	0.1%	\$ 86,390,217	\$ 29,745,447
<u>Outside Services</u>										
Security	\$ 349,222	\$ 344,156	\$ (5,066)	-1.5%	\$ 3,512,103	\$ 3,507,025	\$ (5,078)	-0.1%	\$ 5,322,613	\$ 1,810,510
Repair/Maintenance Services	289,951	259,297	(30,655)	-11.8%	2,380,410	2,285,948	(94,462)	-4.1%	3,335,511	955,101
Engine and Transmission Rebuild	109,622	97,817	(11,805)	-12.1%	521,461	509,536	(11,925)	-2.3%	1,012,003	490,542
Other Outside Services	216,056	309,255	93,199	30.1%	2,093,808	2,253,057	159,250	7.1%	3,903,113	1,809,305
Purchased Transportation	3,714,805	3,829,927	115,122	3.0%	32,286,970	32,416,916	129,946	0.4%	49,557,717	17,270,747
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 4,679,656	\$ 4,840,452	\$ 160,796	3.3%	\$ 40,794,751	\$ 40,972,483	\$ 177,732	0.4%	\$ 63,130,957	\$ 22,336,205
<u>Materials & Supplies</u>										
Lubricants	\$ 16,870	\$ 15,970	\$ (900)	-5.6%	\$ 135,707	\$ 98,566	\$ (37,141)	-37.7%	\$ 165,772	\$ 30,065
Tires	43,145	50,409	7,264	14.4%	388,100	412,647	24,547	5.9%	614,407	226,307
Other Materials and Supplies	908,650	619,896	(288,754)	-46.6%	5,591,290	5,379,642	(211,648)	-3.9%	7,530,370	1,939,079
Total Main. Parts and Supplies	\$ 968,664	\$ 686,275	\$ (282,389)	-41.1%	\$ 6,115,097	\$ 5,890,855	\$ (224,242)	-3.8%	\$ 8,310,549	\$ 2,195,452
<u>Energy</u>										
Diesel Fuel	\$ 452,373	\$ 502,574	\$ 50,201	10.0%	\$ 4,210,044	\$ 4,316,608	\$ 106,564	2.5%	\$ 6,488,321	\$ 2,278,277
CNG	562,438	549,444	(12,994)	-2.4%	4,727,952	4,721,062	(6,890)	-0.1%	7,090,261	2,362,309
Fuel and Electricity for Facilities	545,039	531,268	(13,772)	-2.6%	4,405,976	4,359,064	(46,912)	-1.1%	6,677,389	2,271,413
Total Energy	\$ 1,559,851	\$ 1,583,286	\$ 23,435	1.5%	\$ 13,343,972	\$ 13,396,734	\$ 52,762	0.4%	\$ 20,255,971	\$ 6,911,999
<u>Risk Management</u>	\$ 475,110	\$ 427,661	\$ (47,450)	-11.1%	\$ 3,516,579	\$ 3,354,726	\$ (161,853)	-4.8%	\$ 5,432,070	\$ 1,915,492
<u>General and Administrative</u>	\$ 52,020	\$ 64,587	\$ 12,567	19.5%	\$ 371,831	\$ 387,660	\$ 15,829	4.1%	\$ 671,434	\$ 299,604
<u>Vehicle/facility Lease</u>	\$ -	\$ 25,000	\$ 25,000	-	\$ 52,788	\$ 77,788	\$ 25,000	32.1%	\$ 192,200	\$ 139,412
TOTAL EXPENSES	\$ 14,338,967	\$ 14,191,329	\$ (147,638)	-1.0%	\$ 120,839,788	\$ 120,770,489	\$ (69,298)	-0.1%	\$ 184,383,398	\$ 63,543,611
Total Revenue Less Total Costs	\$ (2,488,813)	\$ 74,000	\$ (2,562,813)	3463.3%	\$ (797,313)	\$ 74,000	\$ (871,313)	1177.5%	\$ (0)	\$ 797,313
NET OPERATING SUBSIDY	\$ (9,689,365)	\$ (9,001,715)	\$ (687,650)	-7.6%	\$ (74,213,865)	\$ (73,528,918)	\$ (684,947)	-0.9%	\$ (114,294,729)	\$ (40,080,864)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

COMPARISON TO BUDGET - FY 2005
FEBRUARY 28, 2005
(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,519	\$ 1,610	\$ (91)	-5.7%
Other Revenue	24	69	(45)	-65.2%
Total Operating Revenue	\$ 1,543	\$ 1,679	\$ (136)	-8.1%
Subsidy	3,879	3,941	(62)	-1.6%
Total Revenue	\$ 5,421	\$ 5,620	\$ (198)	-3.5%
Wages	\$ 2,357	\$ 2,307	\$ (51)	-2.2%
Fringes	1,863	1,868	5	0.3%
Services	244	268	24	9.0%
Purchased Transportation	-	-	-	-
Materials	306	342	36	10.5%
Energy	541	544	3	0.6%
Risk Management	300	247	(54)	-21.9%
General and Administrative	42	44	2	4.5%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 5,654	\$ 5,620	\$ (34)	-0.6%
Total Revenue Less Total Costs	\$ (233)	\$ -	\$ (233)	100.0%
Net Operating Subsidy	\$ (4,111)	\$ (3,941)	\$ (170)	4.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 14,658	\$ 14,762	\$ (104)	-0.7%
Other Revenue	500	559	(60)	-10.7%
Total Operating Revenue	\$ 15,158	\$ 15,321	\$ (164)	-1.1%
Subsidy	32,315	34,633	(2,318)	-6.7%
Total Revenue	\$ 47,472	\$ 49,954	\$ (2,481)	-5.0%
Wages	\$ 21,483	\$ 21,157	\$ (327)	-1.5%
Fringes	16,499	16,751	252	1.5%
Services	2,060	2,095	36	1.7%
Purchased Transportation	-	-	-	-
Materials	3,151	3,118	(33)	-1.1%
Energy	4,702	4,761	59	1.2%
Risk Management	1,965	1,838	(127)	-6.9%
General and Administrative	236	234	(2)	-0.9%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 50,096	\$ 49,954	\$ (142)	-0.3%
Total Revenue Less Total Costs	\$ (2,623)	\$ -	\$ (2,623)	100.0%
Net Operating Subsidy	\$ (34,938)	\$ (34,633)	\$ (306)	-0.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

FINANCIAL COMPARISON TO BUDGET EIGHT MONTHS ENDING FEBRUARY 28, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 8		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 1,519,166	\$ 1,610,000	\$ (90,834)	-5.6%	\$ 14,658,237	\$ 14,762,346	\$ (104,109)	-0.7%	\$ 21,180,000	\$ 6,521,763
	Advertising	17,869	61,300	(43,431)	-70.9%	413,933	494,001	(80,069)	-16.2%	740,000	326,068
	Contracted Service Revenue	-	-	-	-	-	-	-	-	25,000	25,000
	Other	5,528	7,500	(1,972)	-26.3%	85,449	65,000	20,449	31.5%	100,000	14,551
	Total Operating Revenue	\$ 1,542,563	\$ 1,678,800	\$ (136,237)	-8.1%	\$ 15,157,619	\$ 15,321,347	\$ (163,728)	-1.1%	\$ 22,045,000	\$ 6,887,381
	Subsidy	3,878,888	3,941,107	(62,219)	-1.6%	32,314,872	34,632,588	(2,317,716)	-	53,430,998	21,116,126
	Total Revenue	\$ 5,421,451	\$ 5,619,907	\$ (198,457)	-3.5%	\$ 47,472,491	\$ 49,953,935	\$ (2,481,445)	-5.0%	\$ 75,475,998	\$ 28,003,507
EXPENSES											
<u>Personnel</u>											
	Wages	\$ 2,357,291	\$ 2,306,587	\$ (50,704)	-2.2%	\$ 21,483,213	\$ 21,156,669	\$ (326,544)	-1.5%	\$ 32,034,214	\$ 10,551,001
	Fringes	1,863,164	1,868,298	5,134	0.3%	16,499,071	16,751,196	252,125	1.5%	25,176,772	8,677,701
	Total Personnel	\$ 4,220,455	\$ 4,174,885	\$ (45,570)	-1.1%	\$ 37,982,284	\$ 37,907,865	\$ (74,419)	-0.2%	\$ 57,210,986	\$ 19,228,702
<u>Outside Services</u>											
	Security	\$ 49,785	\$ 50,225	\$ 440	0.9%	\$ 596,782	\$ 594,937	\$ (1,845)	-0.3%	\$ 715,892	\$ 119,110
	Repair/Maintenance Services	30,841	40,083	9,242	23.1%	415,526	380,583	(34,943)	-9.2%	554,345	138,819
	Engine and Transmission Rebuild	80,716	57,817	(22,899)	-39.6%	299,069	282,536	(16,533)	-5.9%	513,800	214,731
	Other Outside Services	82,372	119,914	37,542	31.3%	748,442	837,314	88,872	10.6%	1,316,977	568,535
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 243,714	\$ 268,039	\$ 24,325	9.1%	\$ 2,059,819	\$ 2,095,370	\$ 35,551	1.7%	\$ 3,101,014	\$ 1,041,195
<u>Materials & Supplies</u>											
	Lubricants	\$ 9,076	\$ 9,245	\$ 169	1.8%	\$ 84,694	\$ 80,226	\$ (4,468)	-5.6%	\$ 120,530	\$ 35,836
	Tires	43,145	49,034	5,889	12.0%	375,011	392,272	17,261	4.4%	588,407	213,396
	Other Materials and Supplies	254,104	283,934	29,830	10.5%	2,690,996	2,645,596	(45,400)	-1.7%	3,971,966	1,280,970
	Total Main. Parts and Supplies	\$ 306,324	\$ 342,213	\$ 35,889	10.5%	\$ 3,150,702	\$ 3,118,094	\$ (32,607)	-1.0%	\$ 4,680,903	\$ 1,530,201
<u>Energy</u>											
	Diesel Fuel	\$ 199,907	\$ 230,772	\$ 30,865	13.4%	\$ 2,007,846	\$ 2,077,099	\$ 69,253	3.3%	\$ 3,079,662	\$ 1,071,816
	CNG	295,000	269,444	(25,556)	-9.5%	2,356,358	2,334,062	(22,296)	-1.0%	3,508,799	1,152,441
	Fuel and Electricity for Facilities	46,099	43,700	(2,399)	-5.5%	338,026	349,598	11,572	3.3%	524,400	186,374
	Total Energy	\$ 541,006	\$ 543,916	\$ 2,910	0.5%	\$ 4,702,230	\$ 4,760,759	\$ 58,530	1.2%	\$ 7,112,861	\$ 2,410,631
<u>Risk Management</u>											
		\$ 300,480	\$ 246,566	\$ (53,915)	-21.9%	\$ 1,964,955	\$ 1,837,529	\$ (127,425)	-6.9%	\$ 2,958,798	\$ 993,844
<u>General and Administrative</u>											
		\$ 42,001	\$ 44,290	\$ 2,289	5.2%	\$ 235,902	\$ 234,317	\$ (1,585)	-0.7%	\$ 411,436	\$ 175,534
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 5,653,980	\$ 5,619,907	\$ (34,073)	-0.6%	\$ 50,095,891	\$ 49,953,935	\$ (141,956)	-0.3%	\$ 75,475,998	\$ 25,380,107
	Total Revenue Less Total Costs	\$ (232,529)	\$ -	\$ (232,529)	-	\$ (2,623,401)	\$ -	\$ (2,623,401)	-	\$ -	\$ 2,623,401
	NET OPERATING SUBSIDY	\$ (4,111,417)	\$ (3,941,107)	\$ (170,310)	-4.3%	\$ (34,938,273)	\$ (34,632,588)	\$ (305,684)	-0.9%	\$ (53,430,998)	\$ (18,492,725)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

COMPARISON TO BUDGET - FY 2005
FEBRUARY 28, 2005
(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,662	\$ 1,946	\$ (284)	-14.6%
Other Revenue	17	25	(8)	-32.0%
Total Operating Revenue	\$ 1,679	\$ 1,971	\$ (292)	-14.8%
Subsidy	-	1,750	(1,750)	-
Total Revenue	\$ 1,679	\$ 3,722	\$ (2,042)	-54.9%
Wages	\$ 1,803	\$ 1,759	\$ (45)	-2.6%
Fringes	416	404	(12)	-3.0%
Services	578	560	(18)	-3.2%
Purchased Transportation	-	-	-	-
Materials	653	332	(322)	-97.0%
Energy	512	499	(13)	-2.6%
Risk Management	145	153	8	5.2%
General and Administrative	8	16	8	50.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 4,116	\$ 3,722	\$ (395)	-10.6%
Total Revenue Less Total Costs	\$ (2,437)	\$ -	\$ (2,437)	100.0%
Net Operating Subsidy	\$ (2,437)	\$ (1,750)	\$ (687)	39.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 17,615	\$ 17,830	\$ (215)	-1.2%
Other Revenue	167	210	(43)	-20.5%
Total Operating Revenue	\$ 17,782	\$ 18,040	\$ (258)	-1.4%
Subsidy	14,466	12,310	2,156	17.5%
Total Revenue	\$ 32,248	\$ 30,351	\$ 1,898	6.3%
Wages	\$ 13,913	\$ 13,976	\$ 62	0.4%
Fringes	3,022	2,996	(25)	-0.8%
Services	5,232	5,190	(42)	-0.8%
Purchased Transportation	-	-	-	-
Materials	2,873	2,664	(209)	-7.8%
Energy	4,176	4,117	(59)	-1.4%
Risk Management	1,314	1,291	(23)	-1.8%
General and Administrative	101	117	16	13.7%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 30,631	\$ 30,351	\$ (281)	-0.9%
Total Revenue Less Total Costs	\$ 1,617	\$ -	\$ 1,617	100.0%
Net Operating Subsidy	\$ (12,849)	\$ (12,310)	\$ (539)	4.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

FINANCIAL COMPARISON TO BUDGET EIGHT MONTHS ENDING FEBRUARY 28, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: <u>8</u>		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 1,662,008	\$ 1,946,016	\$ (284,009)	-14.6%	\$ 17,615,386	\$ 17,830,146	\$ (214,760)	-1.2%	\$ 27,271,900	\$ 9,656,514
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	17,476	25,298	(7,822)	-30.9%	166,414	210,079	(43,664)	-20.8%	311,269	144,855
	Total Operating Revenue	\$ 1,679,483	\$ 1,971,314	\$ (291,831)	-14.8%	\$ 17,781,800	\$ 18,040,224	\$ (258,424)	-1.4%	\$ 27,583,169	\$ 9,801,369
	Subsidy	-	1,750,214	(1,750,214)	-	14,466,496	12,310,348	2,156,148	17.5%	18,701,322	4,234,826
	Total Revenue	\$ 1,679,483	\$ 3,721,528	\$ (2,042,045)	-54.9%	\$ 32,248,296	\$ 30,350,572	\$ 1,897,725	6.3%	\$ 46,284,491	\$ 14,036,195
EXPENSES											
<u>Personnel</u>											
	Wages	\$ 1,803,380	\$ 1,758,612	\$ (44,769)	-2.5%	\$ 13,913,307	\$ 13,975,792	\$ 62,485	0.4%	\$ 21,777,490	\$ 7,864,183
	Fringes	416,397	403,929	(12,468)	-3.1%	3,021,890	2,996,446	(25,444)	-0.8%	4,612,152	1,590,262
	Total Personnel	\$ 2,219,777	\$ 2,162,541	\$ (57,236)	-2.6%	\$ 16,935,197	\$ 16,972,238	\$ 37,041	0.2%	\$ 26,389,642	\$ 9,454,445
<u>Outside Services</u>											
	Security	\$ 295,196	\$ 289,320	\$ (5,876)	-2.0%	\$ 2,893,015	\$ 2,890,633	\$ (2,382)	-0.1%	\$ 4,551,721	\$ 1,658,707
	Repair/Maintenance Services	250,557	205,814	(44,743)	-21.7%	1,872,867	1,795,465	(77,401)	-4.3%	2,603,674	730,807
	Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
	Other Outside Services	32,493	64,641	32,148	49.7%	466,140	503,743	37,604	7.5%	794,322	328,183
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 578,246	\$ 559,775	\$ (18,471)	-3.3%	\$ 5,232,021	\$ 5,189,841	\$ (42,179)	-0.8%	\$ 7,949,717	\$ 2,717,696
<u>Materials & Supplies</u>											
	Lubricants	\$ 7,794	\$ 6,058	\$ (1,736)	-28.7%	\$ 47,424	\$ 13,006	\$ (34,418)	-264.6%	\$ 37,242	\$ (10,182)
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	645,666	325,546	(320,120)	-98.3%	2,825,626	2,650,713	(174,913)	-6.6%	3,433,404	607,778
	Total Main. Parts and Supplies	\$ 653,460	\$ 331,604	\$ (321,856)	-97.1%	\$ 2,873,050	\$ 2,663,719	\$ (209,331)	-7.9%	\$ 3,470,646	\$ 597,596
<u>Energy</u>											
	Diesel Fuel	\$ 22,899	\$ 24,502	\$ 1,603	6.5%	\$ 198,025	\$ 203,790	\$ 5,764	2.8%	\$ 311,074	\$ 113,049
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	488,668	474,101	(14,567)	-3.1%	3,977,948	3,913,633	(64,315)	-1.6%	6,005,072	2,027,124
	Total Energy	\$ 511,567	\$ 498,604	\$ (12,964)	-2.6%	\$ 4,175,973	\$ 4,117,423	\$ (58,550)	-1.4%	\$ 6,316,146	\$ 2,140,173
<u>Risk Management</u>											
		\$ 145,168	\$ 152,762	\$ 7,594	5.0%	\$ 1,313,671	\$ 1,290,530	\$ (23,142)	-1.8%	\$ 1,976,572	\$ 662,901
<u>General and Administrative</u>											
		\$ 8,131	\$ 16,243	\$ 8,111	49.9%	\$ 101,193	\$ 116,821	\$ 15,628	13.4%	\$ 181,768	\$ 80,575
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 4,116,350	\$ 3,721,528	\$ (394,822)	-10.6%	\$ 30,631,105	\$ 30,350,572	\$ (280,534)	-0.9%	\$ 46,284,491	\$ 15,653,386
	Total Revenue Less Total Costs	\$ (2,436,867)	\$ -	\$ (2,436,867)	-	\$ 1,617,191	\$ -	\$ 1,617,191	-	\$ (0)	\$ (1,617,191)
	NET OPERATING SUBSIDY	\$ (2,436,867)	\$ (1,750,214)	\$ (686,653)	-39.2%	\$ (12,849,305)	\$ (12,310,348)	\$ (538,958)	-4.4%	\$ (18,701,322)	\$ (5,852,017)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - FIXED ROUTE

COMPARISON TO BUDGET - FY 2005

FEBRUARY 28, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,072	\$ 1,150	\$ (78)	-6.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,072	\$ 1,150	\$ (78)	-6.8%
Subsidy	1,979	2,118	(139)	-6.6%
Total Revenue	\$ 3,051	\$ 3,268	\$ (217)	-6.6%
Wages	\$ 22	\$ 35	\$ 13	37.1%
Fringes	-	-	-	-
Services	64	94	30	31.9%
Purchased Transportation	2,657	2,694	37	1.4%
Materials	-	-	-	-
Energy	361	370	9	2.4%
Risk Management	-	-	-	-
General and Administrative	1	1	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 3,105	\$ 3,194	\$ 89	2.8%
Total Revenue Less Total Costs	\$ (55)	\$ 74	\$ (129)	174.3%
Net Operating Subsidy	\$ (2,034)	\$ (2,044)	\$ 10	0.5%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 10,309	\$ 10,490	\$ (181)	-1.7%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 10,309	\$ 10,490	\$ (181)	-1.7%
Subsidy	16,746	16,802	(56)	-0.3%
Total Revenue	\$ 27,055	\$ 27,292	\$ (237)	-0.9%
Wages	\$ 236	\$ 251	\$ 15	6.0%
Fringes	-	-	-	-
Services	537	577	40	6.9%
Purchased Transportation	23,156	23,198	42	0.2%
Materials	-	-	-	-
Energy	3,174	3,185	11	0.3%
Risk Management	-	-	-	-
General and Administrative	7	7	1	14.3%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 27,110	\$ 27,218	\$ 109	0.4%
Total Revenue Less Total Costs	\$ (55)	\$ 74	\$ (129)	174.3%
Net Operating Subsidy	\$ (16,800)	\$ (16,728)	\$ (72)	-0.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - FIXED ROUTE

**FINANCIAL COMPARISON TO BUDGET
EIGHT MONTHS ENDING FEBRUARY 28, 2005**

FY Month: <u>6</u>	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 1,071,513	\$ 1,150,000	\$ (78,487)	-6.8%	\$ 10,309,147	\$ 10,490,000	\$ (180,853)	-1.7%	\$ 15,200,000	\$ 4,890,853
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 1,071,513	\$ 1,150,000	\$ (78,487)	-6.8%	\$ 10,309,147	\$ 10,490,000	\$ (180,853)	-1.7%	\$ 15,200,000	\$ 4,890,853
Subsidy	1,979,436	2,118,300	(138,864)	-6.6%	16,745,918	16,802,300	(56,382)	-0.3%	26,341,900	9,595,982
Total Revenue	\$ 3,050,949	\$ 3,268,300	\$ (217,351)	-6.7%	\$ 27,055,065	\$ 27,292,300	\$ (237,235)	-0.9%	\$ 41,541,900	\$ 14,486,835
EXPENSES										
<u>Personnel</u>										
Wages	\$ 22,300	\$ 35,000	\$ 12,700	36.3%	\$ 236,060	\$ 251,000	\$ 14,940	6.0%	\$ 397,000	\$ 160,940
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 22,300	\$ 35,000	\$ 12,700	36.3%	\$ 236,060	\$ 251,000	\$ 14,940	6.0%	\$ 397,000	\$ 160,940
<u>Outside Services</u>										
Security	\$ 4,241	\$ 4,000	\$ (241)	-6.0%	\$ 13,334	\$ 13,900	\$ 566	4.1%	\$ 45,000	\$ 31,666
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild	28,906	40,000	11,094	27.7%	201,791	216,000	14,209	6.6%	417,000	215,209
Other Outside Services	31,132	50,000	18,868	37.7%	321,718	347,000	25,282	7.3%	590,700	268,982
Purchased Transportation	2,656,622	2,694,000	37,378	1.4%	23,156,179	23,198,000	41,821	0.2%	35,267,000	12,110,821
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 2,720,901	\$ 2,788,000	\$ 67,099	2.4%	\$ 23,693,022	\$ 23,774,900	\$ 81,878	0.3%	\$ 36,319,700	\$ 12,626,678
<u>Materials & Supplies</u>										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>										
Diesel Fuel	\$ 131,681	\$ 140,000	\$ 8,319	5.9%	\$ 1,146,008	\$ 1,155,000	\$ 8,992	0.8%	\$ 1,760,200	\$ 614,192
CNG	229,455	230,000	545	0.2%	2,027,654	2,030,000	2,346	0.1%	3,031,000	1,003,346
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ 361,136	\$ 370,000	\$ 8,864	2.4%	\$ 3,173,662	\$ 3,185,000	\$ 11,338	0.4%	\$ 4,791,200	\$ 1,617,538
<u>Risk Management</u>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>General and Administrative</u>	\$ 1,126	\$ 1,300	\$ 174	13.4%	\$ 6,835	\$ 7,400	\$ 565	7.6%	\$ 14,000	\$ 7,165
<u>Vehicle/facility Lease</u>	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 20,000	\$ 20,000
TOTAL EXPENSES	\$ 3,105,463	\$ 3,194,300	\$ 88,837	2.8%	\$ 27,109,579	\$ 27,218,300	\$ 108,721	0.4%	\$ 41,541,900	\$ 14,432,321
Total Revenue Less Total Costs	\$ (54,514)	\$ 74,000	\$ (128,514)	173.7%	\$ (54,514)	\$ 74,000	\$ (128,514)	173.7%	\$ -	\$ 54,514
NET OPERATING SUBSIDY	\$ (2,033,950)	\$ (2,044,300)	\$ 10,350	0.5%	\$ (16,800,432)	\$ (16,728,300)	\$ (72,132)	-0.4%	\$ (26,341,900)	\$ (9,541,468)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - PARATRANSIT

COMPARISON TO BUDGET - FY 2005

FEBRUARY 28, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 89	\$ 100	\$ (11)	-11.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 89	\$ 100	\$ (11)	-11.0%
Subsidy	969	826	143	17.3%
Total Revenue	\$ 1,057	\$ 926	\$ 132	14.3%
Wages	\$ 16	\$ 19	\$ 3	15.8%
Fringes	-	-	-	-
Services	42	45	3	6.7%
Purchased Transportation	691	760	69	9.1%
Materials	-	-	-	-
Energy	71	76	5	6.6%
Risk Management	-	-	-	-
General and Administrative	1	1	-	0.0%
Vehicle/Facility Lease	-	25	25	-
Total Costs	\$ 822	\$ 926	\$ 104	11.2%
Total Revenue Less Total Costs	\$ 236	\$ -	\$ 236	100.0%
Net Operating Subsidy	\$ (733)	\$ (826)	\$ 93	11.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 899	\$ 880	\$ 19	2.2%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 899	\$ 880	\$ 19	2.2%
Subsidy	6,415	6,297	118	1.9%
Total Revenue	\$ 7,313	\$ 7,177	\$ 136	1.9%
Wages	\$ 152	\$ 159	\$ 7	4.4%
Fringes	-	-	-	-
Services	337	345	8	2.3%
Purchased Transportation	5,894	5,974	80	1.3%
Materials	-	-	-	-
Energy	610	619	9	1.5%
Risk Management	-	-	-	-
General and Administrative	3	2	-	0.0%
Vehicle/Facility Lease	53	78	25	32.1%
Total Costs	\$ 7,049	\$ 7,177	\$ 128	1.8%
Total Revenue Less Total Costs	\$ 264	\$ -	\$ 264	100.0%
Net Operating Subsidy	\$ (6,151)	\$ (6,297)	\$ 147	2.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - PARATRANSIT

FINANCIAL COMPARISON TO BUDGET EIGHT MONTHS ENDING FEBRUARY 28, 2005

	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 88,827	\$ 100,000	\$ (11,173)	-11.2%	\$ 898,726	\$ 880,000	\$ 18,726	2.1%	\$ 1,535,000	\$ 636,274
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 88,827	\$ 100,000	\$ (11,173)	-11.2%	\$ 898,726	\$ 880,000	\$ 18,726	2.1%	\$ 1,535,000	\$ 636,274
Subsidy	968,582	825,800	142,782	17.3%	6,414,674	6,297,129	117,545	1.9%	9,791,429	3,376,755
Total Revenue	\$ 1,057,408	\$ 925,800	\$ 131,608	14.2%	\$ 7,313,399	\$ 7,177,129	\$ 136,270	1.9%	\$ 11,326,429	\$ 4,013,030
EXPENSES										
<u>Personnel</u>										
Wages	\$ 16,345	\$ 19,000	\$ 2,655	14.0%	\$ 152,031	\$ 159,000	\$ 6,969	4.4%	\$ 271,000	\$ 118,969
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 16,345	\$ 19,000	\$ 2,655	14.0%	\$ 152,031	\$ 159,000	\$ 6,969	4.4%	\$ 271,000	\$ 118,969
<u>Outside Services</u>										
Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild	-	-	-	-	9,859	-	(9,859)	-	-	(9,859)
Other Outside Services	42,319	45,000	2,681	6.0%	327,668	345,000	17,332	5.0%	534,300	206,632
Purchased Transportation	690,853	760,000	69,147	9.1%	5,893,835	5,974,000	80,165	1.3%	9,305,000	3,411,165
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 733,172	\$ 805,000	\$ 71,828	8.9%	\$ 6,231,362	\$ 6,319,000	\$ 87,638	1.4%	\$ 9,839,300	\$ 3,607,938
<u>Materials & Supplies</u>										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>										
Diesel Fuel	\$ 70,918	\$ 76,000	\$ 5,082	6.7%	\$ 610,390	\$ 619,000	\$ 8,610	1.4%	\$ 943,929	\$ 333,539
CNG	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ 70,918	\$ 76,000	\$ 5,082	6.7%	\$ 610,390	\$ 619,000	\$ 8,610	1.4%	\$ 943,929	\$ 333,539
<u>Risk Management</u>										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 94,000	\$ 94,000
<u>General and Administrative</u>										
	\$ 1,155	\$ 800	\$ (355)	-44.4%	\$ 2,696	\$ 2,341	\$ (355)	-15.2%	\$ 6,000	\$ 3,304
<u>Vehicle/facility Lease</u>										
	\$ -	\$ 25,000	\$ 25,000	-	\$ 52,788	\$ 77,788	\$ 25,000	32.1%	\$ 172,200	\$ 119,412
TOTAL EXPENSES	\$ 821,590	\$ 925,800	\$ 104,210	11.3%	\$ 7,049,267	\$ 7,177,129	\$ 127,862	1.8%	\$ 11,326,429	\$ 4,277,162
Total Revenue Less Total Costs	\$ 235,818	\$ -	\$ 235,818	-	\$ 264,132	\$ -	\$ 264,132	-	\$ -	\$ (264,132)
NET OPERATING SUBSIDY	\$ (732,763)	\$ (825,800)	\$ 93,037	11.3%	\$ (6,150,541)	\$ (6,297,129)	\$ 146,588	2.3%	\$ (9,791,429)	\$ (3,640,888)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

COMPARISON TO BUDGET - FY 2005

FEBRUARY 28, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 178	\$ 182	\$ (4)	-2.2%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 178	\$ 182	\$ (4)	-2.2%
Subsidy	271	330	(59)	-17.9%
Total Revenue	\$ 449	\$ 512	\$ (62)	-12.1%
Wages	\$ 19	\$ 57	\$ 38	66.7%
Fringes	-	-	-	-
Services	18	17	(1)	-5.9%
Purchased Transportation	356	365	9	2.5%
Materials	-	-	-	-
Energy	60	72	12	16.7%
Risk Management	-	-	-	-
General and Administrative	-	1	1	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 454	\$ 512	\$ 58	11.3%
Total Revenue Less Total Costs	\$ (4)	\$ -	\$ (4)	100.0%
Net Operating Subsidy	\$ (275)	\$ (330)	\$ 54	16.4%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,635	\$ 1,640	\$ (5)	-0.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,635	\$ 1,640	\$ (5)	-0.3%
Subsidy	2,559	2,617	(59)	-2.3%
Total Revenue	\$ 4,194	\$ 4,257	\$ (64)	-1.5%
Wages	\$ 395	\$ 430	\$ 35	8.1%
Fringes	-	-	-	-
Services	128	128	-	0.0%
Purchased Transportation	3,150	3,158	8	0.3%
Materials	-	-	-	-
Energy	512	529	17	3.2%
Risk Management	-	-	-	-
General and Administrative	13	13	-	0.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 4,198	\$ 4,257	\$ 59	1.4%
Total Revenue Less Total Costs	\$ (4)	\$ -	\$ (4)	100.0%
Net Operating Subsidy	\$ (2,563)	\$ (2,617)	\$ 54	2.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

**FINANCIAL COMPARISON TO BUDGET
EIGHT MONTHS ENDING FEBRUARY 28, 2005**

FY Month: 6	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 178,384	\$ 182,000	\$ (3,616)	-2.0%	\$ 1,635,131	\$ 1,640,000	\$ (4,869)	-0.3%	\$ 2,425,000	\$ 789,869
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 178,384	\$ 182,000	\$ (3,616)	-2.0%	\$ 1,635,131	\$ 1,640,000	\$ (4,869)	-0.3%	\$ 2,425,000	\$ 789,869
Subsidy	270,825	329,526	(58,701)	-17.8%	2,558,641	2,617,308	(58,667)	-2.2%	4,377,218	1,818,577
Total Revenue	\$ 449,209	\$ 511,526	\$ (62,317)	-12.2%	\$ 4,193,772	\$ 4,257,308	\$ (63,536)	-1.5%	\$ 6,802,218	\$ 2,608,446
EXPENSES										
Personnel										
Wages	\$ 19,383	\$ 56,976	\$ 37,593	66.0%	\$ 395,301	\$ 429,808	\$ 34,507	8.0%	\$ 653,589	\$ 258,288
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 19,383	\$ 56,976	\$ 37,593	66.0%	\$ 395,301	\$ 429,808	\$ 34,507	8.0%	\$ 653,589	\$ 258,288
Outside Services										
Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services	5,993	7,000	1,007	14.4%	64,690	65,500	810	1.2%	107,492	42,802
Engine and Transmission Rebuild	-	-	-	-	10,742	11,000	258	2.3%	81,203	70,461
Other Outside Services	11,429	9,700	(1,729)	-17.8%	53,175	52,000	(1,175)	-2.3%	188,814	135,639
Purchased Transportation	356,403	365,000	8,597	2.4%	3,149,540	3,157,500	7,960	0.3%	4,854,593	1,705,053
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 373,825	\$ 381,700	\$ 7,875	2.1%	\$ 3,278,147	\$ 3,286,000	\$ 7,853	0.2%	\$ 5,232,102	\$ 1,953,955
Materials & Supplies										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy										
Diesel Fuel	\$ 14,111	\$ 11,000	\$ (3,111)	-28.3%	\$ 92,406	\$ 93,000	\$ 594	0.6%	\$ 142,618	\$ 50,212
CNG	37,983	50,000	12,017	24.0%	343,940	357,000	13,060	3.7%	550,462	206,522
Fuel and Electricity for Facilities	8,251	11,350	3,099	27.3%	75,416	78,900	3,484	4.4%	122,517	47,101
Total Energy	\$ 60,345	\$ 72,350	\$ 12,005	16.6%	\$ 511,762	\$ 528,900	\$ 17,138	3.2%	\$ 815,597	\$ 303,835
Risk Management	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 62,700	\$ 62,700
General and Administrative	\$ -	\$ 500	\$ 500	-	\$ 12,906	\$ 12,600	\$ (306)	-2.4%	\$ 38,230	\$ 25,324
Vehicle/facility Lease	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES	\$ 453,553	\$ 511,526	\$ 57,973	11.3%	\$ 4,198,116	\$ 4,257,308	\$ 59,192	1.4%	\$ 6,802,218	\$ 2,604,102
Total Revenue Less Total Costs	\$ (4,344)	\$ -	\$ (4,344)	-	\$ (4,344)	\$ -	\$ (4,344)	-	\$ -	\$ 4,344
NET OPERATING SUBSIDY	\$ (275,169)	\$ (329,526)	\$ 54,357	16.5%	\$ (2,562,985)	\$ (2,617,308)	\$ 54,323	2.1%	\$ (4,377,218)	\$ (1,814,233)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NATIONAL CITY TRANSIT

COMPARISON TO BUDGET - FY 2005 FEBRUARY 28, 2005 (in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 89	\$ 108	\$ (19)	-17.6%
Other Revenue	-	(1)	-	-
Total Operating Revenue	\$ 89	\$ 108	\$ (19)	-17.6%
Subsidy	92	100	(8)	-8.0%
Total Revenue	\$ 181	\$ 207	\$ (27)	-13.0%
Wages	\$ 92	\$ 94	\$ 2	2.1%
Fringes	13	22	8	36.4%
Services	19	27	8	29.6%
Purchased Transportation	-	-	-	-
Materials	9	12	4	33.3%
Energy	15	22	8	36.4%
Risk Management	29	28	(1)	-3.6%
General and Administrative	-	1	2	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 177	\$ 207	\$ 30	14.5%
Total Revenue Less Total Costs	\$ 4	\$ -	\$ 4	100.0%
Net Operating Subsidy	\$ (88)	\$ (100)	\$ 12	12.0%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 844	\$ 870	\$ (26)	-3.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 844	\$ 870	\$ (26)	-3.0%
Subsidy	829	856	(27)	-3.2%
Total Revenue	\$ 1,672	\$ 1,726	\$ (54)	-3.1%
Wages	\$ 788	\$ 797	\$ 9	1.1%
Fringes	156	173	17	9.8%
Services	213	220	7	3.2%
Purchased Transportation	-	-	-	-
Materials	91	109	18	16.5%
Energy	170	186	16	8.6%
Risk Management	238	227	(11)	-4.8%
General and Administrative	12	14	2	14.3%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 1,668	\$ 1,726	\$ 57	3.3%
Total Revenue Less Total Costs	\$ 4	\$ -	\$ 4	100.0%
Net Operating Subsidy	\$ (825)	\$ (856)	\$ 31	3.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NATIONAL CITY TRANSIT

FINANCIAL COMPARISON TO BUDGET EIGHT MONTHS ENDING FEBRUARY 28, 2005

FY Month: 08	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 88,832	\$ 107,500	\$ (18,668)	-17.4%	\$ 843,500	\$ 870,000	\$ (26,500)	-3.0%	\$ 1,300,500	\$ 457,000
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 88,832	\$ 107,500	\$ (18,668)	-17.4%	\$ 843,500	\$ 870,000	\$ (26,500)	-3.0%	\$ 1,300,500	\$ 457,000
Subsidy	91,894	99,841	(7,947)	-8.0%	828,535	855,830	(27,294)	-3.2%	1,520,738	692,203
Total Revenue	\$ 180,726	\$ 207,341	\$ (26,615)	-12.8%	\$ 1,672,035	\$ 1,725,830	\$ (53,794)	-3.1%	\$ 2,821,238	\$ 1,149,203
EXPENSES										
Personnel										
Wages	\$ 92,038	\$ 94,000	\$ 1,962	2.1%	\$ 788,053	\$ 797,000	\$ 8,947	1.1%	\$ 1,208,000	\$ 419,947
Fringes	13,367	21,667	8,299	38.3%	155,844	173,333	17,490	10.1%	260,000	104,156
Total Personnel	\$ 105,405	\$ 115,667	\$ 10,262	8.9%	\$ 943,897	\$ 970,333	\$ 26,436	2.7%	\$ 1,468,000	\$ 524,103
Outside Services										
Security	\$ -	\$ 611	\$ 611	-	\$ 8,973	\$ 7,556	\$ (1,417)	-18.8%	\$ 10,000	\$ 1,028
Repair/Maintenance Services	2,560	6,400	3,840	60.0%	27,327	44,400	17,073	38.5%	70,000	42,673
Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
Other Outside Services	16,311	20,000	3,689	18.4%	176,665	168,000	(8,665)	-5.2%	478,000	301,335
Purchased Transportation	-	-	-	-	-	-	-	-	-	-
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 18,871	\$ 27,011	\$ 8,140	30.1%	\$ 212,965	\$ 219,956	\$ 6,991	3.2%	\$ 558,000	\$ 345,035
Materials & Supplies										
Lubricants	\$ -	\$ 667	\$ 667	-	\$ 3,588	\$ 5,333	\$ 1,745	32.7%	\$ 8,000	\$ 4,412
Tires	-	1,375	1,375	-	13,089	20,375	7,286	35.8%	26,000	12,911
Other Materials and Supplies	8,880	10,417	1,536	14.7%	74,668	83,333	8,665	10.4%	125,000	50,332
Total Main. Parts and Supplies	\$ 8,880	\$ 12,458	\$ 3,578	28.7%	\$ 91,345	\$ 109,042	\$ 17,697	16.2%	\$ 159,000	\$ 67,655
Energy										
Diesel Fuel	\$ 12,858	\$ 20,300	\$ 7,442	36.7%	\$ 155,368	\$ 168,719	\$ 13,351	7.9%	\$ 250,838	\$ 95,470
CNG	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities	2,021	2,117	96	4.5%	14,587	16,933	2,347	13.9%	25,400	10,813
Total Energy	\$ 14,878	\$ 22,417	\$ 7,538	33.6%	\$ 169,955	\$ 185,652	\$ 15,697	8.5%	\$ 276,238	\$ 106,283
Risk Management										
	\$ 29,462	\$ 28,333	\$ (1,129)	-4.0%	\$ 237,953	\$ 226,667	\$ (11,286)	-5.0%	\$ 340,000	\$ 102,047
General and Administrative										
	\$ (393)	\$ 1,455	\$ 1,848	127.0%	\$ 12,298	\$ 14,180	\$ 1,882	13.3%	\$ 20,000	\$ 7,702
Vehicle/facility Lease										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES	\$ 177,104	\$ 207,341	\$ 30,237	14.6%	\$ 1,668,413	\$ 1,725,830	\$ 57,417	3.3%	\$ 2,821,238	\$ 1,152,825
Total Revenue Less Total Costs	\$ 3,622	\$ -	\$ 3,622	-	\$ 3,622	\$ -	\$ 3,622	-	\$ -	\$ (3,622)
NET OPERATING SUBSIDY	\$ (88,272)	\$ (99,841)	\$ 11,569	11.6%	\$ (824,913)	\$ (855,830)	\$ 30,917	3.6%	\$ (1,520,738)	\$ (695,825)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

COMPARISON TO BUDGET - FY 2005 FEBRUARY 28, 2005 (in \$000's)

	MONTH			
	ACTUAL	AMENDED 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%

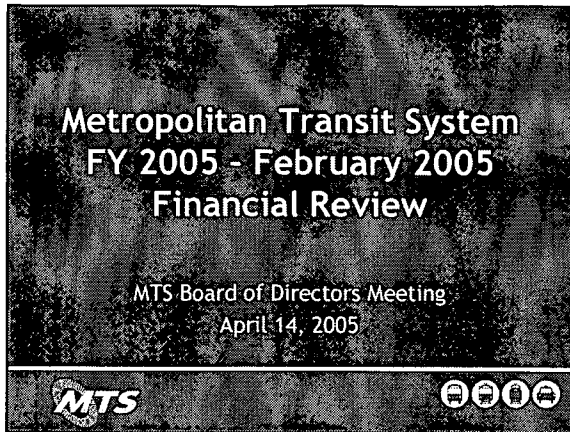
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	87	87	-	0.0%
Total Revenue	\$ 87	\$ 87	\$ -	0.0%
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	-	-	-	-
Purchased Transportation	87	87	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 87	\$ 87	\$ -	0.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (87)	\$ (87)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

FINANCIAL COMPARISON TO BUDGET EIGHT MONTHS ENDING FEBRUARY 28, 2005

FY Month: B	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Subsidy	10,927	10,927	-	0.0%	87,416	87,416	-	0.0%	131,124	43,708
Total Revenue	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 87,416	\$ 87,416	\$ -	0.0%	\$ 131,124	\$ 43,708
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%	87,416	87,416	-	0.0%	131,124	43,708
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 87,416	\$ 87,416	\$ -	0.0%	\$ 131,124	\$ 43,708
<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%	\$ 87,416	\$ 87,416	\$ -	0.0%	\$ 131,124	\$ 43,708
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
NET OPERATING SUBSIDY	\$ (10,927)	\$ (10,927)	\$ -	0.0%	\$ (87,416)	\$ (87,416)	\$ -	0.0%	\$ (131,124)	\$ (43,708)



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
COMBINED MTS TRANSIT OPERATORS
COMPARISON TO AMENDED BUDGET - FY 2005
FISCAL YEAR TO DATE, FEBRUARY 28, 2005
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$45,960	\$46,472	(\$512)	-1.1%
Other Revenue	666	770	(104)	-13.5%
Total Operating Revenue	46,626	47,242	(616)	-1.3%
Wages/Fringes	56,645	56,690	45	0.1%
Purchased Transportation	32,287	32,417	130	0.4%
Energy	13,344	13,397	53	0.4%
Other Expenses	18,565	18,267	(297)	-1.6%
Total Costs	120,840	120,770	(69)	-0.1%
Net Operating Subsidy	(\$74,214)	(\$73,529)	(\$685)	-0.9%

MTS

**Net Operating Subsidy Variance Summary
February 2005**

	Month to Date Variance	Year to Date Variance
• Rail Operations Fare Revenue	\$ (284)	\$ (215)
• Rail Operations Materials and Supplies Expenses	(322)	(209)
• Combined Risk Expenses	(47)	(162)
• Internal Bus Operations Fare Revenue	(91)	(104)
• All Other Net Operations	56	5
• Overall net operating subsidy positive variance	\$ (688)	\$ (685)

MTS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED OPERATIONS				
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES				
COMPARISON TO AMENDED BUDGET - FY 2005				
FISCAL YEAR TO DATE, FEBRUARY 28, 2005				
(In \$000's)				
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	34,938	34,633	(306)	-0.9%
Rail Operations	12,849	12,311	(538)	-4.4%
Contracted Bus Operations - Fixed Route	16,800	16,728	(72)	-0.4%
Contracted Bus Operations - Para Transit	6,151	6,297	146	2.3%
Other Operators	3,475	3,560	85	2.4%
Total Transit Operators Net Subsidy	74,214	73,529	(685)	-0.9%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	(90)	(63)	27	-43.6%
San Diego and Arizona Eastern	118	131	13	9.8%
Debt Service	0	0	0	-
General Fund	4,418	4,692	273	5.8%
Grand Total Expenditures	79,004	78,633	(372)	-0.5%

Metropolitan Transit System

FY 2005 - February 2005

Financial Review

MTS Board of Directors Meeting
April 14, 2005

SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED OPERATIONS				
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES				
COMPARISON TO AMENDED BUDGET - FY 2005				
February 28, 2005				
(In \$000's)				
	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	4,111	3,941	(170)	-4.3%
Rail Operations	2,437	1,750	(687)	-39.3%
Contracted Bus Operations - Fixed Route	2,034	2,044	10	0.5%
Contracted Bus Operations - Para Transit	733	826	93	11.3%
Other Operators	374	441	66	15.0%
Total Transit Operators Net Subsidy	9,689	9,002	(688)	-7.6%
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	35	3	(32)	-994.1%
San Diego and Arizona Eastern	8	12	4	34.2%
Debt Service	0	0	0	-
General Fund	574	592	18	3.0%
Grand Total Expenditures	10,306	9,609	(698)	-7.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM COMBINED MTS TRANSIT OPERATORS COMPARISON TO AMENDED BUDGET - FY 2005 FEBRUARY 28, 2005 (in \$000's)				
	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$4,609	\$5,096	(\$487)	-9.6%
Other Revenue	41	94	(53)	-56.4%
Total Operating Revenue	4,650	5,190	(\$540)	-10.4%
Wages/Fringes	6,604	6,564	(40)	-0.6%
Purchased Transportation	3,715	3,830	115	3.0%
Energy	1,560	1,583	23	1.5%
Other Expenses	2,461	2,214	(245)	-11.1%
Total Costs	14,339	14,191	(148)	-1.0%
Net Operating Subsidy	(\$9,689)	(\$9,002)	(\$688)	-7.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM Fiscal Year 2005 Energy Information				
	Diesel		CNG	
	Actual Rate	Amended Budget Rate	Actual Rate	Amended Budget Rate
February 2005	1.608	1.600	1.067	1.050
YTD February 2005	1.597	1.600	1.037	1.050

SAN DIEGO METROPOLITAN TRANSIT SYSTEM COMBINED FARE REVENUE FEBRUARY 28, 2005 (in \$000's)				
	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Internal Bus Operations	\$ 1,519	\$ 1,610	\$ (91)	-5.7%
Rail Operations	1,662	1,946	(284)	-14.6%
Contracted Bus Ops - Fixed Route	1,072	1,150	(78)	-6.8%
Contracted Bus Ops - Para Transit	89	100	(11)	-11.0%
Chula Vista Transit	178	182	(4)	-2.2%
National City Transit	89	108	(19)	-17.6%
Total Fare Revenue	\$ 4,609	\$ 5,096	\$ (487)	-9.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED FARE REVENUE				
FEBRUARY 28, 2005				
(in \$000's)				
	YTD			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Internal Bus Operations	\$ 14,658	\$ 14,762	\$ (104)	-0.7%
Rail Operations	17,615	17,830	(215)	-1.2%
Contracted Bus Ops - Fixed Route	10,309	10,490	(181)	-1.7%
Contracted Bus Ops - Para Transit	899	880	19	2.2%
Chula Vista Transit	1,635	1,640	(5)	-0.3%
National City Transit	844	870	(26)	-3.0%
Total Fare Revenue	\$ 45,960	\$ 46,472	\$ (512)	-1.1%





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San Diego, CA 92101-7490
619.231.1466, FAX 619.234.3407

Agenda

Item No. 46

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

OPS 960.2 (PC 30101)

April 14, 2005

Subject:

SDTC: PREVENTIVE MAINTENANCE PROGRAM UPDATE

RECOMMENDATION:

That the Board of Directors receive this report.

Budget Impact

Staff is in the process of quantifying overall savings.

DISCUSSION:

Background

After two months of planning, the Preventive Maintenance Program (PMP) started on January 7, 2004. The PMP was designed as a comprehensive inspection and repair plan to return San Diego Transit Corporation's (SDTC's) bus fleet to a state of good repair. All previous efforts to repair the fleet had been driven by operational demands without a clear understanding of the implications of long-term deferred maintenance. The initial goal was to complete 12 inspections per week between both divisions. An early assessment of the PMP indicated that the goal would be very difficult to achieve due to the poor condition of the fleet. The actual average completion time during the first round of the inspections was 22 days per bus, with a weekly average of 5.5 buses.



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.

Challenges

One of the challenges that made it difficult to achieve the initial goal of the PMP resided within the workforce; mechanics had to change the way they approached the work. No longer could work be done on a job-by-job basis. The new focus needed to be on a bus-by-bus basis with the total completion of each bus as the prime goal.

Another consideration was the design of the buses, most of which were built in 1991 and 1993, and comprised 38 percent of the fleet. These vehicles invited interior vandalism with their soft, easily defaced seats. To stay on track and to adhere to the PMP's zero tolerance on graffiti, new seat cover vendors who could meet the aggressive workload requirements had to be identified. Regrettably, unchecked vandalism continued on the fresh surfaces and repairs were ongoing, further impacting the PMP.

The bulk of the fleet that had not been through the program continued to break down at an alarming rate. The effort required to balance the extensive repairs on the major portion of the fleet that was still awaiting overhaul was astonishing and required each member of the Maintenance team to work under a constant strain until we reached a tipping point—around August 2004.

Problem Resolution

Over time, budget restrictions caused many older buses to accumulate extensive body damage. Exterior repairs to skirt panels, bumpers, and fiberglass sections monopolized our body shop. Nine mechanics were completely engaged in this task during the first year of the PMP. Although an average of 26 buses were pushed out each month, this was the bottleneck that constrained all of our efforts. Once again, additional vendors had to be identified, and some work had to be sent out.

Another significant constraint was parts acquisition, which needed to be stepped up. In many instances, the vendors ran out of parts and new vendors had to be identified. As a result, a completely new predictive parts process was developed, and now there is a parts history that can assure an uninterrupted stream of parts to repair buses. Maintaining the pace of the PMP was a constant challenge—it was continuously evaluated and reevaluated before finally settling into a sound system of management. The tremendous demands of the PMP were spread over the entire workforce; management put in long days, and overtime pay was used to compensate for fresh workers.

The newly implemented Ellipse system did not easily conform to PMP support. Training issues existed in all departments and at all levels of the organization. Technological infrastructure had to be designed and built out before the system could be used to assist with the PMP.

Originally, every bus had many work orders following each completed preventative maintenance inspection. The work orders had to be tracked on a stand-alone basis and required close and constant management. The newly developed process links and integrates inspections and follow-up work with the PMP into a 72,000-mile maintenance cycle. As this effort is refined, it will form the foundation for complete preventive and predictive maintenance because it will predict component life cycles.

Results

The PMP has performed comprehensive overhauls on 232 buses or 85 percent of our active fleet. The remaining 15 percent have been repaired with only safety, mechanical reliability and graffiti considerations being addressed. These buses have not received the complete overhaul since they will soon be replaced by new buses or designated as part of the contingency fleet.

Seven months of the PMP elapsed before a solid system was developed to monitor on-road failures and resulting service interruptions. Since August 2004, the mean distance between failures has improved 168 percent, from 6,006 miles in August 2004 to 16,076 miles in March 2005. The mean distance between service interruptions (our internal measure of the coordinated effort to provide the best possible service by the Transportation and Maintenance Departments) has almost doubled from 15,369 miles to 27,808 miles.

Summary

The PMP cycle duration has decreased 82 percent from 22 days of the first cycle to 4 days of the third cycle. Results of the PMP ensure that our customers and operators are receiving safe, clean, and reliable transportation. Because our systems have evolved to accommodate the way that we are now maintaining the buses, the PMP is sustainable.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Claire Spielberg 619.238.0100, Ext. 400, Claire.spielberg@sdmts.com

JGarde
APR14-05.46.CSPIELBERG
4/7/05



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Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

April 14, 2005

Minor Contract Actions

- San Diego Trolley, Inc. for flagging for the following projects: 12th Avenue Corridor Improvements, Mission Valley East Light Rail Transit Extension, and the San Ysidro Intermodal Transportation Center.
- The Wiggans Group for right-of-way services related to the Mission Valley East Light Rail Transit Extension.
- Cruz Estrella's CADD and Drafting for design and drafting services for the refurbishment and standardization of two substations.
- Clark Construction Group, Incorporated for construction services for the Mission Valley East Light Rail Transit Extension.

Contract Matters

There were no Contract Matters.

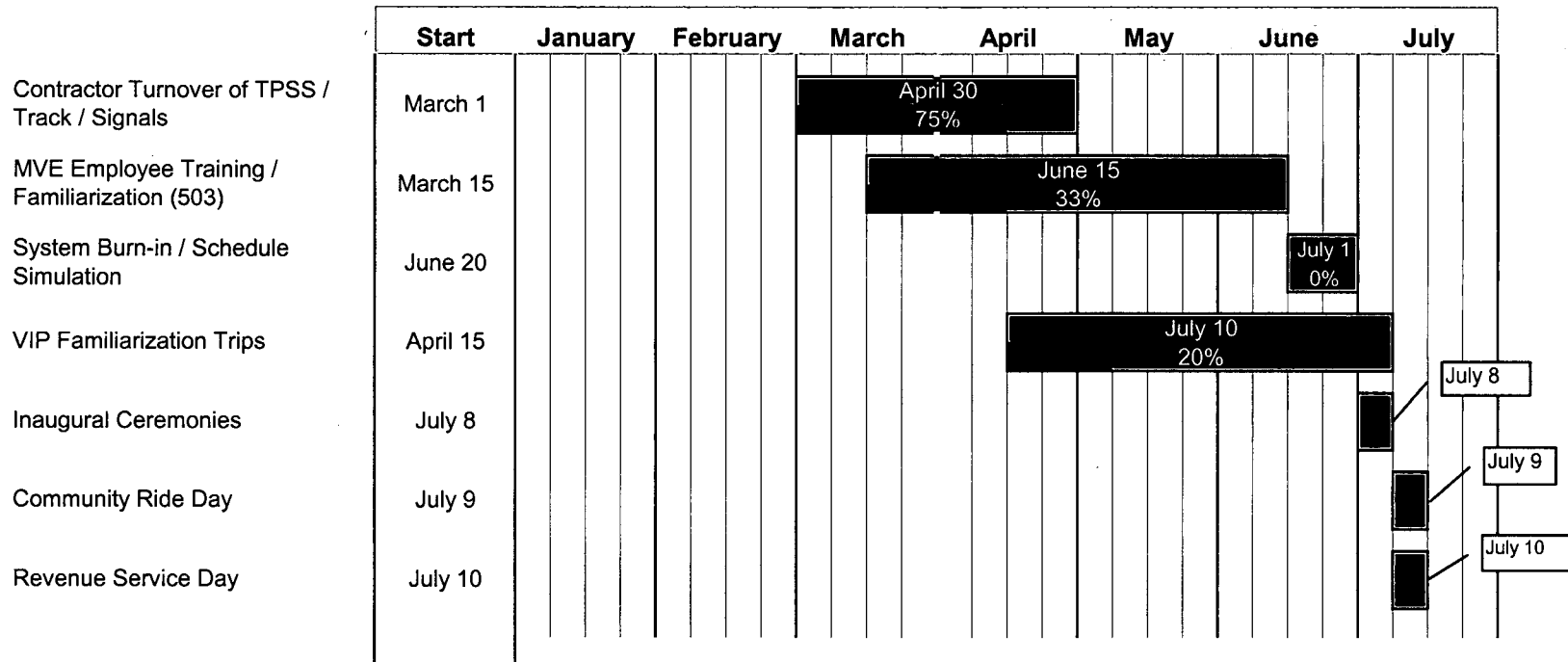
gail.williams@mts.org agenda item 61



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.

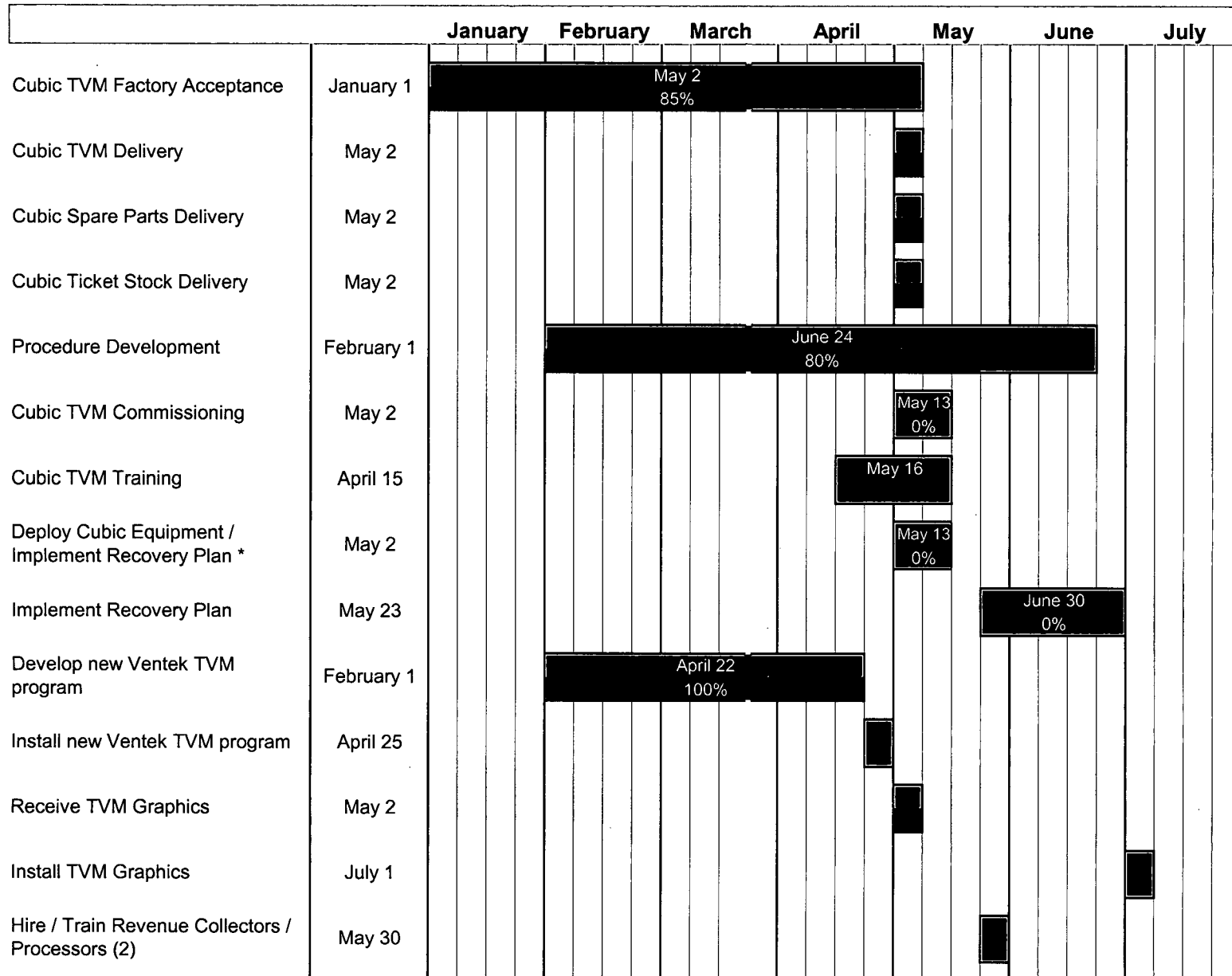
Mission Valley East Start-Up

General Tasks



Mission Valley East Start-Up

Revenue Department Tasks



Mission Valley East Start-Up

Revenue Department Tasks

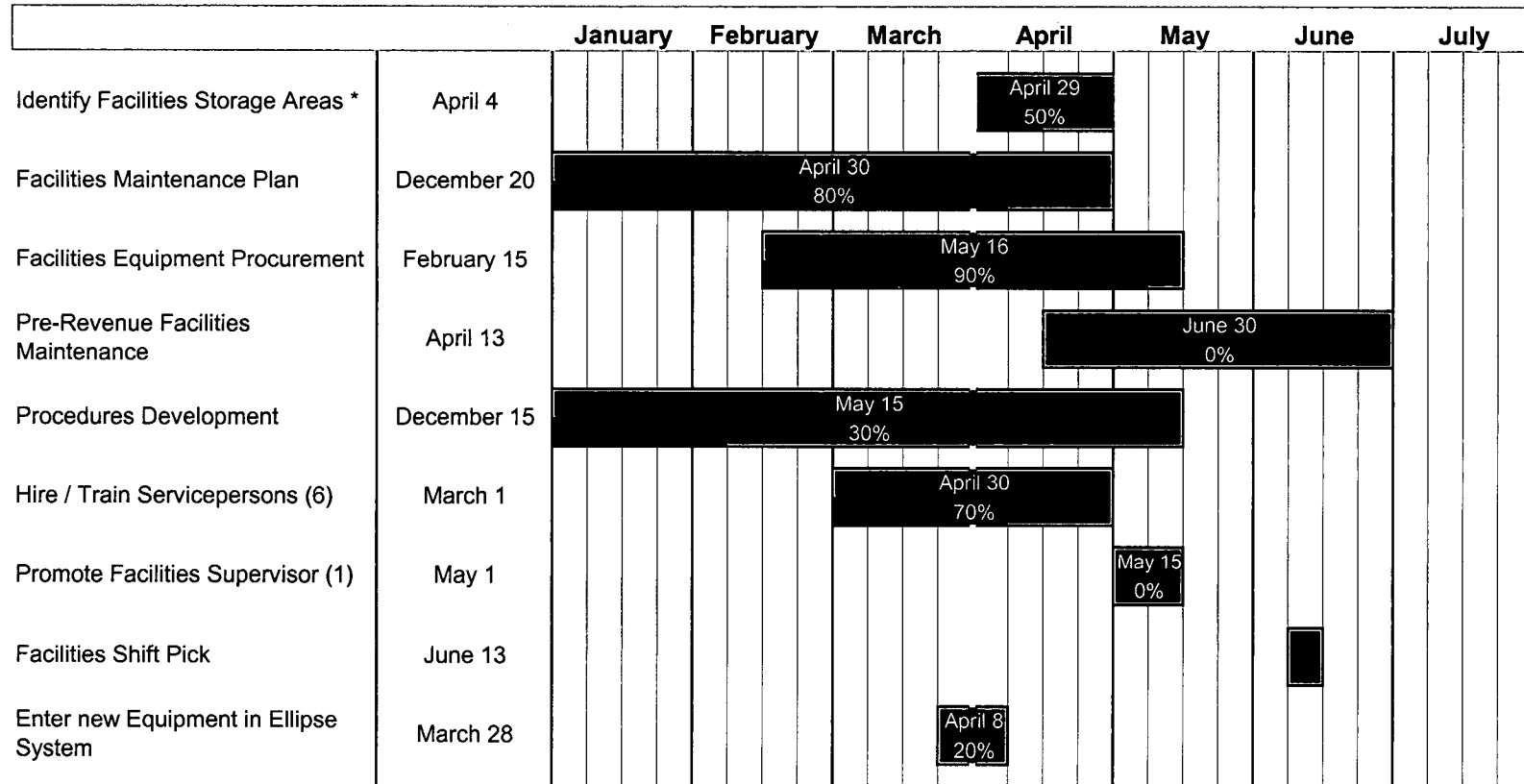
		January			February			March			April			May			June			July		
Promote Revenue Supervisors (2)	March 7																					

Revenue Department Tasks

* **Deploy Cubic Equipment / Implement Recovery Plan** identifies maximum acceptable delay in Cubic equipment deployment. Recovery Plan existing TVM equipment necessary to meet opening day requirements should Cubic TVM's be unavailable.

Mission Valley East Start-Up

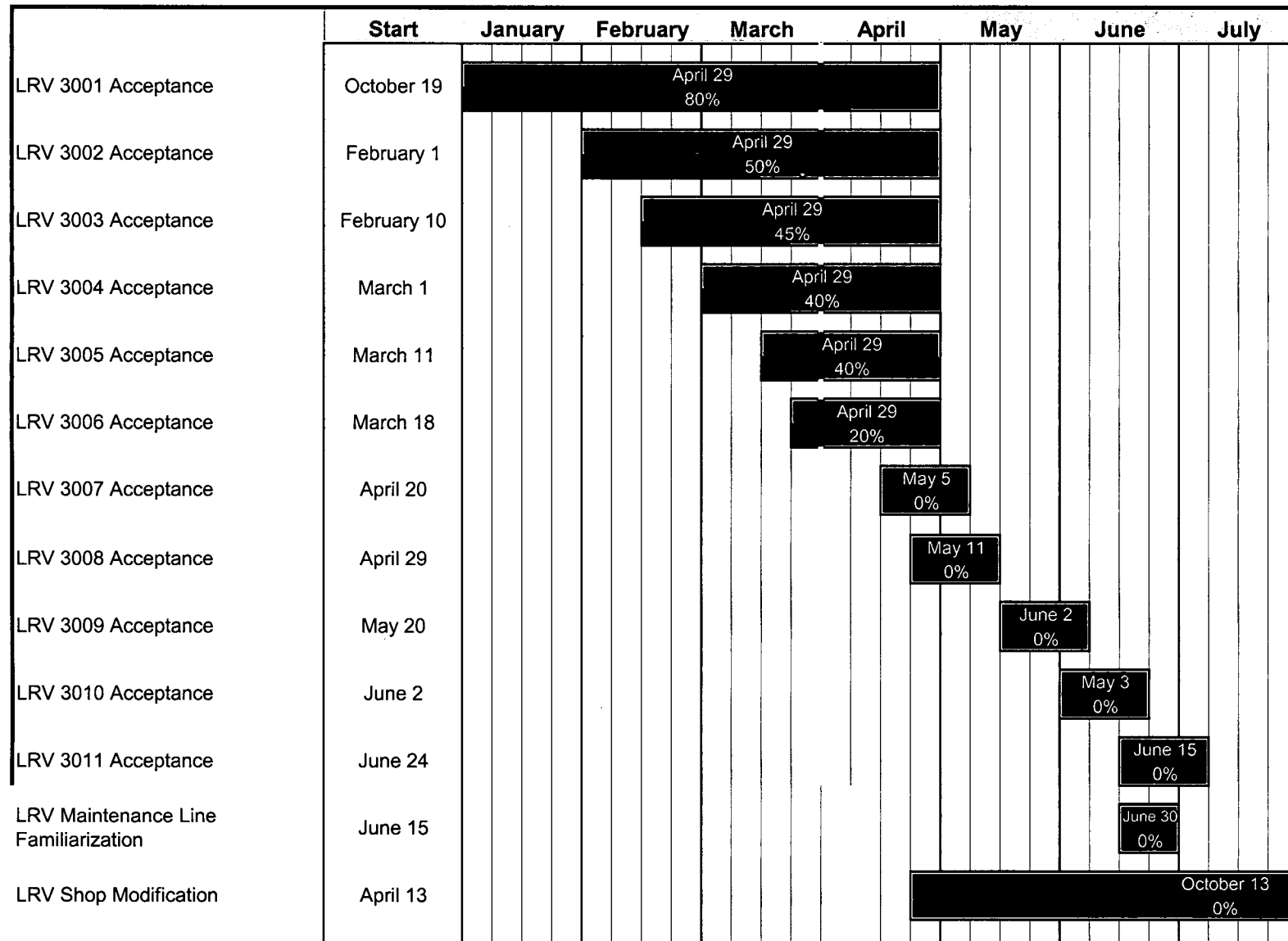
Facilities Department Tasks



* SDSU and Grantville stations

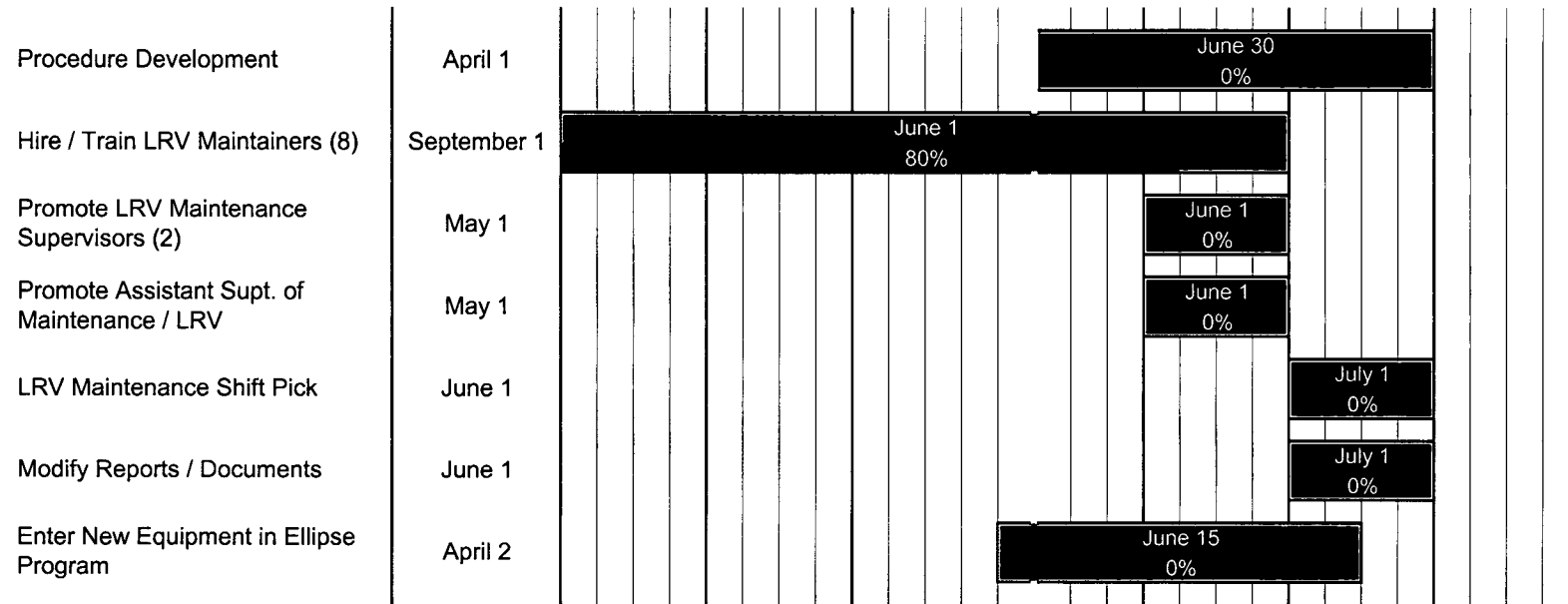
Mission Valley East Start-Up

LRV Maintenance Department Tasks



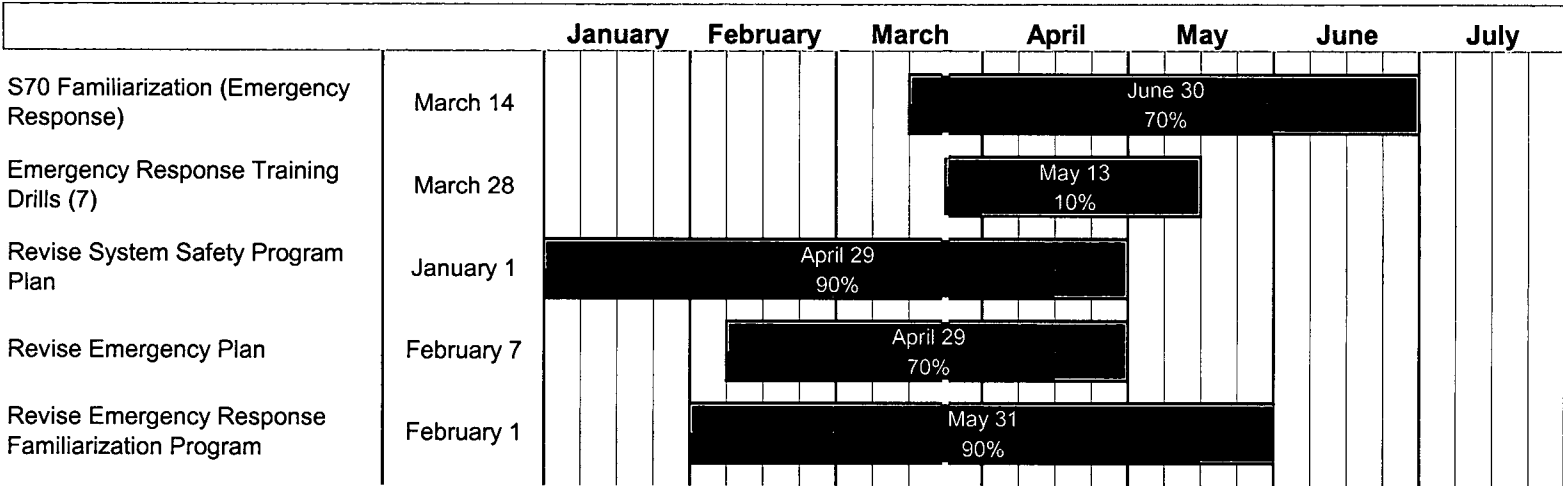
Mission Valley East Start-Up

LRV Maintenance Department Tasks



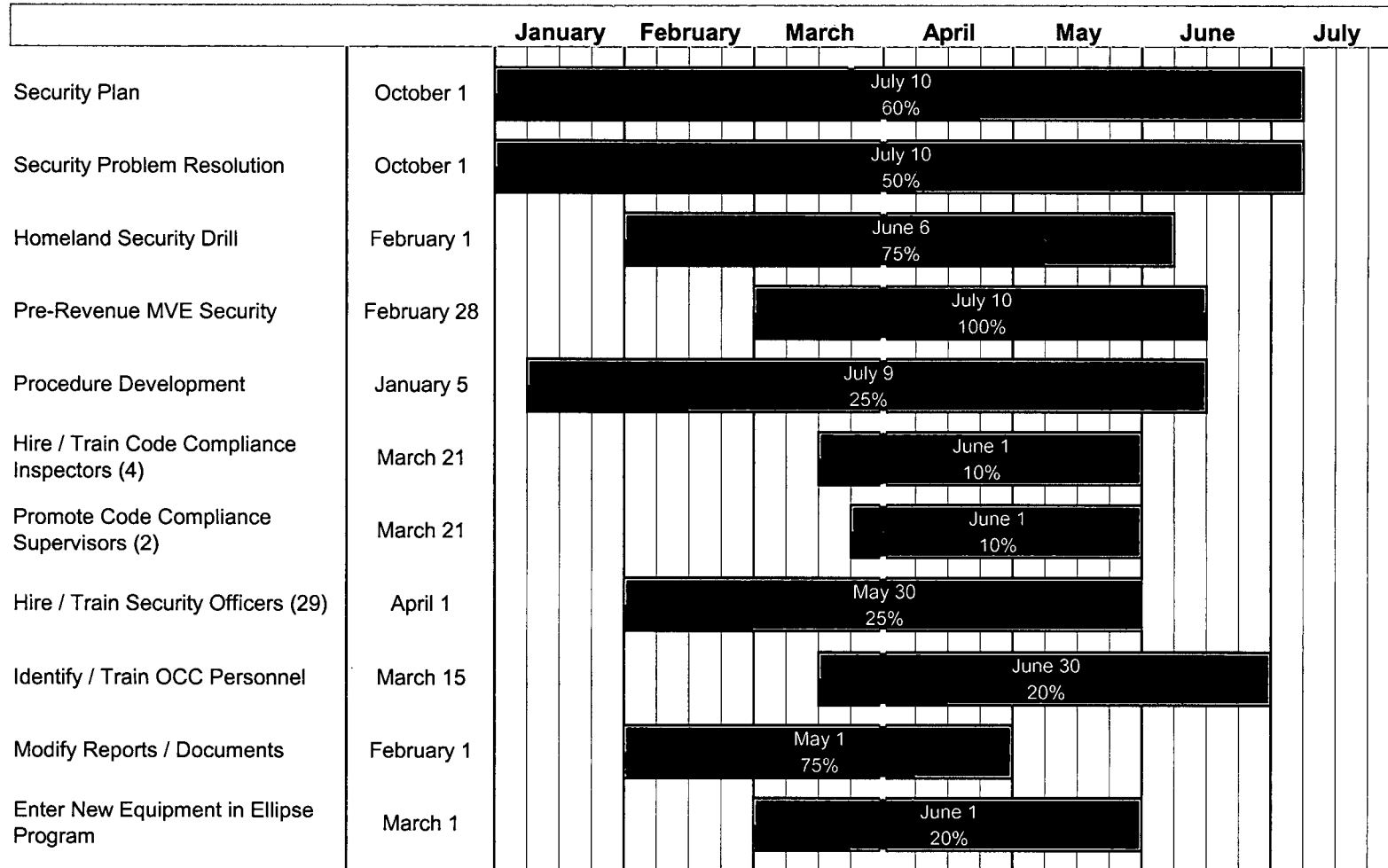
Mission Valley East Start-Up

Safety Tasks



Mission Valley East Start-Up

Code Compliance Department and Transit System Security Tasks



Wayside Maintenance Department Tasks

Updated: 4/7/2005

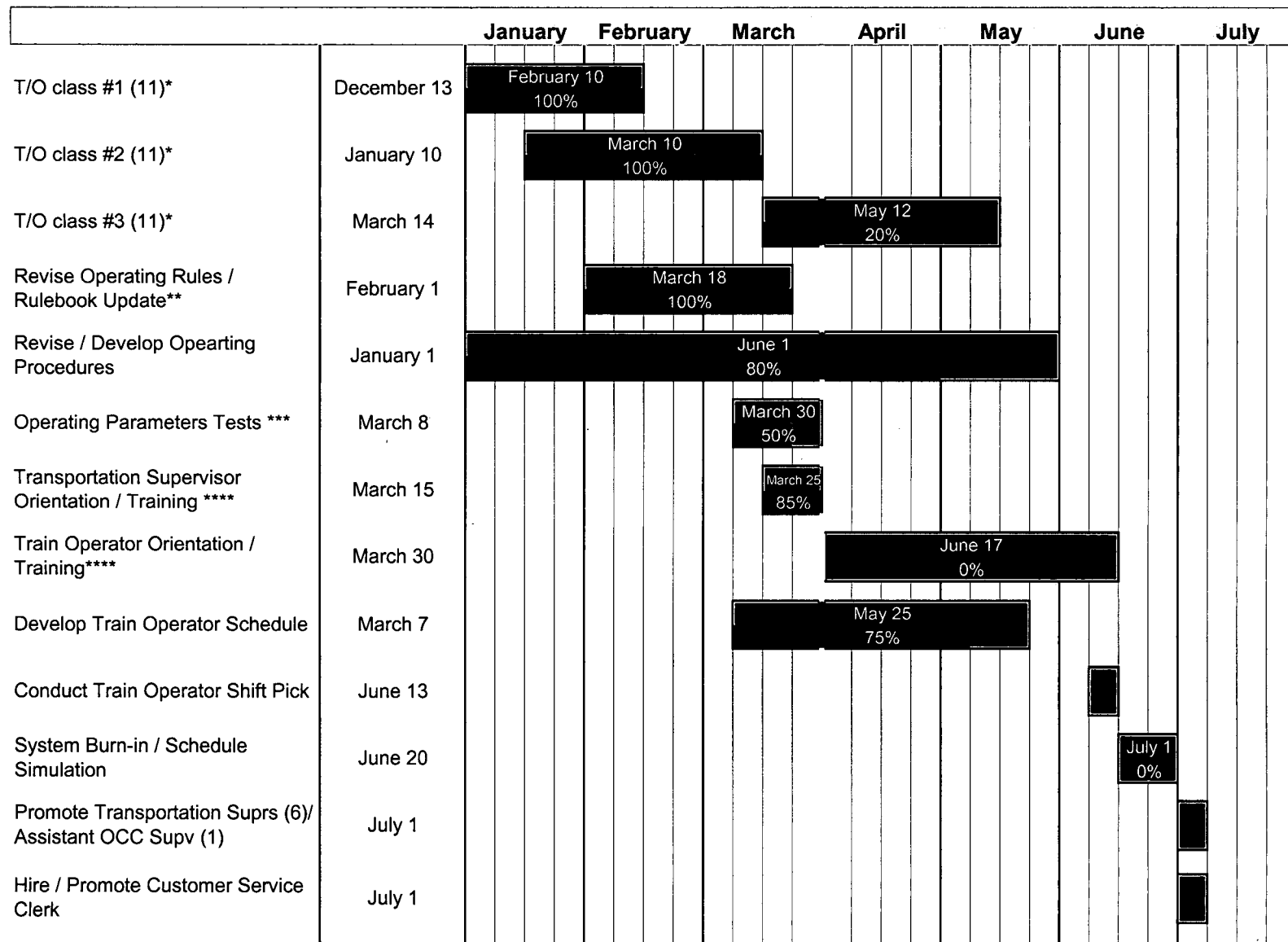
Mission Valley East Start-Up

Stores Department Tasks

		January	February	March	April	May	June	July
Hire / Train Storekeepers (3)	February 28				April 29 50%			
Promote Stores Supervisor (1)	February 28				April 29 100%			

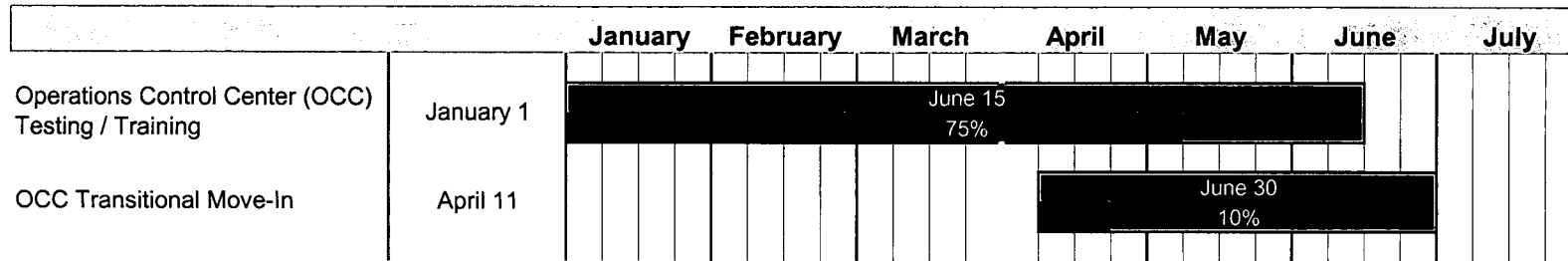
Mission Valley East Start-Up

Transportation Department Tasks



Mission Valley East Start-Up

Transportation Department Tasks



* **Train Operator Class #1, #2, and #3** represent initial training classes for new hires authorized for MVE start-up.

** **Revise Operating Rules / Rulebook Update** completed. Pending printer selection through bid process.

*** **Operating Parameters Tests** include determination of train operating speeds, identify ADA and car stop markers at stations, and confirm tentative trip running times on the new corridor. Behind schedule due to lack of available S70 cars for testing.

**** **Supervisor and Train Operator Orientation / Training** includes both MVE Extension and S70 LRV.