



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

## Agenda

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

May 26, 2005

9:00 a.m.

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

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

### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - May 12, 2005 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.
4. Presentation of Employee Awards Receive



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

5. Closed Session Items

Possible Action

- a. SDTI: CONFERENCE WITH LABOR NEGOTIATORS  
Agency Designated Representative - Jeff Stumbo;  
Employee Organization - International Brotherhood of  
Electrical Workers (IBEW) 465

Oral Report of Final Actions Taken in Closed Session

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

- \* 6. SDTI: Quarterly MTS Security Report (January - March 2005) Receive  
Action would receive this report for information.
- \* 7. SDTI: Light Rail Vehicle Resistor Banks Procurement - Contract Award Approve  
Action would authorize the President/General Manager to execute a Standard Procurement Agreement with Siemens Transportation Systems, Inc. to supply ten light rail vehicle brake resistor banks.
- \* 8. MTS: Rural Bus Insurance Renewal Approve  
Action would authorize the CEO to renew the vehicle and general liability insurance coverage for MTS Rural Bus with the California Transit Insurance Pool for FY 04-05 and FY 05-06.

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

30. MTS: An Ordinance Amending Ordinance No. 13, An Ordinance to Repeal and Adopt Document No. 164, Codified Rules and Regulations, as Ordinance No. 13 Approve  
Action would read the title of Ordinance No. 13, "An Ordinance to Repeal and Adopt Document No. 164, Codified Rules and Regulations, as Ordinance No. 13," waive further readings of the ordinance, introduce the ordinance for further consideration at the next Board meeting, and direct publication of an ordinance summary.
31. MTS: Proposed Changes to Metropolitan Transit System (MTS) Enabling Legislation Approve  
Action would approve Resolution No. 05-5 requesting passage of Senate Bill 959 and request that the state issue a mandate waiver.

## REPORT ITEMS

- |     |   |                 |
|-----|---|-----------------|
| 45. | <u>MTS: March Monthly Performance Indicators</u><br>Action would receive this report for information.   | Receive         |
| 46. | <u>MTS: Operation Budget Status Report for March Fiscal Year 2005</u><br>Action would receive this report for information.  | Receive         |
| 60. | <u>Chairman's Report</u>  | Possible Action |
| 61. | <u>Chief Executive Officer's Report</u>   | Information     |
| 62. | <u>Board Member Communications</u>  |                 |
| 63. | <u>Additional Public Comments Not on the Agenda</u><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | Possible Action |
| 64. | <u>Next Meeting Date:</u> June 9, 2005  |                 |
| 65. | <u>Adjournment</u>  |                 |

JGarde  
ECBDAGENDAS  
5/20/2005

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 5/26/05

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

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

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

CLOSED SESSION: 9:13 a.m.

RECONVENE: 9:51 a.m.

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

ADJOURN: 10:38 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:11 a.m. during Employee Awards	
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"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	10:05 a.m. during AI 30	
MATHIS	<input type="checkbox"/> (N/A) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>		
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	9:50 a.m. during Closed Session	
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Gail Williams*  
*Tiffany Williams*

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

May 12, 2005

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

MINUTES

**Finance Workshop – 8:00 a.m.**

1. Roll Call

Budget Development Committee Chairman Rindone called the meeting to order at 8:18 a.m. A roll call sheet listing Board member attendance is attached.

2. a. MTS: FY 2006 Budget Development (FIN 310.1, PC 30100)

Mr. Jablonski, MTS Chief Executive Officer (CEO), advised the Board that the budget information being provided does not differ much from the information presented in staff's last report to the Board. He stated that the Board is being asked to codify last week's Board action on the Comprehensive Operational Analysis (COA) and incorporate the impact of the approved service efficiencies into the budget. He advised the Board that staff is recommending the inclusion of Jobs Access Reverse Commute (JARC) funding and Air Pollution Control District (APCD) funding in the budget at this time. He stated that meetings have been held with APCD, and he is optimistic that this funding will be forthcoming. He stated that JARC funding is still in question, but MTS is lobbying for the allocation of these funds during the next appropriations cycle. He stated that mid-year budget adjustments can be approved if either of these funding sources do not materialize. He stated that MTS's services that are funded through these sources are productive services, and economies may be sought elsewhere if the funding does not materialize.

MTS Controller Tom Lynch reported on the amount of APCD and JARC funding included in the budget. It was also pointed out that Congestion Mitigation and Air Quality (CMAQ) monies will be available to fund Green Line operations for the first three years of service only as this funding is earmarked for start-up services. Mr. Jablonski provided a definition of reverse commute at Mr. Monroe's request. Mr. Lynch also pointed out that the implementation of approved service efficiencies will not take place until September 2005; therefore the associated

savings will only be realized for three-quarters of the fiscal year. He stated that staff is recommending that \$2,371,000 of Bus Rapid Transit (BRT) funding be used to balance the FY 06 operating budget, and that the remainder of the BRT funding, \$2,043,000, be applied to capital needs. Mr. Lynch presented an operating budget overview and also reported on projected operating and subsidy revenues for FY 06. He also reviewed projected expenses for FY 06. He stated that the debt service primarily consists of a payment schedule on leaseback options and debt service funding on the farebox-collection system. He stated that most of these costs are covered by increased revenues.

Mr. Ewin asked if there was a process in place for the allocation of funds to MTS by SANDAG. Mr. Jablonski explained how that process currently works and stated that there is no mechanism for covering shortfalls. Mr. Ewin also stated that he appreciated the need to identify service efficiencies, but pointed out that MTS will not increase its ridership by discouraging riders. He added that, especially given voter-approval of TransNet, MTS should ensure it is doing things to cause choice riders to view transit as an attractive option. Mr. Rindone echoed Mr. Ewin's concern regarding SANDAG's process for the allocation of funding, which will become a very important issue in 2008 when CMAQ funding is no longer available for Mission Valley East operations. Mr. Rindone also recognized that the FY 06 budget reflects a significant reduction in the reliance on nonrecurring revenues.

Mr. Jablonski stated that there is a 16.5 percent allocation for operations in TransNet II compared to the 13 percent allocation in TransNet I. He added that consideration is being given to holding this difference in a discretionary fund that SANDAG would administer and for which they would set the criteria. Mr. Jablonski stated that funds are currently allocated to the two systems based on a formula. He pointed out that this concept has not yet been presented for a policy-level decision. He added that he plans to bring to SANDAG Executive Director Gary Gallegos's attention that MTS will be facing the loss of CMAQ funding in 2008 and stressing how important those funds are going to be to the continued operation of the Green Line. Mr. Ewin expressed concern over having funding allocated on a discretionary basis. He stated that the Board needs to convey to SANDAG that, for planning purposes, MTS needs to know the basis for its funding allocations. Mr. Rindone stated that it is important that funds be allocated in accordance with TransNet as it was presented to and approved by the voters. In response to a question from Mr. Monroe, Mr. Jablonski stated that there is funding in TransNet II that is specifically and separately allocated for the operation of new projects.

Mr. Williams stated that, at the time of consolidation, the MTS Board insisted that it have membership on the SANDAG Transportation Committee because MTS Board members are the most knowledgeable and most devoted to public transportation. He stated that it is important that Board members as well as staff convey that knowledge and the value of public transportation to SANDAG. He stated that all Board members need to understand and represent the interests of MTS. Mr. Williams also stated that it is important to increase the number of

riders who are not transit dependent, and that can't be done if you keep diminishing public transportation's value.

At the request of Mr. Ewin, Mr. Lynch explained that the increase in debt service is the result of increases in lease and lease-back payments and debt service for the automated fare-collection system. He stated that there is an increase in expense associated with these items but also an offsetting increase in revenues. He stated that the funds used to pay the debt service for the fare-collection system (\$7 million) are taken off the top of the capital program. Mr. Ewin stated that the Board needs to be cautious about making commitments to items that will have a substantial impact in the future. In response to a question from Mr. Ewin, Mr. Lynch reported that the debt service on the fare-collection system will be \$7 million annually through 2010, at which time it drops to \$3 million. Mr. Jablonski advised Mr. Ewin that fareboxes installed this year have an effective life of about 12 years. Mr. Roberts pointed out that the new fareboxes have a new technology that potentially may produce not only better service for MTS customers but also potential revenues. Mr. Rindone requested that staff make a presentation on smart card technology when appropriate.

Mr. Rindone stated that the public hearing for the budget will take place Thursday, June 9, 2005.

Mr. Lewis stated that funding should be allocated within the budget for upcoming contract negotiations.

#### Public Comment

*Steve Alcove, President, Amalgamated Transit Union, Local 1309:* Mr. Alcove informed the Board about the number of contract negotiations that will be coming up in future years, and pointed out that these type of things should be taken into consideration when budgets are being developed. He also stated that budgetary savings should be identified and continued. Mr. Alcove expressed concern that the start-up of the Green Line will cause a reduction of 6 percent in transportation services – bus. He stated that there is no guarantee that people who lose bus service will ride the trolley.

#### Action Taken

Mr. Emery moved to receive the Combined MTS FY 2006 operating budget reports (Attachments A-N of the agenda item) and approve the following budgetary assumption for the fiscal year 2006 budget: BRT Funds: BRT funds will be utilized to balance the fiscal year 2006 budget. Mr. Ewin seconded that motion, and the vote was 11 to 0 in favor.

**Board Meeting – 9:00 a.m.**

3. a. Roll Call

Chair Williams called the meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

b. Approval of Minutes

Mr. Emery moved to approve the minutes of the April 28, 2005, Board of Directors meeting. Ms. Atkins seconded the motion, and the vote was 11 to 0.

c. Public Comment

There were no Public Comments.

4. Presentation of Employee Awards

San Diego Transit Corporation employees were presented with service awards as follows: For 20 years of service: Victoria Williams, Operator. For 25 years of service: Ronald Bonslater, Mechanic C.

5. Closed Session Items (ADM 122)

There were no Closed Session Items.

**CONSENT ITEMS**

6. MTS: Rural Bus Maintenance Services Contract – Exercise Carryover Months  
(OPS 920.5, PC 30207)

Recommend that the Board of Directors authorize the Chief Executive Officer (CEO) to exercise the three carryover months allowable under the current contract (MTS Document No. B0374.2-03 – Attachment A of the agenda item) with Laidlaw Transit Services, Inc., for rural bus maintenance and support services. The extension of the carryover months would run from July 1, 2005, through September 30, 2005.

7. MTS: Historic Austrian (Vienna) Streetcar Vehicles (OPS 970, PC 30102)

Recommend that the Board of Directors authorize the CEO to execute an agreement to transfer ownership and possession of three Austrian vintage streetcar vehicles to the San Diego Electric Railway Association (SDERA) in accordance with Policy No. 33 (Attachment A of the agenda item).

8. MTS: Sorrento Valley Coaster Connection/Sorrento Valley Caltrans Mitigation Services Contract – Exercise carryover Months (OPS 920.5, PC 30118)

Recommend that the Board of Directors authorize the CEO to exercise up to six carryover months allowable under the current contract (MTS Document No. B0369.2-03)



with Laidlaw Transit Services, Inc. for Sorrento Valley Coaster Connection services. The extension of the carryover months would run from July 1, 2005, through December 31, 2005 (Attachment A of the agenda item) and would be awarded contingent upon funding from the Air Pollution Control District.

#### Recommended Consent Items

Mr. Rindone moved to approve Consent Agenda Item Nos. 6, 7, and 8. Mr. Roberts 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: I-15 Bus Rapid Transit Operations (CIP 11481)

Mr. Jablonski advised Board members that there was indecision expressed at the last SANDAG Transportation Committee meeting regarding who would operate Bus Rapid Transit (BRT) service in the I-15 corridor. Mr. Jablonski briefly reviewed the reasons that MTS should operate this service and stated that the resolution being recommended for approval by the Board details those reasons. He stated that this service will operate within MTS's jurisdiction, and only one station will be located within North County Transit's jurisdiction. He also stated that it would be cumbersome for people who use the service to go to North County Transit District (NCTD) for public hearings on service changes, and that this service needs to be integrated with express service, feeder routes, etc. and function has a whole unit. He stated that MTS would lose opportunities for schedule efficiency and coordination if this service were operated by NCTD. He also pointed out that MTS owns most of the property on which the BRT would operate.

#### Public Comment

*Steve Alcove, President, Amalgamated Transit Union, Local 1309:* Mr. Alcove expressed support his support for approval of the resolution and commended the Board for taking this step.

Mr. Emery reported that this issue had been discussed by the Executive Committee, and the Committee agreed with Mr. Jablonski's reasons for MTS operation of this service. He stated that BRT service in the I-15 corridor has been in the planning stages well in advance of the consolidation. He stated that it was important for the Board to approve this resolution in order to memorialize the Board's position on this matter. He stated that the Board supported the consolidation, but nowhere did the Board support dismantling the two separate operating systems.

Mr. Mathis stated that he found it curious that SANDAG would try to control the operating systems, and expressed concern that SANDAG is actually discussing this matter with North County Transit when the service area is in MTS's jurisdiction. He stated that he would be even more concerned if North County Transit is actually considering this.

Action Taken

Mr. Emery moved to adopt Resolution No. 05-3 (Attachment A of the agenda item) reaffirming its interest in and authority to provide service for Interstate 15 bus rapid transit operations. Mr. Clabby seconded the motion, and the vote was 13 to 0 in favor.

31. MTS: Amendment to MTS Administrative Code Granting the CEO Authority to Change Benefits and Create a Unified Human Resources Policy Manual for the Employees of the MTS, SDTC, and SDTI (ADM 150.3, PC 30100)

Mr. Jablonski advised the Board, as he has previously discussed with the Ad Transit Subcommittee, that MTS now has three different agencies with three different benefit structures and levels. He stated that he is trying to unify the three agencies into one and, to the greatest extent possible, unify benefit structures and levels as well. He stated this would simplify matters and would make benefits more consistent between employees. He stated that Human Resources has been functionally consolidated but is currently administering three different benefit plans. He stated that, in many cases, employees with varying levels of benefits are working side by side.

Mr. Jablonski reported that MTS's current Administrative Code is quite lengthy. He stated that the recommendation presents a Code that complies with the law, and the unified Human Resources Manual being recommended would provide the detail regarding benefits. He stated that the recommendation asks that the Board grant the CEO authority to make changes to benefits in the interest of consistency. He stated there are more than 20 different items that need to be aligned. Mr. Jeff Stumbo, MTS Director of Human Resources and Labor Relations, reviewed the goals of the unification process. In response to a question from Mr. Ewin, Mr. Jablonski confirmed that there is no cost associated with this action. Ms. Lorenzen confirmed for Mr. Ewin that she had conducted a legal review of this item, and added that the unified Human Resources Manual will also undergo a legal review. Mr. Young requested that the unified Human Resources Manual be brought back to the Board

Public Comment

*Steve Alcove, President, Amalgamated Transit Union, Local 1309:* Mr. Alcove expressed support of this process. He suggested that the same type of unification process be applied to the bargaining unit employees of San Diego Trolley and San Diego Transit.

Action Taken

Mr. Jones moved to approve an amendment to the MTS Administrative Code, authorize the CEO to modify and unify benefit levels for all three agencies, and create a unified Human Resources Policy Manual. Mr. Ewin seconded the motion, and the vote was 13 to 0 in favor.

REPORT ITEMS

There were no Report Items.

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

Chairman Williams advised the Board that he had responded to the initial inquiry received from the Legislative Analyst's Office (LAO) in Sacramento regarding SB 1703. He stated that the LAO is conducting a progress evaluation as mandated in the legislation. Mr. Williams stated that he stressed during his discussion with them the importance of public transportation retaining its role in San Diego. He also stated that he discussed with the LAO the government structure and the Board's consensus to acquiesce to the current structure on the theory that it is a work in progress.

Mr. Jablonski stated that he had talked to Marianne O'Malley, from the LAO office. He stated that the initial invitation to discuss this matter was issued with only a two-day notice. He stated that this is the first step of many in this process, and Board members will have many opportunities to participate in this process through the summer and into fall.

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

*Certificate of Occupancy:* Mr. Jablonski reported that MTS has received the Certificate of Occupancy for the SDSU station from the Office of the State Fire Marshal. He stated that it was a very arduous process to reach this milestone.

*S70 Trolley Cars:* Mr. Jablonski stated that MTS has accepted its first new S70 trolley car. He stated that staff continues to work with Siemens on compatibility and other minor issues. He added that the remaining trolley cars are being produced on schedule, and all cars should be in San Diego by the end of June.

62. Board Member Communications

*Channel 8 Newscast:* Mr. Monroe played a segment of a recent newscast in which four reporters used varying modes of transportation to travel to their studio in Kearny Mesa from their homes. Three of the reporters used public transportation. He stated that the Board should look at where the three reporters who used public transit had problems. He pointed out that the regular riders the reporters encountered were complimentary regarding public transit.

*Grossmont Trolley Station – Transit-Oriented Development:* Mr. Ewin advised Board members that a presentation on this joint project was given at the April 28, 2005, Board meeting, and that he had copies of the report that he could provide to Board members who were not at that meeting. He stated that this project is a good example of Smart Growth, and an impetus toward what board members can do. He stated that Mr. Jablonski is taking the lead on this project. Mr. Jablonski suggested that renderings of this project be displayed at the Grossmont Trolley Station during the upcoming Community Ride Day being held as part of the festivities for the opening of the Green Line. He also suggested that staff consider collecting participants for the Green Line opening at Park and Ride lots.

*Taxicab Short Rides:* Ms. Atkins referred to a recent news article about the difficulties people are encountering when they try to use taxicabs to go short distances. She stated

that, while she is sensitive to the economic issues for taxicab operators, she also felt that efforts should be undertaken to ensure that people are getting the service they need. Ms. Hafner, in response to a question from Ms. Atkins, stated that the permit allocation process has not been completed. Ms. Hafner stated that MTS regulates the taxicab operators, not the taxicab companies, which makes it difficult to deal with this issue. Ms. Atkins requested that staff raise this issue with the owners. Ms. Hafner offered to report back to the Board with some suggestions regarding short rides. Ms. Atkins pointed out that MTS does have leverage in this issue since the permit allocation process is still in process.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

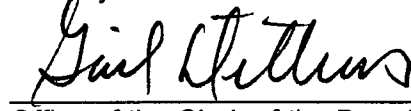
The next regularly scheduled Board meeting is Thursday, May 26, 2005, at 9:00 a.m. in the same location.

65. Adjournment

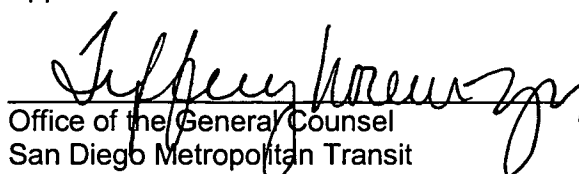
Chairman Williams adjourned the meeting at 9:59 a.m.

  
Chairman  
San Diego Metropolitan Transit  
Development Board

Filed by:

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

Approved as to form:

  
Office of the General Counsel  
San Diego Metropolitan Transit  
Development Board

Attachment: A. Roll Call Sheet

gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
FINANCE WORKSHOP

ROLL CALL

MEETING OF (DATE): 5/12/05

CALL TO ORDER (TIME): 8:18 a.m.

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

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

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

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

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

ADJOURN: 9:12 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	8:24 a.m.	
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 checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
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"/>	8:20 a.m.	
ROSE	<input type="checkbox"/> (Janney) <input type="checkbox"/>		<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 type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

*Guil Williams*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Diffey Wenzel*

**NOT TURNED IN TO ACCOUNTING FOR THE PAYMENT OF FEES. ONLY THE ROLL CALL FOR THE FULL BOARD MEETING ON THIS DATE WAS TURNED IN FOR PAYMENT OF FEES.**

METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 05/12/05

CALL TO ORDER (TIME): 9:03 a.m.

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

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

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

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

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

ADJOURN: 9:59 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"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:08 a.m. during Employee Awards	
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"/>		
ROSE	<input type="checkbox"/> (Janney) <input type="checkbox"/>		<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 type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

*Gail Williams*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

3

ORDER REQUEST RECEIVED

1

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

@ 8.44

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 May 26, 2005  
 Name (PLEASE PRINT) Chuck Lungerhausen  
 Address 5308 Monrovia Ave, #124  
San Diego, CA 92115  
 Telephone \_\_\_\_\_  
 Organization Represented (if any) \_\_\_\_\_

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

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

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

1.

May 26, 2005

MTS mtg.

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

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

**It seems that it was only yesterday that I was doing all that I could to see that TransNet II recieved a 2/3 rds yes vote for passage and thankfully this did happen. And today our immediate future is bright with the anticipated opening of the new Mission Valley East Trolley extension through San Diego State University and on to East County which will replace a very subsidized bus route the 81.**

**However it is very troubling to me that we are abandoning bus riders along Friar's road between the Morena/Linda Vista trolley station and the Fashion Valley transit center where there had been service from the route 81 and the route 27. There are several businesses, condos and apartments plus Sea World that will see the loss of service when the route 27 is turned around in Pacific Beach as is done on the weekends now. Take the route 27 to my swim classes at the Mision Beach Plunge and have witnessed tourist using the 27 to Sea World because it is the fastest service to both locations. Trying to figure out how we improve service by affering no service. Will find another way, but wonder will the 6 or 7 other riders that used the route 27 to get to work early yesterday be able to do the same?**

**With the price of gasoline going up, up and up would hope some local people will switch to transit for some of their trips to the grocery store, the shopping centers or movie theatres. But imagine this is wishful thinking cause have not run into too many board members on the bus trying to set a good example.**

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





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 970.11 (PC 30102)

May 26, 2005

### Subject:

SDTI: QUARTERLY MTS SECURITY REPORT (JANUARY – MARCH 2005)

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact

None (with the indicated recommendation).

### DISCUSSION:

San Diego Trolley, Inc. (SDTI) staff compiles security statistics from a variety of sources, including Code Compliance inspectors employed by SDTI, security officers contracted by SDTI from Transit Systems Security, local law enforcement agencies, citizens, and patrons of the transit system.

Data is compiled and entered into the Transit Watch computerized database by SDTI Crime Analyst staff. Compiled data is summarized for review on Federal Transit Administration (FTA) Form 405 (Attachments A and B). Form 405 is a federal reporting requirement for all public transportation agencies that divides incidents into two major categories.



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.

Part I incidents consist of eight specific categories of serious offenses committed against people, including patrons, employees, and others on transit system vehicles and properties, as well as property crimes.

Part II incidents detail occurrences in which violators are arrested for committing offenses on transit property and vehicles. These offenses include quality of life violations, property offenses, and minor offenses committed against patrons, employees, and others.

San Diego Trolley, Inc.

Statistics compiled for first quarter 2005 indicate that Part I incidents remained the same with the exception of the Theft category. The increase in the Theft category was due to a series of eight bond wire theft incidents reported during this period. There were also two incidents of thefts from Coca-Cola machines.

<u>PART I INCIDENTS</u>	<u>January – March 2004</u>	<u>January – March 2005</u>
Robbery	06	07
Theft	06	17
Aggravated Assault	05	03
Motor Vehicle Theft	04	07
Burglary	00	00
Arson	<u>00</u>	<u>00</u>
TOTAL	21	34

<u>PART II ARRESTS</u>	<u>January – March 2004</u>	<u>January – March 2005</u>
Other Assaults	09	17
Vandalism	07	08
Sex Offenses	00	00
Drug Abuse Violations	68	91
D.U.I.	00	00
Drunkenness	40	28
Disorderly Conduct	142	183
Trespassing	59	65
Curfew and Loitering	<u>11</u>	<u>26</u>
TOTAL	336	418

Fare evasion citations decreased slightly from 6,782 in first quarter 2004 to 6,349 in first quarter 2005.

Passenger Inspections

During first quarter 2005, the inspection rate was approximately 31%:

<u>Onboard Trains</u>	<u>Fare Paid Zones</u>	<u>Total Passengers Inspected</u>
1,010,807	1,054,012	2,064,819

Total Part I Incidents per 100,000 passengers compare as follows:

	<u>Passengers Carried</u>	<u>Part I Incidents/100,000</u>
January – March 2005	6,557,914	.40*
January – March 2004	6,139,973	.34

\*Eight bond wire thefts are not included in this comparison as these thefts occurred mostly on the Mission Valley East segment, which was not open for revenue service at the time of occurrence.

Total Part II Arrests per 100,000 passengers is reflected below:

	<u>Passengers Carried</u>	<u>Part II Arrests/100,000</u>
January – March 2005	6,557,914	6.37
January – March 2004	6,139,973	5.47

In addition to the categories that appear on the FTA Form 405, over 400 additional arrests were made for other violations occurring systemwide (SDTI, SDTC, and MTS).

#### Special Enforcement Unit (SEU)

One hundred percent of passengers at randomly selected trolley stations and on trains passing through these stations were inspected for fare compliance. As trains arrive in the station, up to 20 uniformed Code Compliance inspectors and security officers board each car of the train and inspect every passenger for fare compliance. While waiting for trains to arrive, inspectors and officers conduct fare paid zone inspections, parking lot checks, and discuss potential issues with station kiosk operators or vendors. Inspectors and officers remain at the station for various lengths of time, issuing citations to patrons who are not in possession of a valid fare.

During first quarter 2005, inspectors and officers contacted 38,733 passengers during 16 scheduled fare inspection SEU "sweeps" systemwide. Of these, 830 passengers did not comply with the published fare structure. Of the 830 who were not in fare compliance, 722 were issued citations and 108 were allowed to purchase an upgraded fare in order to meet compliance requirements. A total of \$199.00 in revenue was collected from patrons who were allowed to purchase or upgrade fares when found in noncompliance.

First quarter statistics from these special fare evasion inspections indicate a fare evasion rate of only 2.14%.

In addition to fare compliance, officers are also making arrests for quality of life violations such as possession of alcohol and illegal substances. This period, a vandalism sweep onboard trains was conducted because of increased reports of vandalism to the trains. Plainclothes officers on two watches rode trains during their shifts. Although no one was apprehended for vandalism, a number of quality of life arrests were made, including two arrests for outstanding warrants.

Also during this period, one SEU was conducted onboard a Route 7 bus. Quality of life violations were the focus, and one arrest was made for possession of a controlled substance.

#### Multiagency Emergency Preparedness

A fourth Emergency Preparedness Drill is being planned for Monday, June 6, 2005. The Design Committee has been active in developing the scenario for the emergency exercise, which will take place at the new San Diego State University station.

Involved in the drill are agencies of medical response, law enforcement, unified command, emergency response, and the media.

Several additional meetings are scheduled over the next two months to finalize the details of the drill.

#### San Diego Transit Corporation

Statistics compiled for first quarter 2005 indicate that Part I incidents against persons decreased compared to first quarter 2004.

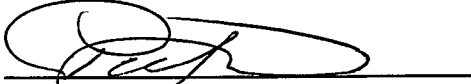
<u>INCIDENTS</u>	<u>January – March 2004</u>	<u>January – March 2005</u>
Motor Vehicle Theft	00	00
Robbery	03	00
Theft	00	00
Aggravated Assault	00	01
Homicide	00	00
Forcible Rape	<u>00</u>	<u>00</u>
TOTAL	03	01

Arrests for Part II offenses fell from last year's figures. Including fare evasion, there were 48 arrests for Part II offenses during first quarter 2004, compared to 43 arrests made during first quarter 2005.

<u>PART II ARRESTS</u>	<u>January – March 2004</u>	<u>January – March 2005</u>
Other Assaults	01	03
Vandalism	05	04
Sex Offenses	00	00
Drug Abuse Violations	13	17
D.U.I.	00	00
Drunkenness	05	01
Disorderly Conduct	07	09
Trespassing	02	00
Fare Evasion	01	01
Curfew and Loitering	<u>14</u>	<u>08</u>
TOTAL	48	43

Contract Services

There were three arrests for Part II incidents during this reporting period in 2005, compared to eight in 2004. There were no reports of Part I incidents this reporting period, compared to 2004.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Bill Burke, 619.595.4947, [bill.burke@sdti.sdmts.com](mailto:bill.burke@sdti.sdmts.com)

JGarde  
MAY26-05.6.QTRLYSECURITY.SMURPHY  
5/10/05

Attachments: A. Board FTA 405 Reports (First Quarter 2004)  
B. Board FTA 405 Reports (First Quarter 2005)

☐ Form not applicableNTD ID ☐☐ Form 005 Included**BOARD 405 REPORT**

Required from transit agencies serving UZAs of 200,000 or more population.

Mode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
<b>Location SDTI</b>			
<b>Part I Offenses (Reports)</b>			
Violent Crime	Inc Inv	Arrests	
Homicide	0	0	
	Patrons 0	0	0
	Employees 0	0	0
	Others 0	0	0
Forcible rape	0	0	
	Patrons 0	0	0
	Employees 0	0	0
	Others 0	0	0
Robbery	6	3	
	Patrons 3	5	0
	Employees 0	0	0
	Others 0	0	0
Aggravated assault	5	1	
	Patrons 0	0	0
	Employees 0	0	0
	Others 0	7	0
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	6	0	
	Patrons 0	2	4
	Employees 0	0	0
	Others 0	0	0
Motor vehicle theft	4	0	
	Patrons 0	0	4
	Employees 0	0	0
	Others 0	0	0
Arson	0	0	
	0	0	0
<b>Part II Offenses (Arrests)</b>			
	Inc Inv	Arrests	
Other assaults	15	9	
			3 6 0
Vandalism	16	7	
			3 4 0
Sex offenses	2	0	
			0 0 0
Drug abuse violations	67	68	
			18 43 7
Driving under the influence	0	0	
			0 0 0
Drunkennness	40	40	
			10 28 2
Disorderly conduct	149	142	
			48 87 7
Trespassing	67	59	
			0 2 57
Fare evasion	7,210	6,782	
			5,376 1,406 0
Curfew & loitering laws	12	11	
			3 8 0

Total Transit Property Damage

\$ 284.49

**Internal Use Only**

Report Run Date

Report Run Time

Reporting Period

05/02/2005

02:16:19PM

01/01/2004 To 3/31/2004

☐ Form not applicable  
 NTD ID ☐☐☐☐  
☐ Form 005 Included

# BOARD 405 REPORT

Required from transit agencies serving UZAs of 200,000 or more population.

Mode ☐

Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
<b>Location SDTC</b>			
<b>Part I Offenses (Reports)</b>			
Violent Crime	Inc Inv	Arrests	
Homicide	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Forcible rape	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Robbery	3	1	
	Patrons	0	2
	Employees	0	0
	Others	0	1
Aggravated assault	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Property Crime	Inc Inv	Arrests	
Burglary	0	0	
Larceny/theft	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Motor vehicle theft	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Arson	0	0	
<b>Part II Offenses (Arrests)</b>			
	Inc Inv	Arrests	
Other assaults	2	1	
Vandalism	26	5	
Sex offenses	0	0	
Drug abuse violations	13	13	
Driving under the influence	0	0	
Drunkenness	5	5	
Disorderly conduct	7	7	
Trespassing	2	2	
Fare evasion	1	1	
Curfew & loitering laws	14	14	

Total Transit Property Damage

\$ 294.18

## Internal Use Only

Report Run Date

Report Run Time

Reporting Period

05/02/2005

02:16:19PM

01/01/2004 To 03/31/2004

<input type="checkbox"/> Form not applicable NTD ID <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Form 005 Included		BOARD 405 REPORT		Required from transit agencies serving UZAs of 200,000 or more population.	
				Mode <input type="checkbox"/>	Type of Service <input type="checkbox"/>
Based on the Uniform Crime Reporting Handbook					
Security Items		In Vehicle	In Station	Other Transit Prop.	
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0	Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Forcible rape	0	0	Patrons 0	0	0
			Employees 0	0	0
			Others 0	0	0
Robbery	7	4	Patrons 3	4	0
			Employees 0	0	0
			Others 0	0	0
Aggravated assault	3	1	Patrons 3	1	0
			Employees 0	0	0
			Others 1	0	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0		0	0
Larceny/theft	17	1	Patrons 0	0	3
			Employees 0	0	0
			Others 0	4	10
Motor vehicle theft	7	0	Patrons 0	0	7
			Employees 0	0	0
			Others 0	0	0
Arson	0	0		0	0
Part II Offenses (Arrests)					
	Inc Inv	Arrests			
Other assaults	21	17	3	14	0
Vandalism	52	8	1	4	3
Sex offenses	0	0	0	0	0
Drug abuse violations	90	91	14	77	0
Driving under the influence	0	0	0	0	0
Drunkenness	28	28	7	20	1
Disorderly conduct	184	183	40	136	7
Trespassing	69	65	0	4	61
Fare evasion	6,550	6,349	4,676	1,673	0
Curfew & loitering laws	26	26	0	25	1
Total Transit Property Damage			\$ 8,058.61		
Internal Use Only					
Report Run Date		Report Run Time		Reporting Period	
05/02/2005		02:12:37PM		01/01/2005 To 03/31/2005	



☐ Form not applicableNTD ID ☐☐☐☐☐ Form 005 Included**BOARD 405 REPORT**Required from transit agencies serving UZAs  
of 200,000 or more population.Mode ☐☐Type of Service ☐☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
<b>Location SDTC</b>			
<b>Part I Offenses (Reports)</b>			
<b>Violent Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>	
Homicide	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Forcible rape	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Robbery	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Aggravated assault	1	2	
	Patrons	1	0
	Employees	0	0
	Others	0	0
<b>Property Crime</b>	<b>Inc Inv</b>	<b>Arrests</b>	
Burglary	0	0	
Larceny/theft	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Motor vehicle theft	0	0	
	Patrons	0	0
	Employees	0	0
	Others	0	0
Arson	0	0	
<b>Part II Offenses (Arrests)</b>			
	<b>Inc Inv</b>	<b>Arrests</b>	
Other assaults	4	3	
Vandalism	18	4	
Sex offenses	0	0	
Drug abuse violations	15	17	
Driving under the influence	0	0	
Drunkenness	1	1	
Disorderly conduct	20	9	
Trespassing	0	0	
Fare evasion	5	1	
Curfew & loitering laws	8	8	
<b>Total Transit Property Damage</b>			
		\$ 279.50	

**Internal Use Only**

Report Run Date

Report Run Time

Reporting Period

05/02/2005

02:12:37PM

01/01/2005 To 03/31/2005



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

## Agenda

Item No. 7

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

OPS 970.6 (PC 30102)

May 26, 2005

### Subject:

SDTI: LIGHT RAIL VEHICLE RESISTOR BANKS PROCUREMENT - CONTRACT  
AWARD

### RECOMMENDATION:

That the Board of Directors authorize the President/General Manager to execute a Standard Procurement Agreement, in substantially the same form as Attachment A, with Siemens Transportation Systems, Inc. (Siemens) to supply ten light rail vehicle (LRV) brake resistor banks contingent upon receipt of a Buy America waiver from the Federal Transit Administration (FTA).

#### Budget Impact

The \$234,895.00, including freight, customs duty, and California sales tax, for resistor banks would come from the LRV Maintenance-Materials and Supplies line item of the FY 06 operating budget.

### DISCUSSION:

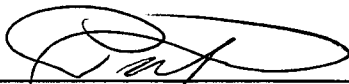
Resistor banks are a component of the LRV braking system that allows excess current generated by dynamic braking, converts it into heat energy, and dissipates it into the atmosphere. Many of these resistor bank parts are badly rusted and in need of replacement. We have been experiencing increasing failure of these units over the past several months.



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

San Diego Trolley, Inc. (SDTI) solicited bids on April 18, 2005, to procure ten complete resistor banks units to start replacing the aging components. In response, three bids were received on May 9, 2005 (Attachment B). Siemens, the original equipment supplier, submitted the lowest bid. Siemens indicated in its bid that it could not meet the Buy America requirement. Mosebach Manufacturing Company submitted the only bid that met the Buy America requirement, but its bid was 65% higher than Siemens' bid. Buy America regulations provide that if the lowest bid for domestic products exceeds 25% or more over the lowest foreign product bid, then there are grounds for a Buy America waiver application. Accordingly, we have applied for a waiver request from the Federal Transit Administration (FTA) and expect to receive it in the next several weeks.

The Workforce Report for Siemens (Attachment C) is attached for information.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, [rdesai@sdti.sdmts.com](mailto:rdesai@sdti.sdmts.com)

JGarde  
MAY26-05.7.LRVRESISTORBANKS.RDESAI  
5/11/05

Attachments: A. Standard Procurement Agreement  
B. Bid Summary  
C. Workforce Report for Siemens **(Board Only)**

**San Diego Trolley, Inc.**

An Operator in the Metropolitan Transit System



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

**DRAFT****STANDARD PROCUREMENT AGREEMENT**

C.O.024.0-06  
CONTRACT NUMBER  
OPS 960.6 (PC 30102)  
FILE NUMBER(S)

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

Name: Siemens Transportation Systems, Inc. Address: 7464 French Road,

Form of Business: Corporation Sacramento, CA 95828  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (916) 681-3000

Authorized person to sign contracts: Kevin Kirk Director  
Name Title

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

Furnish ten new Siemens' U2 light rail vehicle (LRV) dynamic brake resistor banks units (Siemens' Part No. E44020-M3880) in accordance with the bid specifications, Federal Requirements, and attached cost proposal.

The total cost of this procurement, including freight, customs duty, and California sales tax, shall not exceed \$234,895.

SAN DIEGO TROLLEY, INC.		CONTRACTOR AUTHORIZATION
By: _____ General Manager		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$234,895.00	LRV Maintenance/Materials and Supplies	2006

By: \_\_\_\_\_ Date  
Director of Finance and Administration

MAY26-05.7.ATTA.SIEMENS.RDESAI  
5/11/05

(Continued on \_\_ sheets, each bearing contract number)



BID SUMMARY

LRV RESISTOR BANK PROCUREMENT  
San Diego Trolley, Inc. (SDTI)

Bids Due to SDTI: May 9, 2005, at 2:00 p.m.

	<u>Bid Unit Price</u>
Siemens Transportation Systems, Inc. 7464 French Road, Sacramento, CA. 95828	\$21,800.00**
Hi-Tec Enterprises, 1542 La Coronilla Drive, Santa Barbara, CA. 931210	\$23,518.00**
Mosebach Manufacturing Co. 1417 McLaughlin Run Road, Pittsburgh, PA. 15241	\$35,950.00

\*\*Do not meet Buy America requirement.

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Russ Desai  
Project Manager



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

## Agenda

Item No. 8

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

OPS 920.05 (PC 30207)

May 26, 2005

Subject:

MTS: RURAL BUS INSURANCE RENEWAL

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to renew the vehicle and general liability insurance coverage for MTS Rural Bus with the California Transit Insurance Pool for FY 04-05 and FY 05-06.

#### Budget Impact

The renewal premium is \$90,000 for FY 05 and \$94,000 for FY 06, which is about a 4% increase. This increase is attributed to the higher cost in the commercially placed portion of the coverages. Fiscal year 2005 and 2006 budgets have included the respective amounts.

### DISCUSSION:

The County of San Diego initiated Rural Bus services in 1979 serving the eastern two-thirds of the county with lifeline public transit service. On February 13, 2002, the San Diego County Board of Supervisors approved the divestiture of the County Transit System to the Metropolitan Transit System effective July 1, 2002. Rural Bus service was operated under the Divestiture Agreement through FY 03-04.

In January 2004, the Metropolitan Transit System's jurisdiction was extended to include all areas of the County of San Diego not included in the North San Diego County Transit District Board (NCTD) area.



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.

This service is currently operated by Laidlaw Transit Services under a contractual agreement where MTS provides insurance through the California Transit Insurance Pool (CalTIP). CalTIP is a Joint Powers Authority (JPA) comprised of 37 public transit agencies in the state. MTS membership in the CalTIP insurance pool is an ongoing agreement.

The premium for this insurance is based on mileage; therefore, if the service is changed, the cost will be reflected in the premium.



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Paul C. Jablonski  
Chief Executive Officer

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

JGarde  
MAY26-05.8.RURALBUSINSUR.JKEHOE  
5/12/05



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

## Agenda

Item No. 30

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

ADM 122.2 (PC 30100)

May 26, 2005

**Subject:**

MTS: AN ORDINANCE AMENDING ORDINANCE NO. 13, AN ORDINANCE TO  
REPEAL AND ADOPT DOCUMENT NO. 164, CODIFIED RULES AND REGULATIONS,  
AS ORDINANCE NO. 13

**RECOMMENDATION:**

That the MTS Board of Directors read the title of Ordinance No. 13, "An Ordinance to Repeal and Adopt Document No. 164, Codified Rules and Regulations, as Ordinance No. 13," waive further readings of the ordinance, introduce the ordinance for further consideration at the next Board meeting, and direct publication of an ordinance summary.

Budget Impact

None with the indicated recommendation. Costs associated with reprinting timetable information and in-station/on-train graphics will be covered as part of opening the Mission Valley East Green Line through re-signing efforts.

**DISCUSSION:**

Since the inception of our public transit service, eating and drinking of beverages while onboard transit vehicles (buses and light rail vehicles) has been prohibited in accordance with Ordinance No. 13.

Staff has determined that many systems; e.g., Denver Regional Transit District, Sacramento Regional Transit District, Tacoma Streetcar, and Portland TriMet, have relaxed the strict prohibition of drinking while onboard trains (and, in some cases, buses) to allow patrons to drink from covered, spill-resistant, or screw-top containers/bottles. All of these operators retained restrictions on carrying open containers or drinking any



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alcoholic beverages while onboard vehicles. Public response to these changes has been very positive in view of the increased popularity of personal water bottles and popular coffee sales outlets geared toward commuters.

In San Diego's case, there are many local food vendors at transit stations that are authorized to sell beverages and as well as soda vending machines at over 44 locations. In the last several years, there were a number of inquiries asking that we relax the prohibition of drinking while onboard trains. Staff feels that it is appropriate to make these changes to coincide with the opening of the Mission Valley East Green Line.

At this time, we are not recommending a similar rule change for bus passengers due to maintenance concerns. Approval of the changes to Ordinance No. 13 will not alter any existing restrictions regarding the consumption of alcoholic beverages on transit vehicles.

Codified Ordinance No. 13 would be amended to modify Section 13.4 to allow for the consumption of beverages so long as they are contained in a covered, spill-proof container. Minor nonsubstantive modifications have been made to other sections as well. The proposed amendment to Codified Ordinance No. 13 is included as Attachment A with the additions underscored.



Paul C. Jablonski  
Chief Executive Officer

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

JGarde  
MAY26-05.30.ORD13.TLOREN  
5/18/05

Attachment: A. Proposed Amended Codified Ordinance No. 13

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

CODIFIED ORDINANCE NO. 13  
(as Adopted 8/9/01 and amended ~~10/28/04~~5/26/05)

~~An Ordinance to Repeal and Adopt~~  
~~Document No. 164, Codified Rules and Regulations, as Ordinance No. 13 Regarding Prohibited~~  
~~Conduct Onboard Transit Vehicles and Prohibited Actions on or About a Transit Facility~~

The Board of Directors of the San Diego Metropolitan Transit Development Board (MTDB) do ordain as follows:

Section 13.1: General

The use of the San Diego Metropolitan Transit Development Board (MTDB) facilities shall be conditioned upon the observance of this ordinance or any rules and regulations hereafter promulgated by MTDB or pursuant to its authority; all rights, privileges, licenses and permits, express or implied, for the use of MTDB facilities are revocable; and each such right, privilege, license or permit shall at the option of MTDB or its duly authorized representative be revoked and canceled by and upon the breach of this ordinance or of the violation while in or upon MTDB facilities or any applicable laws or ordinances.

Nothing herein contained or omitted from this ordinance shall be construed to relieve any person whatsoever from exercising all reasonable care to avoid or prevent injury or damage to persons or property.

Any requirement or provision of these rules relating to any prohibited act shall respectively extend to and include the causing, procuring, aiding or abetting, directly or indirectly, of such act; or the permitting or the allowing of any minor in the custody of any person, doing any act prohibited by a provision hereof.

Any act otherwise prohibited by these rules shall be lawful if performed under, by virtue of, and strictly in compliance with the provisions of an agreement, permit, or license issued or approved by MTDB and/or San Diego Trolley, Inc. (SDTI), and to the extent authorized thereby.

These rules are in addition to and supplement all applicable laws or ordinances.

Section 13.2: Definitions

The following terms, as used in this ordinance shall, unless otherwise expressly stated or unless the context clearly requires a different interpretation, have the following meaning.

A. Bicycle - A "bicycle" is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having two wheels.

B. Bus - A "bus" is any motor vehicle, other than a motortruck or truck tractor, designed for carrying more than 10 persons including the driver, and used or maintained for the transportation of passengers, except that any motor vehicle, other than a motortruck or truck tractor, designed for carrying not more than 12 persons, including the driver, which is maintained and used in the nonprofit transportation of adults to and from a work location as part of a carpool program or when transporting

only members of the household of the owner thereof, shall not be considered to be a bus for the purposes of this section.

C. Facility or Transit Facility – A "facility" or "transit facility," includes, but is not limited to, transit centers, rail stations, bus shelters, and bus stops on public or private property.

D. Pedestrian – A "pedestrian" is any person who is afoot or who is using a means of conveyance propelled by human power other than a bicycle.

E. Trolley – A "trolley" is a vehicle which is propelled by electric power obtained from overhead trolley wires and is operated upon rails.

### Section 13.3: Fares

Passengers shall be permitted on a transit vehicle or in a transit station owned, controlled, or used by MTDB or its subsidiaries or contractors only upon payment of such fares and under such circumstances as may from time to time be ordained by MTDB. It is unlawful for any person to refuse to pay, or to evade or attempt to evade the payment of such fares.

### Section 13.4: Prohibited Conduct Onboard Buses and Trolleys

It shall be unlawful for passengers or occupants while aboard a bus or trolley while said vehicle is transporting passengers in regular route service, contract, special, or community type service, within the MTDB jurisdictional area to:

A. Consume any food or beverage while on any trolley, except that passengers may consume beverages while onboard a trolley if the beverages are contained in a spill-proof or screw-top container or bottle. Examples of such spill-proof or screw-top containers or bottles include, but are not limited to, water bottles and soda bottles with screw tops, personal beverage containers with snap-on or screw-on lids, and coffee cups or mugs with snap-on or screw-on lids.

B. Smoke or carry a lighted or smoldering pipe, cigar, cigarette, or tobacco in any form; in or upon any trolley.

C. Operate any radio, phonograph, tape player, or other such instrument on a trolley that is audible to any other person on the vehicle;.

D. Expectorate; in or upon any trolley.

E. Discard litter; in or upon any trolley.

F. Extend his/her head, hand, arm, foot, leg, or other portion of the body through any window; of a trolley.

G. Interfere in any manner whatsoever with the operator or operation of the bus or trolley;

H. Possess an open alcoholic beverage container, irrespective of whether the container is spill-proof or screw-top; while onboard a trolley.

I. No person shall Ride any bike, skateboard, or scooter while onboard the trolley;

J. No person shall put his foot on any seat provided for any passengers on a bus or trolley, or place any article on such seat which would leave grease, oil, paint, dirt, or any other substance on such seat; or

K. No person shall activate without justification, mutilate, deface or misuse in any manner, any safety device or intercom located onboard a bus or trolley.

L. No person shall ride upon the outside or roof of any bus or trolley.

### Section 13.5: Prohibited Actions on or About the Transit Facility

A. No person (except MTDB/SDTI/SDTC employees, agents, or authorized visitors) shall enter upon the roadbed, tracks, structures, or other parts of the transit facility which are not open to passengers or to the public.

B. No person shall drink any alcoholic beverage or possess an open alcoholic beverage container on or in the transit facility except on premises licensed therefor.

C. No person shall sit, lie, or stand with any portion of his/her body extending within 8 feet 6 inches of the centerline of the outside rail on straight track or within 9 feet 6 inches of the centerline of the outside rail on curved track except while entering or alighting from a trolley stopped at that station.

~~D. No person shall ride upon the outside or roof of any trolley.~~

DE. No person shall injure, deface, destroy, loosen, remove, or tamper with the transit facility.

EF. No person shall injure, mutilate, deface, alter, change, displace, remove, or destroy any sign, notice, signal, or advertisement on the transit facility.

EG. No person shall interfere with any lamp, electric light, electric fixture, or density on the transit facility.

GH. No person shall write, paint, or draw any inscription or figure on or deface any transit facility.

HI. No person shall disobey or disregard the notices, prohibitions, instructions, or directions on any sign posted on the transit facility.

IJ. No person shall interfere with, encumber, obstruct, or render dangerous any transit facility.

JK. No person shall throw or project a stone or other missile at any trolley, bus or at any person or thing on or in the transit facility.

KL. No person shall throw or project a stone or other missile from any transit facility or vehicle.

LM. No person shall fail or refuse to comply with any lawful order or direction of any MTDB inspector, security officer, or any peace officer.

MN. No person shall do, aid, abet, or assist in doing any act which may be dangerous, harmful, or injurious to any person or property within the transit facility, said act being not specifically prohibited herein.

NQ. No person shall put his foot on any seat provided for any passengers of the transit facility or place any article on such seat which would leave grease, oil, paint, dirt, or any other substance on such seat.

PO. No person shall urinate or defecate in or upon unauthorized locations on the transit facility.

PQ. No person shall post, distribute, or display commercial signs, advertisements, circulars, handbills, or written material of a commercial nature on or within the transit facility, nor shall any person engage in any verbal solicitations of a commercial nature on or within said facility.

QR. No person shall climb upon or jump the trolley couplers.

SR. No person shall discard litter in any transit facility or vehicle.

T. S. No person shall loiter in the immediate vicinity of any posted property.

#### Section 13.6: Animals

No person shall bring, carry unto, or convey upon the transit facility, a dog, or other animal unless it is completely enclosed in a carrying case which can be accommodated in the lap of a passenger with no danger or annoyance to other passengers. This rule shall not apply to a "service" or "assistance" animal. A "service" or "assistance" animal is trained to assist persons with disabilities. Such animals shall be properly harnessed when possible. MTDB reserves the right to inquire about the status of such animals.

#### Section 13.7: Meetings

No person shall hold any meeting, perform any ceremony, make any speech, address or oration, exhibit, or distribute any sign, placard, notice, declaration, or appeal of any kind or description within any transit facility or upon any transit vehicle or platform without written permit from an MTDB official.

#### Section 13.8: Selling, Peddling, Leasing, Etc.

No person shall exhibit, sell, or offer for sale, hire, lease, or let out in or about the transit facility or a transit vehicle any object or merchandise, whether corporeal or incorporeal, except concessions under contract to MTDB.

#### Section 13.9: Bicycles

Bicycles are permitted on trolleys under the following conditions:

A. Bicyclists must be at least 16 years of age and have a valid proof of payment of fare.

B. Only one bicycle is allowed onboard a trolley during the hours of 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. weekdays.

C. Bicycles will be permitted to board ~~vehicles-trolleys~~ at the rear doors only and must be placed against the rear driver's cab. No more than two bicycles per car will be allowed and no bicycles will be permitted in the aiseways at any time.

D. Bicyclists must remain with their bicycles at all times.

E. When part of a group charter, more than two bicycles per car will be permitted at any time.

gwilliams  
CD-ORD13.JLIMBE  
| ~~8/16/04~~05/18/05

| Amended: 05/26/05  
Amended: 10/28/04  
Adopted: 8/9/01



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San Diego, CA 92101-7490  
619.231.1466, FAX: 619.234.3407

## Agenda

Item No. 31

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

LEG 410 (PC 30100)

May 26, 2005

### Subject:

MTS: PROPOSED CHANGES TO METROPOLITAN TRANSIT SYSTEM (MTS)  
ENABLING LEGISLATION

### RECOMMENDATION:

That the Board of Directors approve Resolution No. 05-5 requesting passage of Senate Bill (SB) 959 and request that the state issue a mandate waiver.

#### Budget Impact

None.

### DISCUSSION:

On January 1, 2003, SB 1703 consolidated portions of MTS's planning, programming, engineering, and construction functions and transferred them to the San Diego Association of Governments (SANDAG). As a result of this consolidation, staff was asked to conduct a comprehensive review of MTS's enabling legislation and propose changes and modifications to MTS's powers and responsibilities consistent with the intent of SB 1703.

Senate Bill 959 (SB 959) has been proceeding through the Senate for approval and passed the Senate Transportation Committee on May 18, 2005, by a vote of 9-2 (Republicans voting no). The bill has now been forwarded to the Appropriations Committee for review and approval.

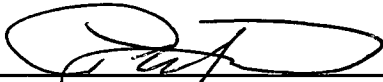


Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and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

Last year, a constitutional amendment was passed which requires the State of California to reimburse local agencies when state-imposed legislation causes a fiscal impact on the local agency. Because SB 959 clarifies the roles and responsibilities of both MTS and SANDAG and requires each of those agencies to complete certain tasks, the California Legislative Analyst Office has determined that the bill would impose a state-mandated local program. Correspondingly, this requires SB 959 to pass through the Senate Appropriations Committee.

Since MTS drafted the legislation, and since we are not seeking additional funding for any of our duties and responsibilities, we can request a mandate disclaimer. This will allow the bill to continue through the legislature without having to go to Appropriations Committee, thus increasing our chance of passage. To request a mandate disclaimer, MTS must issue a resolution requesting the passage of SB 959 and confirming no additional state funds are necessary.

Attached is Resolution No. 05-5 requesting the passage of SB 959 and a mandate disclaimer. Staff is requesting that the Board approve the resolution. On June 26, 2005, our lobbyist, Mark Watts, will be making a full presentation to the Board about the bill. At that time we will have the opportunity to make additional changes to the language. Because the bill is currently being held in Appropriations, changes cannot be made until the bill is either excused or approved by the Committee.



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Paul C. Jablonski  
Chief Executive Officer

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

JGarde  
MAY26-05.31.CHGSLEGISLATION.TLOREN  
5/19/05

Attachment: A. Resolution No. 05-5



SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD

RESOLUTION NO. 05-5

Resolution of the Board of Directors of the San Diego Metropolitan Transit System Requesting  
Passage of Senate Bill 959 and a State-Mandated Local Program Waiver

WHEREAS, existing law, the Mills-Deddeh Transit Development Act, created the San Diego Metropolitan Transit Development Board, which is authorized to perform certain transportation functions in a portion of the County of San Diego; and

WHEREAS, in January 2005 the Metropolitan Transit Development Board also became known as the Metropolitan Transit System (MTS); and

WHEREAS, portions of MTS's duties and responsibilities were consolidated with the San Diego Association of Governments (SANDAG) pursuant to Senate Bill (SB) 1703; and

WHEREAS, MTS now seeks to clarify its enabling legislation to be consistent with the provisions of SB 1703; and

WHEREAS, MTS has requested that Senator Christine Kehoe carry SB 959, which clarifies MTS's enabling legislation; and

WHEREAS, SB 959 does not impose any additional responsibilities on MTS or SANDAG, but rather clarifies the roles and responsibilities of each agency and, therefore, MTS is requesting a local waiver of the state-mandated local program requirements; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the Board of Directors of the San Diego Metropolitan Transit System:

1. The Board of Directors of MTS hereby requests the California State Senate and Assembly pass SB 959 and grant MTS a mandate disclaimer.
2. This resolution shall take effect immediately upon its adoption at a duly constituted regular or special meeting called for that purpose.

PASSED AND ADOPTED by the Board of Directors this \_\_\_\_\_ day of \_\_\_\_\_ 2005  
by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairman  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

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Office of the General Counsel  
San Diego Metropolitan Transit System

JGarde  
RES-05-5.SB959.TLOREN  
5/19/05



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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## Agenda

Item No. 45

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

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

May 26, 2005

Subject:

MTS: MARCH MONTHLY PERFORMANCE INDICATORS

### RECOMMENDATION:

That the MTS Board of Directors receive this report for information.

Budget Impact

None.

### DISCUSSION

#### Operating Environment

The following report is a summary of the MTS operational statistics for March 2005, month nine of FY 2005. There were 23 operational weekdays and eight weekend days of service. Though full access had not yet been restored to Fashion Valley, the weather was significantly less of a challenge to bus operations. Among the special events of the month were the Shamrock 2005 (St Patrick's Day celebrations) in the Gaslamp District and the Padres/San Diego State University (SDSU) exhibition game at PETCO Park.



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## Service Statistics

The following are the relevant service statistics for March 2005 categorized by performance indicator. Charts based on the statistics are provided in Attachments A through D.

- Service Effectiveness

- The MTS system carried 5,821,624 passengers in March, with 3,632,682 traveling on MTS buses and 2,188,942 traveling on MTS rail.
- MTS bus carried 22.42 passengers per revenue hour, and MTS rail carried 191.76 passengers per revenue hour.

- Service Reliability

- On-time Performance: MTS system wide on-time performance continued to surpass the system goal of 90%, attaining 92.6% on-time trips. MTS bus reported 91.2% of its trips as being on time, continuing a positive trend since the beginning of FY 2003. MTS rail operated with 95.6% of its trips on time.
- Mean Distance Between Failures (MDBF): The MDBF for MTS bus was 12,806 miles, reflecting an increase in the number of major failures under MTS Contract Bus during the month of March. There were no major failures on MTS rail; the MDBF was 576,735 car miles.

- Quality of Service

- MTS bus had 2.43 total collisions per 100,000 miles. MTS rail had 3 collisions, with a rate of 0.52 collisions per 100,000 miles.
- Non-ADA customer complaints reported 12.98 complaints per 100,000 passengers. There were 12 ADA complaints, which represented 0.04% of total ADA ridership.



Paul C. Jablonski  
Chief Executive Officer

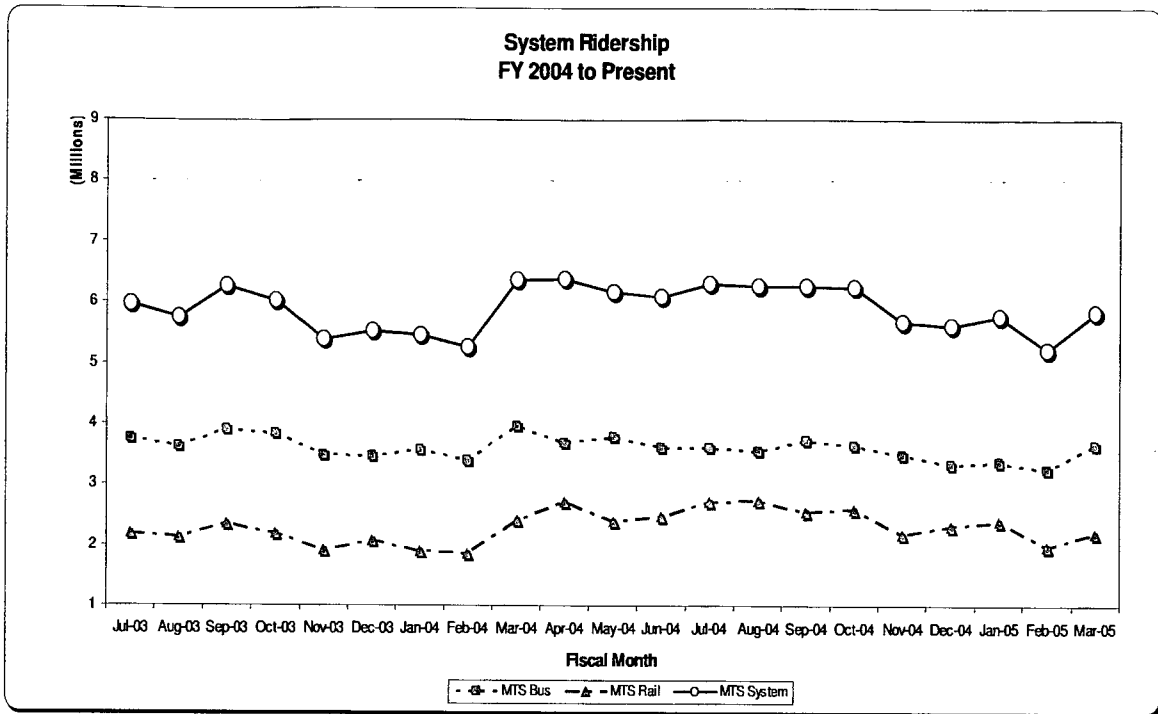
Key Staff Contact: Anika-Aduesa deSilva, 619.595.4901, [anika.desilva@sdmts.com](mailto:anika.desilva@sdmts.com)

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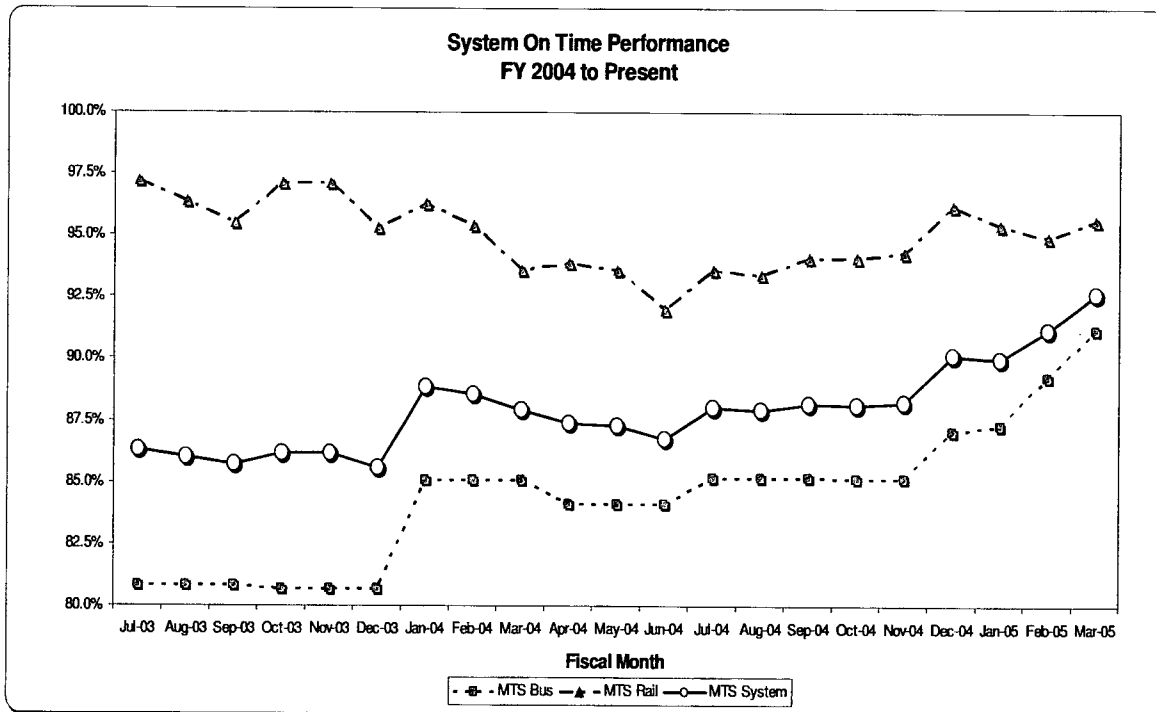
Attachments: A. MTS System Ridership, On-Time Performance (Bus, Rail, System)  
B. MTS Mean Distance Between Mechanical Failures (Bus, Rail)  
C. MTS Total Collision Accidents (Bus, Rail)  
D. MTS Customer Complaints (Non-ADA Service)

# RIDERSHIP

Att. A, AI 45, 5/26/05,  
OPS 902.1, 960.5, 970.5

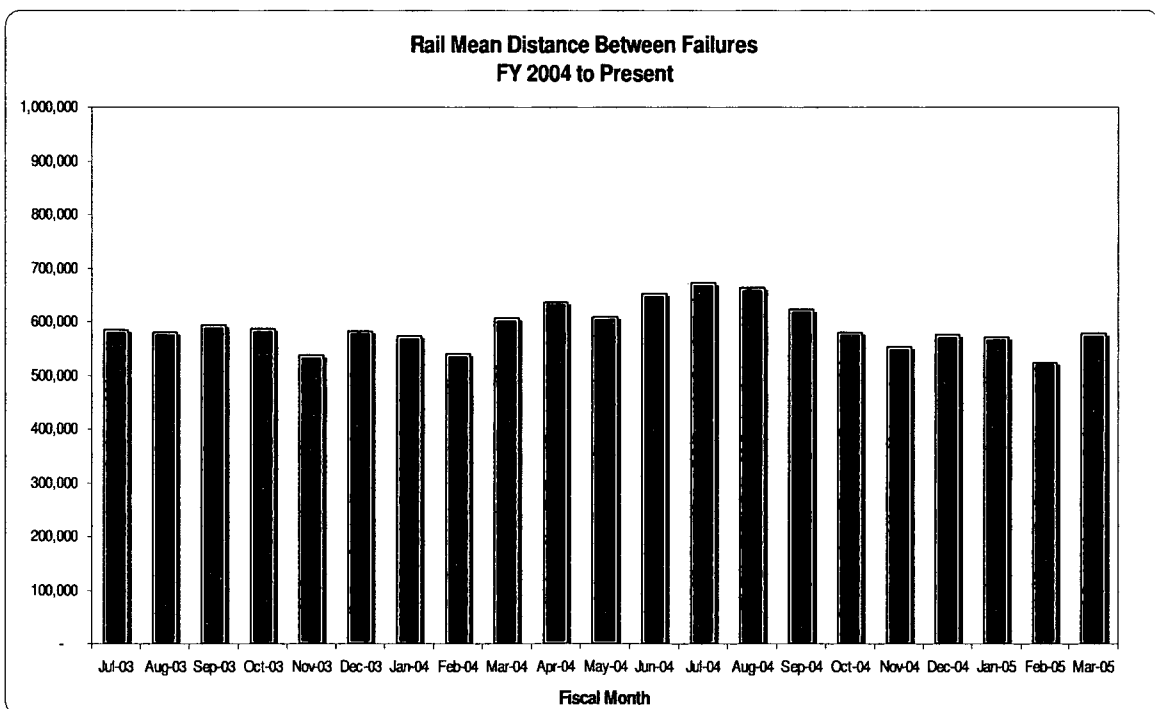
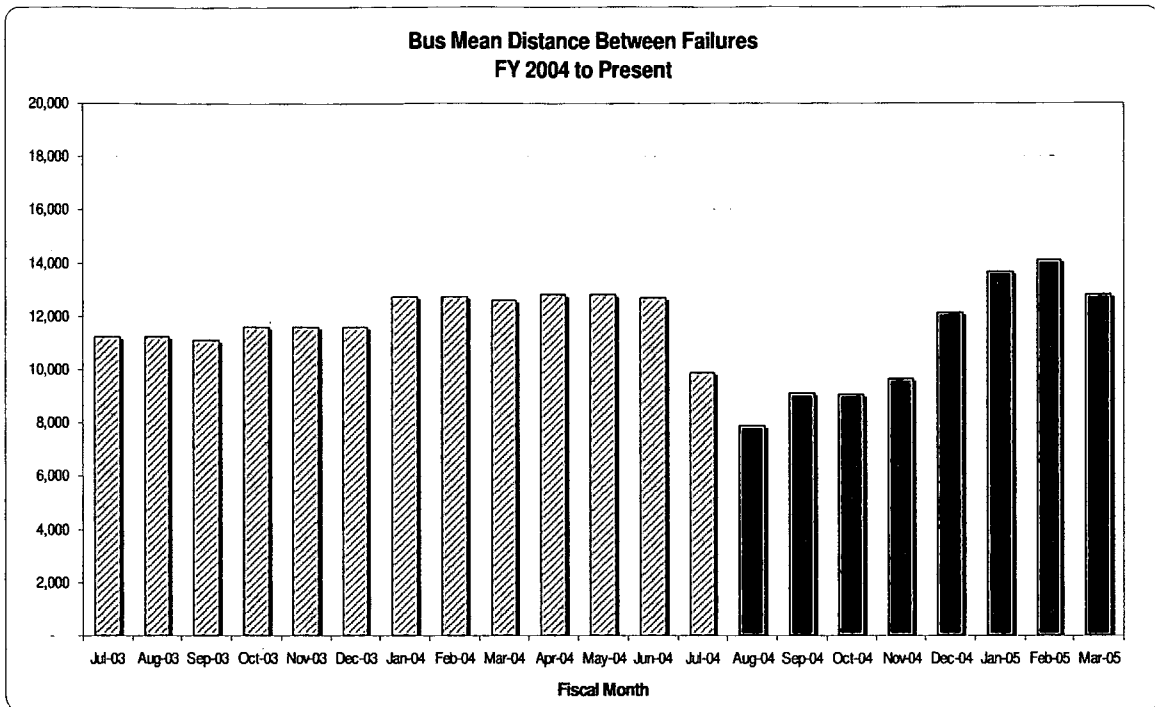


# ON TIME PERFORMANCE

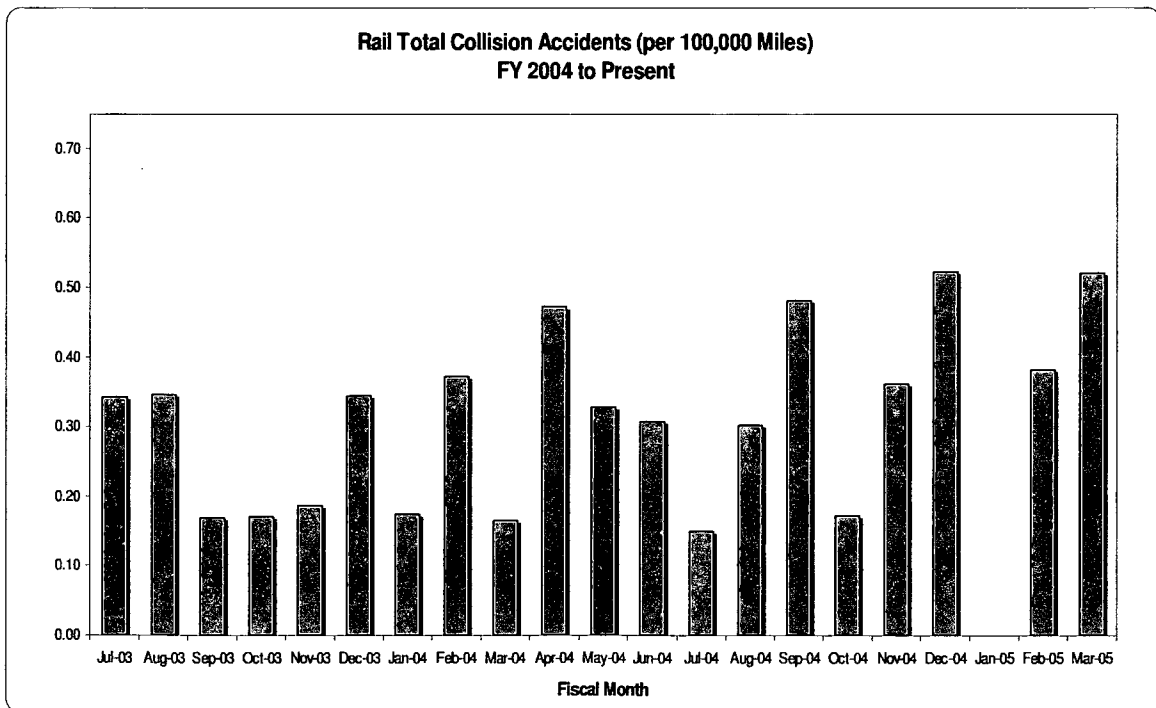
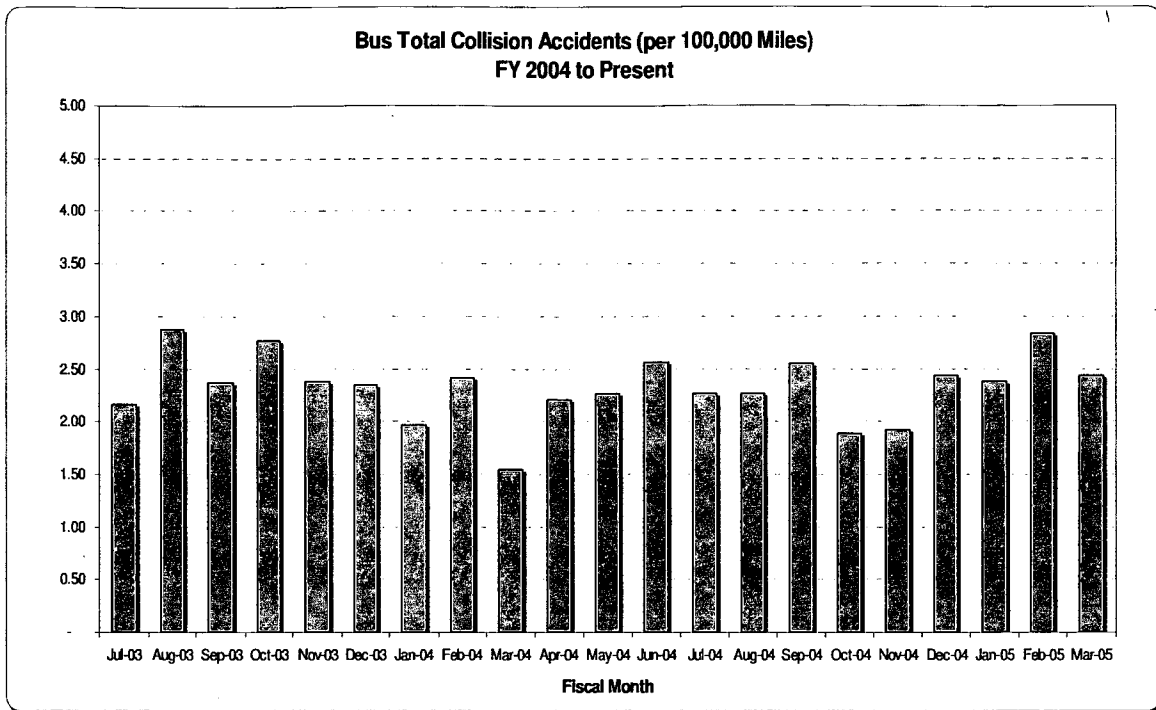


# MEAN DISTANCE BETWEEN MECHANICAL FAILURES

Att. B, AI 45, 5/26/05,  
OPS 902.1, 960.5, 970.5

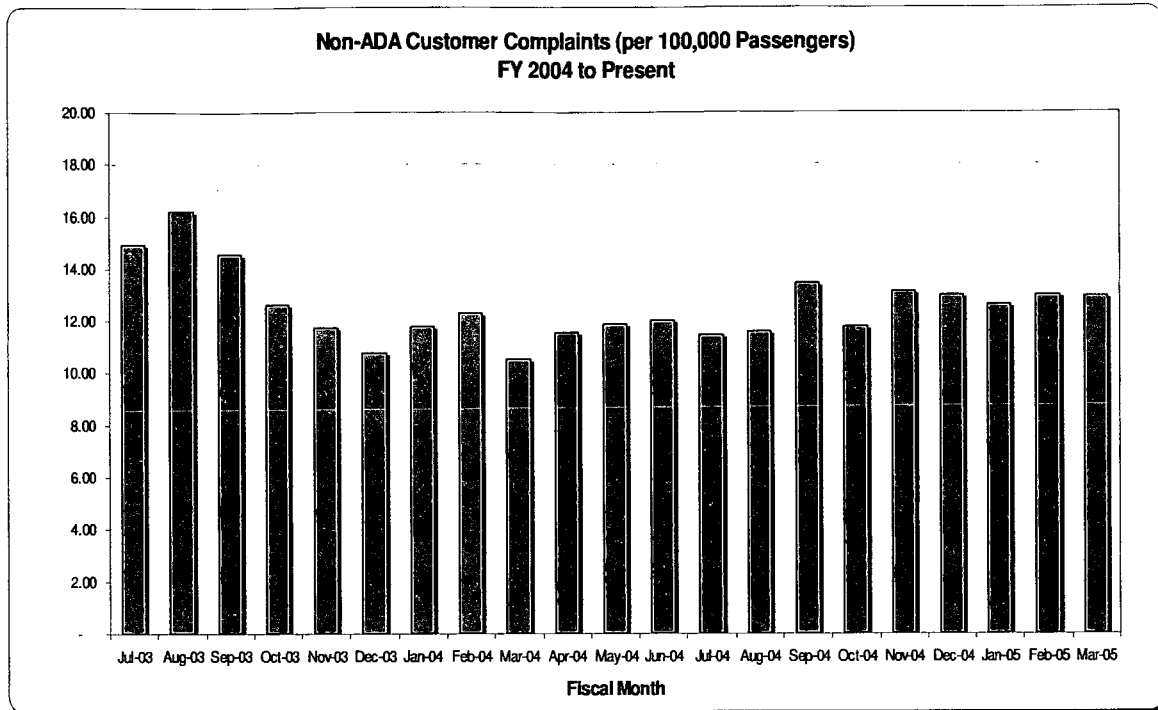


# **TOTAL COLLISION ACCIDENTS PER 100,000 MILES** Att. C, AI 45, 5/26/05, OPS 902.1, 960.5, 970.5



# CUSTOMER COMPLAINTS PER 100,000 PASSENGERS

Att. D, AI 45, 5/26/05,  
OPS 902.1, 960.5, 970.5





## Metropolitan Transit System

### March 2005 Monthly Performance Indicators

May 26, 2005

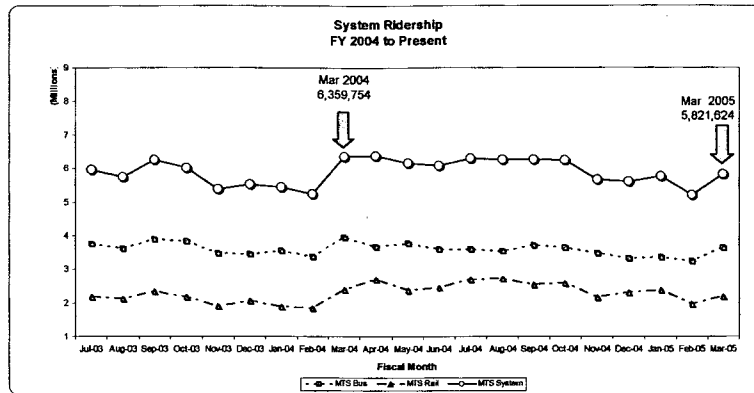


## Operating Environment

- **Service Levels**
  - 23 days of weekday service
- **Special Events**
  - Shamrock 2005 – St Patrick's Day in Gaslamp District
  - Padres/SDSU Exhibition Game at Petco Park



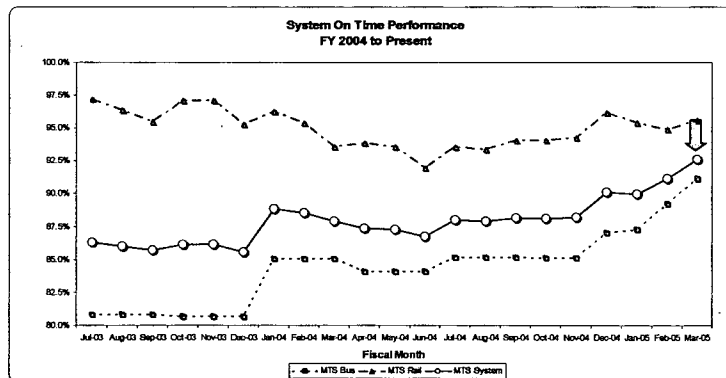
## System Ridership



- System carried 5,821,624 passengers in March 2005.
  - Ridership on MTS Bus totaled 3,632,682
  - Ridership on MTS Rail totaled 2,188,942



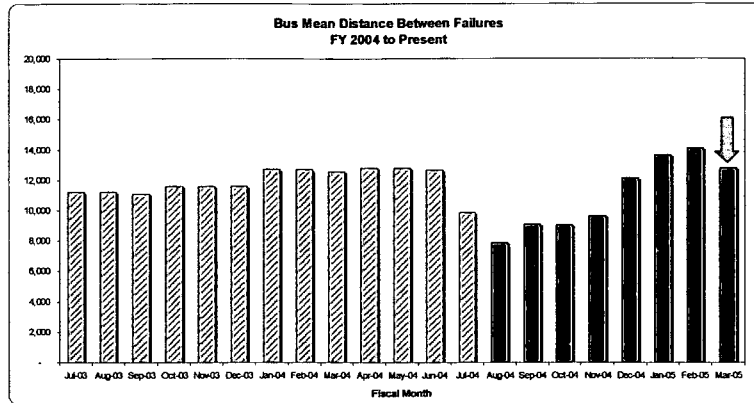
## On Time Performance



- MTS System achieved 92.6% on time performance.
  - On time performance for MTS Bus (91.2%) showed continued improvement. Internal Bus continued to show greatest improvement.
  - On time performance for MTS Rail was reported at 95.6%.



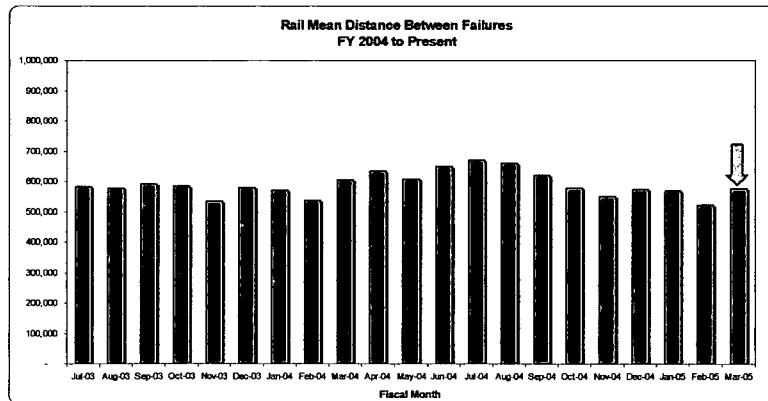
## Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 12,806 miles, a change in which represented a fair increase in the number of mechanical failures for MTS Contract Bus.



## Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 524,056 car miles. There were no mechanical failures for MTS Rail in March.





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## Agenda

## Item No. 46

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

FIN 310.1 (PC 30100)

May 26, 2005

### SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR MARCH FISCAL YEAR 2005

### RECOMMENDATION:

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

#### Budget Impact

None at this time.

### DISCUSSION:

This report compares operating expenditures to budget for March 2005 (see Attachment A-1 for a summary). 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.

#### MTS OPERATIONS

##### Summary

As indicated within Attachment A-1, March 2005 produced a positive net operating subsidy of \$191,000 (1.8%). The MTS operating area contributed \$101,000 to the



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positive net operating subsidy variance, and the administrative area was \$90,000 positive net operating subsidy variance.

Year-to-date through March 2005, MTS's net operating subsidy was \$181,000 (-0.2%) unfavorable variance. Operations produced a \$584,000 unfavorable variance offset by the administrative area contributing a \$403,000 positive variance.

## REVENUES

### Fare Revenue – March 2005

Combined fare revenue for March 2005 aggregated \$4,957,000 compared to the amended budget of \$5,537,000, which represents a \$580,000 (-10.5%) unfavorable variance. Fare revenues for rail operations resulted in a \$524,000 (-23.1%) unfavorable revenue variance. Fare revenues associated with bus operations were \$1,633,000 compared to a budget of \$1,641,000, resulting in a \$7,000 (-0.4%) unfavorable variance. Combined contract bus operations and other operations (Chula Vista and National City Transit) fare revenue was \$49,000 (-3.0%) under budget.

Total passengers for March 2005 were 6,280,000 compared to a budget of 6,494,000, representing an unfavorable ridership variance of 214,000.

### Fare Revenue – Year-to-Date March 2005

Combined fare revenue for March 2005 year-to-date was \$50,917,000 compared to the year-to-date budget of \$52,009,000, representing a \$1,093,000 (-2.1%) unfavorable year-to-date variance. Throughout the first seven months of the year, rail operations had experienced approximately a 10% increase in fare revenue compared to fiscal year 2004. As the midyear budget was completed, these positive trends were forecasted to continue. The months of February and March did not produce these strong historical trends and, as a result, rail operations had a \$739,000 (-3.7%) year-to-date unfavorable variance. Contracted bus operations (fixed-route) was \$214,000 (-1.8%) under budget while all other year-to-date bus-related operations were \$140,000 (-0.7%) under budget.

Total passengers for the first eight months of the 2005 fiscal year totaled 56,718,000 for all MTS operations, compared to year-to-date budgeted ridership totaling 57,393,000, representing a 665,000 unfavorable variance in ridership. Rail operations had a 361,000 (-1.6%) year-to-date unfavorable ridership variance. Contracted bus operations (fixed-route) had a 238,000 (-1.8%) year-to-date unfavorable variance while other bus-related operations were 66,000 (-0.3%) passengers less than March 2005 year-to-date budget.

### Other Revenue

Other revenue totaled \$75,000 compared to a March 2005 budget of \$103,000, resulting in an unfavorable variance of \$28,000 (-27.2%). Year-to-date other revenues through March 2005 were \$741,000 compared to the year-to-date budget of \$872,000 representing a \$130,000 (-14.9%) unfavorable variance. This represents

less-than-anticipated advertising demand within bus operations and rail operations. There is expectation over the final three months of the year that advertising revenue should increase within bus operations.

#### Subsidy

Combined subsidy for March 2005 was \$9,220,000 compared to a \$10,408,000 budget. This represents a \$1,188,000 (-11.4%) unfavorable variance. This variance is primarily due to timing of Transportation Development Act (TDA) funds within rail operations. Less-than-budgeted TDA subsidy was taken within this operator in the month of March primarily due to early advances of TDA funds in the months of July 2004 and January 2005. Year-to-date combined subsidy through March 2005 was \$82,431,000 compared to a year-to-date subsidy budget of \$83,937,000 or \$1,506,000 (-1.8%) under budget.

### EXPENSES

#### Personnel Costs

Total personnel-related costs for March 2005 were \$7,083,000 compared to the budget of \$7,594,000, resulting in a \$511,000 (6.7%) favorable variance. Bus operations contributed a positive variance of \$334,000 or 6.7%. This was primarily due to \$115,000 in lower-than-budgeted workers' compensation expenses as well as timing issues within vacation expenses, resulting in a benefit of \$107,000 for the month. Rail operations had a \$136,000 (5.7%) positive variance primarily due to the Mission Valley East ramp up. Year-to-date employee-related costs totaled \$63,727,000 compared to a year-to-date budgetary figure of \$64,284,000. Year-to-date personnel costs were under budget by \$556,000 (0.9%).

#### Outside Services and Purchased Transportation

Total outside services expenses totaled \$5,370,000 compared to a budgetary figure of \$5,479,000, resulting in a favorable expense variance of \$109,000 (2.0%). This favorable variance is primarily due to purchased transportation running under budget by \$106,000 or (2.4%). Total outside services for the first nine months of the fiscal year totaled \$46,165,000 compared to \$46,452,000, resulting in a year-to-date positive variance of \$286,000 (0.6%).

#### Materials and Supplies

Total combined materials and supplies costs were \$771,000 for March 2005 compared to the amended budget of \$715,000, resulting in an unfavorable expense variance of \$56,000 (-7.8%). This variance is primarily the result of bus operations using more bus materials and supplies than budgeted for the month in the amount of \$44,000 (-11.7%). Year-to-date materials and supplies expenses totaled \$6,886,000 compared to a budgetary figure of \$6,606,000, resulting in an unfavorable expense variance of \$280,000 (-4.2%).

### Energy – March 2005

Total energy costs were \$1,682,000 for the month compared to the budget of \$1,734,000. This favorable variance of \$52,000 (3.0%) is the result of lower than expected compressed natural gas (CNG) fuel usage of \$25,000 (4.2%) within combined bus operations and lower than expected electricity usage in rail operations of \$57,000 (9.9%). This is offset by an unfavorable variance from diesel fuel in the amount of \$30,000 (-5.6%). Diesel prices for the month averaged \$1.847 per gallon compared to the budgetary rate of \$1.60 per gallon. CNG averaged \$1.058 per therm compared to a budgetary rate of \$1.050 per therm.

### Energy – Year-to-Date March 2005

Total year-to-date energy costs were \$15,026,000 compared to the budget of \$15,131,000, resulting in a year-to-date positive variance of \$105,000 (0.7%). Year-to-date diesel fuel expenses were under budget by \$76,000 (1.6%), CNG was under budget by \$19,000 (0.3%), and electricity-related expenses were under budget by \$10,000 (0.2%). Year-to-date diesel prices averaged \$1.625 per gallon compared to the annual budgetary rate of \$1.600 per gallon. Year-to-date CNG prices averaged \$1.040 per gallon compared to the annual budgetary rate of \$1.050 per gallon.

### Risk Management

Risk management costs were \$384,000 for March 2005 compared to a \$428,000 budgetary figure, resulting in a favorable variance of \$44,000 (10.3%). Year-to-date expenses for risk management were \$118,000 (-3.1%) over budget. This unfavorable variance is primarily due to more legal-fee volume within internal bus operations compared to the beginning of the fiscal year (\$143,000 over budget).

### General and Administrative

General and administrative costs were \$49,000 for the month compared to the amended budget of \$65,000, resulting in a favorable expense variance of \$16,000 (24.6%). Year-to-date general and administrative costs were \$32,000 (7.1%) under budget totaling \$421,000 through March 2005 compared to a year-to-date budget of \$453,000.

### Month-End Summary

The total favorable net operating subsidy variance of \$101,000 for the month of March 2005 was produced by various factors. Total passenger fare revenue was \$580,000 under budget of which \$524,000 of the variance was due to lower-than-expected passenger levels and average fare within rail operations. This unfavorable variance was offset by total personnel expenses for March 2005 contributing a favorable variance of \$511,000, which was primarily the result of lower workers' compensation expenses within bus operations. Also contributing favorable variance categories were outside services (\$109,000), energy (\$52,000), risk management (\$44,000), and general and administrative expenses (\$16,000).

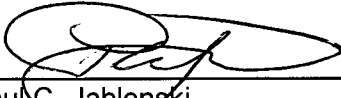
### Year-to-Date Summary

The year-to-date operating subsidy netted an unfavorable variance of \$584,000 (-0.7%) 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 March 2005 combined favorable variance for other expenditures totaled \$90,000. Total year-to-date expenses totaled \$4,984,000 compared to a year-to-date amended budget of \$5,387,000, resulting in a positive variance of \$403,000 (7.5%) through March 2005.



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Paul C. Jablonski  
Chief Executive Officer

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

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Attachment: A. Budget Report



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

Att. A, AI 46,  
5/12/05, FIN 310.1

**COMBINED OPERATIONS  
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES**

**COMPARISON TO BUDGET - FY 2005**

**MARCH 31, 2005**

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	4,484	4,788	304	6.3%
Rail Operations	2,059	1,707	(352)	-20.6%
Contracted Bus Operations - Fixed Route	2,381	2,489	108	4.3%
Contracted Bus Operations - Para Transit	794	871	77	8.8%
Other Operators	589	554	(35)	-6.3%
Total MTS Net Operating Subsidy	10,307	10,408	101	1.0%
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	(15)	3	18	558.1%
San Diego and Arizona Eastern	(145)	(88)	57	-64.7%
Debt Service	0	0	0	-
General Fund	353	368	15	4.1%
Grand Total Expenditures	10,501	10,691	191	1.8%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	39,422	39,420	(2)	0.0%
Rail Operations	14,908	14,017	(891)	-6.4%
Contracted Bus Operations - Fixed Route	19,181	19,217	35	0.2%
Contracted Bus Operations - Para Transit	6,944	7,168	224	3.1%
Other Operators	4,064	4,115	49	1.2%
Total MTS Net Operating Subsidy	84,521	83,937	(584)	-0.7%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	(105)	(60)	45	-75.8%
San Diego and Arizona Eastern	(26)	43	70	161.2%
Debt Service	-	0	0	-
General Fund	4,771	5,059	288	5.7%
Grand Total Expenditures	89,505	89,324	(181)	-0.2%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## COMBINED OPERATIONS

### COMPARISON TO BUDGET - FY 2005

MARCH 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 4,957	\$ 5,537	\$ (580)	-10.5%
Other Revenue	75	103	(28)	-27.2%
Total Operating Revenue	\$ 5,032	\$ 5,640	\$ (608)	-10.8%
Subsidy	9,220	10,408	(1,188)	-11.4%
<b>Total Revenue</b>	<b>\$ 14,252</b>	<b>\$ 16,048</b>	<b>\$ (1,796)</b>	<b>-11.2%</b>
Wages	\$ 4,823	\$ 4,994	\$ 171	3.4%
Fringes	2,260	2,600	340	13.1%
Services	1,091	1,094	3	0.3%
Purchased Transportation	4,279	4,385	106	2.4%
Materials	771	715	(56)	-7.8%
Energy	1,682	1,734	52	3.0%
Risk Management	384	428	44	10.3%
General and Administrative	49	65	16	24.6%
Vehicle/Facility Lease	-	33	33	-
<b>Total Costs</b>	<b>\$ 15,339</b>	<b>\$ 16,048</b>	<b>\$ 709</b>	<b>4.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1,087)</b>	<b>\$ -</b>	<b>\$ (1,087)</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (10,307)	\$ (10,408)	\$ 101	1.0%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 50,917	\$ 52,009	\$ (1,093)	-2.1%
Other Revenue	741	872	(130)	-14.9%
Total Operating Revenue	\$ 51,658	\$ 52,881	\$ (1,223)	-2.3%
Subsidy	82,431	83,937	(1,506)	-1.8%
<b>Total Revenue</b>	<b>\$ 134,089</b>	<b>\$ 136,818</b>	<b>\$ (2,729)</b>	<b>-2.0%</b>
Wages	\$ 41,790	\$ 41,763	\$ (28)	-0.1%
Fringes	21,937	22,521	584	2.6%
Services	9,599	9,650	50	0.5%
Purchased Transportation	36,566	36,802	236	0.6%
Materials	6,886	6,606	(280)	-4.2%
Energy	15,026	15,131	105	0.7%
Risk Management	3,900	3,782	(118)	-3.1%
General and Administrative	421	453	32	7.1%
Vehicle/Facility Lease	53	111	58	52.3%
<b>Total Costs</b>	<b>\$ 136,179</b>	<b>\$ 136,818</b>	<b>\$ 639</b>	<b>0.5%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (2,090)</b>	<b>\$ -</b>	<b>\$ (2,090)</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (84,521)	\$ (83,937)	\$ (584)	-0.7%

# **SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

## **COMBINED OPERATIONS**

### **FINANCIAL COMPARISON TO BUDGET NINE MONTHS ENDING MARCH 31, 2005**

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 9		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 4,956,698	\$ 5,536,921	\$ (580,223)	-10.5%	\$ 50,916,824	\$ 52,009,412	\$ (1,092,588)	-2.1%	\$ 68,912,400	\$ 17,995,576
	Advertising	26,400	61,300	(34,900)	-56.9%	440,333	555,301	(114,969)	-20.7%	740,000	299,668
	Contracted Service Revenue	-	6,250	(6,250)	-	-	6,250	(6,250)	-	25,000	25,000
	Other	49,120	35,298	13,823	39.2%	300,984	310,376	(9,392)	-3.0%	411,269	110,285
	Total Operating Revenue	\$ 5,032,218	\$ 5,639,769	\$ (607,551)	-10.8%	\$ 51,658,141	\$ 52,881,340	\$ (1,223,199)	-2.3%	\$ 70,088,669	\$ 18,430,528
	Subsidy	9,219,802	10,407,760	(1,187,958)	-11.4%	82,431,080	83,936,679	(1,505,599)	-1.8%	114,294,729	31,863,650
	Total Revenue	\$ 14,252,020	\$ 16,047,529	\$ (1,795,509)	-11.2%	\$ 134,089,221	\$ 136,818,018	\$ (2,728,798)	-2.0%	\$ 184,383,398	\$ 50,294,178
EXPENSES											
Personnel											
	Wages	\$ 4,822,508	\$ 4,993,590	\$ 171,082	3.4%	\$ 41,790,474	\$ 41,762,859	\$ (27,615)	-0.1%	\$ 56,341,293	\$ 14,550,819
	Fringes	2,260,192	2,599,851	339,659	13.1%	21,936,996	22,520,826	583,830	2.6%	30,048,924	8,111,928
	Total Personnel	\$ 7,082,700	\$ 7,593,441	\$ 510,741	6.7%	\$ 63,727,470	\$ 64,283,685	\$ 556,215	0.9%	\$ 86,390,217	\$ 22,662,747
Outside Services											
	Security	\$ 431,666	\$ 351,862	\$ (79,804)	-22.7%	\$ 3,943,769	\$ 3,858,887	\$ (84,881)	-2.2%	\$ 5,322,613	\$ 1,378,844
	Repair/Maintenance Services	265,469	265,295	(175)	-0.1%	2,645,879	2,551,243	(94,636)	-3.7%	3,335,511	689,631
	Engine and Transmission Rebuild	55,905	122,817	66,912	54.5%	577,365	632,353	54,988	8.7%	1,012,003	434,638
	Other Outside Services	338,797	354,162	15,365	4.3%	2,432,604	2,607,219	174,615	6.7%	3,903,113	1,470,509
	Purchased Transportation	4,278,577	4,384,927	106,350	2.4%	36,565,547	36,801,843	236,296	0.6%	49,557,717	12,992,170
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 5,370,414	\$ 5,479,063	\$ 108,649	2.0%	\$ 46,165,165	\$ 46,451,546	\$ 286,381	0.6%	\$ 63,130,957	\$ 16,965,792
Materials & Supplies											
	Lubricants	\$ 13,451	\$ 16,958	\$ 3,507	20.7%	\$ 149,158	\$ 115,523	\$ (33,634)	-29.1%	\$ 165,772	\$ 16,615
	Tires	43,640	50,409	6,769	13.4%	431,739	463,056	31,317	6.8%	614,407	182,668
	Other Materials and Supplies	714,050	647,713	(66,337)	-10.2%	6,305,341	6,027,356	(277,985)	-4.6%	7,530,370	1,225,029
	Total Main. Parts and Supplies	\$ 771,140	\$ 715,080	\$ (56,060)	-7.8%	\$ 6,886,237	\$ 6,605,935	\$ (280,302)	-4.2%	\$ 8,310,549	\$ 1,424,312
Energy											
	Diesel Fuel	\$ 576,324	\$ 545,622	\$ (30,702)	-5.6%	\$ 4,786,368	\$ 4,862,230	\$ 75,862	1.6%	\$ 6,488,321	\$ 1,701,953
	CNG	582,852	608,250	25,398	4.2%	5,310,804	5,329,312	18,508	0.3%	7,090,261	1,779,457
	Fuel and Electricity for Facilities	522,851	580,025	57,174	9.9%	4,928,827	4,939,089	10,263	0.2%	6,677,389	1,748,562
	Total Energy	\$ 1,682,027	\$ 1,733,897	\$ 51,870	3.0%	\$ 15,025,999	\$ 15,130,631	\$ 104,633	0.7%	\$ 20,255,971	\$ 5,229,972
	Risk Management	\$ 383,522	\$ 427,663	\$ 44,141	10.3%	\$ 3,900,101	\$ 3,782,388	\$ (117,713)	-3.1%	\$ 5,432,070	\$ 1,531,969
	General and Administrative	\$ 49,210	\$ 65,385	\$ 16,175	24.7%	\$ 421,041	\$ 453,045	\$ 32,004	7.1%	\$ 671,434	\$ 250,393
	Vehicle/facility Lease	\$ -	\$ 33,000	\$ 33,000	-	\$ 52,788	\$ 110,788	\$ 58,000	52.4%	\$ 192,200	\$ 139,412
	TOTAL EXPENSES	\$ 15,339,013	\$ 16,047,529	\$ 708,516	4.4%	\$ 136,178,801	\$ 136,818,018	\$ 639,218	0.5%	\$ 184,383,398	\$ 48,204,598
	Total Revenue Less Total Costs	\$ (1,086,993)	\$ -	\$ (1,086,993)	-	\$ (2,089,580)	\$ -	\$ (2,089,580)	-	\$ (0)	\$ 2,089,580
	NET OPERATING SUBSIDY	\$ (10,306,795)	\$ (10,407,760)	\$ 100,966	1.0%	\$ (84,520,660)	\$ (83,936,679)	\$ (583,981)	-0.7%	\$ (114,294,729)	\$ (29,774,070)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

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

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,633	\$ 1,641	\$ (7)	-0.4%
Other Revenue	34	77	(45)	-58.4%
<b>Total Operating Revenue</b>	<b>\$ 1,667</b>	<b>\$ 1,718</b>	<b>\$ (52)</b>	<b>-3.0%</b>
Subsidy	4,445	4,788	(343)	-7.2%
<b>Total Revenue</b>	<b>\$ 6,112</b>	<b>\$ 6,506</b>	<b>\$ (394)</b>	<b>-6.1%</b>
Wages	\$ 2,797	\$ 2,821	\$ 24	0.9%
Fringes	1,865	2,174	310	14.3%
Services	188	252	64	25.4%
Purchased Transportation	-	-	-	-
Materials	415	371	(44)	-11.9%
Energy	603	596	(7)	-1.2%
Risk Management	262	247	(15)	-6.1%
General and Administrative	22	44	23	52.3%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 6,151</b>	<b>\$ 6,506</b>	<b>\$ 355</b>	<b>5.5%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (39)</b>	<b>\$ -</b>	<b>\$ (39)</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (4,484)	\$ (4,788)	\$ 304	-6.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 16,292	\$ 16,403	\$ (111)	-0.7%
Other Revenue	532	637	(104)	-16.3%
<b>Total Operating Revenue</b>	<b>\$ 16,824</b>	<b>\$ 17,040</b>	<b>\$ (215)</b>	<b>-1.3%</b>
Subsidy	36,760	39,420	(2,661)	-6.8%
<b>Total Revenue</b>	<b>\$ 53,584</b>	<b>\$ 56,460</b>	<b>\$ (2,876)</b>	<b>-5.1%</b>
Wages	\$ 24,280	\$ 23,978	\$ (302)	-1.3%
Fringes	18,364	18,925	562	3.0%
Services	2,248	2,347	100	4.3%
Purchased Transportation	-	-	-	-
Materials	3,565	3,489	(76)	-2.2%
Energy	5,305	5,357	52	1.0%
Risk Management	2,227	2,084	(143)	-6.9%
General and Administrative	258	279	21	7.5%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 56,247</b>	<b>\$ 56,460</b>	<b>\$ 213</b>	<b>0.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (2,663)</b>	<b>\$ -</b>	<b>\$ (2,663)</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (39,422)	\$ (39,420)	\$ (2)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**INTERNAL BUS OPERATIONS  
(SAN DIEGO TRANSIT CORPORATION)**

**FINANCIAL COMPARISON TO BUDGET  
NINE MONTHS ENDING MARCH 31, 2005**

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 9		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 1,633,365	\$ 1,640,750	\$ (7,385)	-0.5%	\$ 16,291,602	\$ 16,403,096	\$ (111,494)	-0.7%	\$ 21,180,000	\$ 4,888,398
	Advertising	26,400	61,300	(34,900)	-56.9%	440,333	555,301	(114,969)	-20.7%	740,000	299,668
	Contracted Service Revenue	-	6,250	(6,250)	-	-	6,250	(6,250)	-	25,000	25,000
	Other	7,029	10,000	(2,971)	-29.7%	92,479	75,000	17,479	23.3%	100,000	7,521
	Total Operating Revenue	\$ 1,666,794	\$ 1,718,300	\$ (51,506)	-3.0%	\$ 16,824,413	\$ 17,039,647	\$ (215,234)	-1.3%	\$ 22,045,000	\$ 5,220,587
	Subsidy	4,444,744	4,787,569	(342,825)	-7.2%	36,759,616	39,420,158	(2,660,542)	-	53,430,998	16,671,382
	Total Revenue	\$ 6,111,538	\$ 6,505,869	\$ (394,331)	-6.1%	\$ 53,584,029	\$ 56,459,805	\$ (2,875,776)	-6.1%	\$ 75,475,998	\$ 21,891,969
EXPENSES											
Personnel											
	Wages	\$ 2,797,232	\$ 2,821,354	\$ 24,122	0.9%	\$ 24,280,445	\$ 23,978,023	\$ (302,422)	-1.3%	\$ 32,034,214	\$ 7,753,769
	Fringes	1,864,549	2,174,257	309,708	14.2%	18,363,620	18,925,453	561,833	3.0%	25,176,772	6,813,152
	Total Personnel	\$ 4,661,781	\$ 4,995,611	\$ 333,830	6.7%	\$ 42,644,065	\$ 42,903,476	\$ 259,411	0.6%	\$ 57,210,986	\$ 14,566,921
Outside Services											
	Security	\$ 25,075	\$ 30,239	\$ 5,164	17.1%	\$ 621,857	\$ 625,176	\$ 3,319	0.5%	\$ 715,892	\$ 94,035
	Repair/Maintenance Services	54,115	44,081	(10,035)	-22.8%	469,641	424,664	(44,978)	-10.6%	554,345	84,704
	Engine and Transmission Rebuild	16,461	57,817	41,356	71.5%	315,529	340,353	24,824	7.3%	513,800	198,271
	Other Outside Services	92,123	119,916	27,793	23.2%	840,565	957,230	116,665	12.2%	1,316,977	476,412
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 187,774	\$ 252,053	\$ 64,279	25.5%	\$ 2,247,593	\$ 2,347,423	\$ 99,830	4.3%	\$ 3,101,014	\$ 853,421
Materials & Supplies											
	Lubricants	\$ 8,916	\$ 10,233	\$ 1,317	12.9%	\$ 93,610	\$ 90,459	\$ (3,151)	-3.5%	\$ 120,530	\$ 26,920
	Tires	43,419	49,034	5,615	11.5%	418,429	441,306	22,877	5.2%	588,407	169,978
	Other Materials and Supplies	362,197	311,751	(50,446)	-16.2%	3,053,193	2,957,347	(95,846)	-3.2%	3,971,966	918,773
	Total Main. Parts and Supplies	\$ 414,531	\$ 371,018	\$ (43,513)	-11.7%	\$ 3,565,233	\$ 3,489,112	\$ (76,121)	-2.2%	\$ 4,680,903	\$ 1,115,670
Energy											
	Diesel Fuel	\$ 264,182	\$ 254,384	\$ (9,798)	-3.9%	\$ 2,272,028	\$ 2,331,483	\$ 59,455	2.6%	\$ 3,079,662	\$ 807,634
	CNG	296,957	298,250	1,293	0.4%	2,653,315	2,632,312	(21,003)	-0.8%	3,508,799	855,484
	Fuel and Electricity for Facilities	42,044	43,699	1,655	3.8%	380,070	393,297	13,227	3.4%	524,400	144,330
	Total Energy	\$ 603,183	\$ 596,333	\$ (6,850)	-1.1%	\$ 5,305,413	\$ 5,357,092	\$ 51,679	1.0%	\$ 7,112,861	\$ 1,807,448
Risk Management											
		\$ 261,815	\$ 246,568	\$ (15,248)	-6.2%	\$ 2,226,770	\$ 2,084,097	\$ (142,673)	-6.8%	\$ 2,958,798	\$ 732,028
General and Administrative											
		\$ 21,641	\$ 44,288	\$ 22,647	51.1%	\$ 257,543	\$ 278,605	\$ 21,062	7.6%	\$ 411,436	\$ 153,893
Vehicle/facility Lease											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 6,160,726	\$ 6,505,869	\$ 345,144	5.6%	\$ 56,246,616	\$ 56,459,805	\$ 213,188	0.4%	\$ 75,475,998	\$ 19,229,382
	Total Revenue Less Total Costs	\$ (39,187)	\$ -	\$ (39,187)	-	\$ (2,662,587)	\$ -	\$ (2,662,587)	-	\$ -	\$ 2,662,587
	NET OPERATING SUBSIDY	\$ (4,483,931)	\$ (4,787,569)	\$ 303,638	6.3%	\$ (39,422,203)	\$ (39,420,158)	\$ (2,046)	0.0%	\$ (53,430,998)	\$ (14,008,796)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

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

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,742	\$ 2,267	\$ (524)	-23.1%
Other Revenue	42	25	16	64.0%
<b>Total Operating Revenue</b>	<b>\$ 1,784</b>	<b>\$ 2,292</b>	<b>\$ (508)</b>	<b>-22.2%</b>
Subsidy	897	1,707	(810)	-47.5%
<b>Total Revenue</b>	<b>\$ 2,681</b>	<b>\$ 3,999</b>	<b>\$ (1,318)</b>	<b>-33.0%</b>
Wages	\$ 1,863	\$ 1,960	\$ 97	4.9%
Fringes	365	404	39	9.7%
Services	650	584	(66)	-11.3%
Purchased Transportation	-	-	-	-
Materials	337	332	(5)	-1.5%
Energy	495	550	54	9.8%
Risk Management	106	153	47	30.7%
General and Administrative	27	16	(10)	-62.5%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 3,844</b>	<b>\$ 3,999</b>	<b>\$ 156</b>	<b>3.9%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1,162)</b>	<b>\$ -</b>	<b>\$ (1,162)</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (2,059)	\$ (1,707)	\$ (352)	20.6%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 19,358	\$ 20,097	\$ (739)	-3.7%
Other Revenue	208	235	(27)	-11.5%
<b>Total Operating Revenue</b>	<b>\$ 19,566</b>	<b>\$ 20,332</b>	<b>\$ (766)</b>	<b>-3.8%</b>
Subsidy	15,364	14,017	1,346	9.6%
<b>Total Revenue</b>	<b>\$ 34,930</b>	<b>\$ 34,350</b>	<b>\$ 580</b>	<b>1.7%</b>
Wages	\$ 15,777	\$ 15,936	\$ 159	1.0%
Fringes	3,387	3,400	13	0.4%
Services	5,882	5,774	(108)	-1.9%
Purchased Transportation	-	-	-	-
Materials	3,210	2,995	(214)	-7.1%
Energy	4,671	4,667	(4)	-0.1%
Risk Management	1,420	1,443	24	1.7%
General and Administrative	128	133	5	3.8%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 34,475</b>	<b>\$ 34,350</b>	<b>\$ (125)</b>	<b>-0.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 455</b>	<b>\$ -</b>	<b>\$ 455</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (14,909)	\$ (14,017)	\$ (891)	6.4%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

### FINANCIAL COMPARISON TO BUDGET NINE MONTHS ENDING MARCH 31, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 9		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
<b>REVENUE</b>											
	Passenger Fares	\$ 1,742,237	\$ 2,266,671	\$ (524,434)	-23.1%	\$ 19,357,622	\$ 20,096,816	\$ (739,194)	-3.7%	\$ 27,271,900	\$ 7,914,278
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	42,091	25,298	16,794	66.4%	208,506	235,376	(26,871)	-11.4%	311,269	102,763
	<b>Total Operating Revenue</b>	<b>\$ 1,784,328</b>	<b>\$ 2,291,969</b>	<b>\$ (507,641)</b>	<b>-22.1%</b>	<b>\$ 19,566,128</b>	<b>\$ 20,332,193</b>	<b>\$ (766,065)</b>	<b>-3.8%</b>	<b>\$ 27,583,169</b>	<b>\$ 8,017,041</b>
	Subsidy	897,012	1,707,095	(810,083)	-47.5%	15,363,508	14,017,443	1,346,065	9.6%	18,701,322	3,337,814
	<b>Total Revenue</b>	<b>\$ 2,681,340</b>	<b>\$ 3,999,064</b>	<b>\$ (1,317,724)</b>	<b>-33.0%</b>	<b>\$ 34,929,636</b>	<b>\$ 34,349,636</b>	<b>\$ 580,001</b>	<b>1.7%</b>	<b>\$ 46,284,491</b>	<b>\$ 11,354,855</b>
<b>EXPENSES</b>											
<u><b>Personnel</b></u>											
	Wages	\$ 1,863,398	\$ 1,960,260	\$ 96,862	4.9%	\$ 15,776,705	\$ 15,936,052	\$ 159,347	1.0%	\$ 21,777,490	\$ 6,000,785
	Fringes	365,363	403,927	38,564	9.5%	3,387,253	3,400,373	13,120	0.4%	4,612,152	1,224,899
	<b>Total Personnel</b>	<b>\$ 2,228,761</b>	<b>\$ 2,364,187</b>	<b>\$ 135,426</b>	<b>5.7%</b>	<b>\$ 19,163,958</b>	<b>\$ 19,336,425</b>	<b>\$ 172,467</b>	<b>0.9%</b>	<b>\$ 26,389,642</b>	<b>\$ 7,225,684</b>
<u><b>Outside Services</b></u>											
	Security	\$ 404,086	\$ 314,012	\$ (90,074)	-28.7%	\$ 3,297,101	\$ 3,204,645	\$ (92,456)	-2.9%	\$ 4,551,721	\$ 1,254,620
	Repair/Maintenance Services	196,812	205,814	9,003	4.4%	2,069,678	2,001,280	(68,399)	-3.4%	2,603,674	533,995
	Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
	Other Outside Services	49,343	64,644	15,301	23.7%	515,482	568,387	52,905	9.3%	794,322	278,840
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	<b>Total Outside Services</b>	<b>\$ 650,241</b>	<b>\$ 584,470</b>	<b>\$ (65,770)</b>	<b>-11.3%</b>	<b>\$ 5,882,261</b>	<b>\$ 5,774,311</b>	<b>\$ (107,950)</b>	<b>-1.9%</b>	<b>\$ 7,949,717</b>	<b>\$ 2,067,455</b>
<u><b>Materials &amp; Supplies</b></u>											
	Lubricants	\$ 4,535	\$ 6,058	\$ 1,523	25.1%	\$ 51,959	\$ 19,064	\$ (32,895)	-172.5%	\$ 37,242	\$ (14,717)
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	332,142	325,546	(6,596)	-2.0%	3,157,768	2,976,259	(181,509)	-6.1%	3,433,404	275,636
	<b>Total Main. Parts and Supplies</b>	<b>\$ 336,677</b>	<b>\$ 331,604</b>	<b>\$ (5,073)</b>	<b>-1.5%</b>	<b>\$ 3,209,727</b>	<b>\$ 2,995,323</b>	<b>\$ (214,404)</b>	<b>-7.2%</b>	<b>\$ 3,470,646</b>	<b>\$ 260,919</b>
<u><b>Energy</b></u>											
	Diesel Fuel	\$ 24,888	\$ 26,938	\$ 2,050	7.6%	\$ 222,913	\$ 230,728	\$ 7,815	3.4%	\$ 311,074	\$ 88,161
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	470,442	522,859	52,418	10.0%	4,448,389	4,436,492	(11,897)	-0.3%	6,005,072	1,556,683
	<b>Total Energy</b>	<b>\$ 495,330</b>	<b>\$ 549,798</b>	<b>\$ 54,468</b>	<b>9.9%</b>	<b>\$ 4,671,303</b>	<b>\$ 4,667,220</b>	<b>\$ (4,083)</b>	<b>-0.1%</b>	<b>\$ 6,316,146</b>	<b>\$ 1,644,843</b>
<u><b>Risk Management</b></u>											
		\$ 105,864	\$ 152,762	\$ 46,898	30.7%	\$ 1,419,535	\$ 1,443,291	\$ 23,756	1.6%	\$ 1,976,572	\$ 557,037
<u><b>General and Administrative</b></u>											
		\$ 26,652	\$ 16,243	\$ (10,409)	-64.1%	\$ 127,845	\$ 133,064	\$ 5,219	3.9%	\$ 181,768	\$ 53,923
<u><b>Vehicle/facility Lease</b></u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	<b>TOTAL EXPENSES</b>	<b>\$ 3,843,624</b>	<b>\$ 3,999,064</b>	<b>\$ 155,539</b>	<b>3.9%</b>	<b>\$ 34,474,630</b>	<b>\$ 34,349,636</b>	<b>\$ (124,995)</b>	<b>-0.4%</b>	<b>\$ 46,284,491</b>	<b>\$ 11,809,862</b>
	<b>Total Revenue Less Total Costs</b>	<b>\$ (1,162,185)</b>	<b>\$ -</b>	<b>\$ (1,162,185)</b>	<b>-</b>	<b>\$ 455,006</b>	<b>\$ -</b>	<b>\$ 455,006</b>	<b>-</b>	<b>\$ (0)</b>	<b>\$ (455,006)</b>
	<b>NET OPERATING SUBSIDY</b>	<b>\$ (2,059,197)</b>	<b>\$ (1,707,095)</b>	<b>\$ (352,101)</b>	<b>-20.6%</b>	<b>\$ (14,908,502)</b>	<b>\$ (14,017,443)</b>	<b>\$ (891,059)</b>	<b>-6.4%</b>	<b>\$ (18,701,322)</b>	<b>\$ (3,792,821)</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES - FIXED ROUTE

### COMPARISON TO BUDGET - FY 2005

MARCH 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,154	\$ 1,187	\$ (33)	-2.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,154	\$ 1,187	\$ (33)	-2.8%
Subsidy	2,387	2,489	(102)	-4.1%
<b>Total Revenue</b>	<b>\$ 3,541</b>	<b>\$ 3,676</b>	<b>\$ (135)</b>	<b>-3.7%</b>
Wages	\$ 10	\$ 37	\$ 27	73.0%
Fringes	-	-	-	-
Services	81	112	31	27.7%
Purchased Transportation	3,043	3,114	71	2.3%
Materials	-	-	-	-
Energy	400	408	8	2.0%
Risk Management	-	-	-	-
General and Administrative	-	2	1	-
Vehicle/Facility Lease	-	3	3	-
<b>Total Costs</b>	<b>\$ 3,535</b>	<b>\$ 3,676</b>	<b>\$ 141</b>	<b>3.8%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 6</b>	<b>\$ -</b>	<b>\$ 6</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (2,381)	\$ (2,489)	\$ 108	4.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 11,463	\$ 11,677	\$ (214)	-1.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 11,463	\$ 11,677	\$ (214)	-1.8%
Subsidy	19,187	19,217	(29)	-0.2%
<b>Total Revenue</b>	<b>\$ 30,650</b>	<b>\$ 30,894</b>	<b>\$ (243)</b>	<b>-0.8%</b>
Wages	\$ 246	\$ 288	\$ 42	14.6%
Fringes	-	-	-	-
Services	619	689	70	10.2%
Purchased Transportation	26,199	26,312	113	0.4%
Materials	-	-	-	-
Energy	3,574	3,593	19	0.5%
Risk Management	-	-	-	-
General and Administrative	7	9	2	22.2%
Vehicle/Facility Lease	-	3	3	-
<b>Total Costs</b>	<b>\$ 30,644</b>	<b>\$ 30,894</b>	<b>\$ 249</b>	<b>0.8%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 6</b>	<b>\$ -</b>	<b>\$ 6</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (19,181)	\$ (19,217)	\$ 35	0.2%



# **SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

## **CONTRACT SERVICES - FIXED ROUTE**

### **FINANCIAL COMPARISON TO BUDGET NINE MONTHS ENDING MARCH 31, 2005**

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 9		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 1,154,013	\$ 1,187,000	\$ (32,987)	-2.8%	\$ 11,463,160	\$ 11,677,000	\$ (213,840)	-1.8%	\$ 15,200,000	\$ 3,736,840
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Operating Revenue	\$ 1,154,013	\$ 1,187,000	\$ (32,987)	-2.8%	\$ 11,463,160	\$ 11,677,000	\$ (213,840)	-1.8%	\$ 15,200,000	\$ 3,736,840
	Subsidy	2,386,872	2,488,500	(101,628)	-4.1%	19,187,304	19,216,800	(29,496)	-0.2%	26,341,900	7,154,596
	Total Revenue	\$ 3,540,885	\$ 3,675,500	\$ (134,615)	-3.7%	\$ 30,650,464	\$ 30,893,800	\$ (243,336)	-0.8%	\$ 41,541,900	\$ 10,891,436
EXPENSES											
Personnel											
	Wages	\$ 10,114	\$ 37,000	\$ 26,886	72.7%	\$ 246,174	\$ 288,000	\$ 41,826	14.5%	\$ 397,000	\$ 150,826
	Fringes	-	-	-	-	-	-	-	-	-	-
	Total Personnel	\$ 10,114	\$ 37,000	\$ 26,886	72.7%	\$ 246,174	\$ 288,000	\$ 41,826	14.5%	\$ 397,000	\$ 150,826
Outside Services											
	Security	\$ 2,505	\$ 7,000	\$ 4,495	64.2%	\$ 15,839	\$ 20,900	\$ 5,061	24.2%	\$ 45,000	\$ 29,161
	Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
	Engine and Transmission Rebuild	29,475	45,000	15,525	34.5%	231,266	261,000	29,734	11.4%	417,000	185,734
	Other Outside Services	49,928	60,000	10,072	16.8%	371,646	407,000	35,354	8.7%	590,700	219,054
	Purchased Transportation	3,042,577	3,114,000	71,423	2.3%	26,198,756	26,312,000	113,244	0.4%	35,267,000	9,068,244
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 3,124,485	\$ 3,226,000	\$ 101,515	3.1%	\$ 26,817,507	\$ 27,000,900	\$ 183,393	0.7%	\$ 36,319,700	\$ 9,502,193
Materials & Supplies											
	Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
	Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy											
	Diesel Fuel	\$ 152,573	\$ 150,000	\$ (2,573)	-1.7%	\$ 1,298,581	\$ 1,305,000	\$ 6,419	0.5%	\$ 1,760,200	\$ 461,619
	CNG	247,539	258,000	10,461	4.1%	2,275,193	2,288,000	12,807	0.6%	3,031,000	755,807
	Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
	Total Energy	\$ 400,112	\$ 408,000	\$ 7,888	1.9%	\$ 3,573,774	\$ 3,593,000	\$ 19,226	0.5%	\$ 4,791,200	\$ 1,217,426
Risk Management											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
General and Administrative											
		\$ 198	\$ 1,500	\$ 1,302	86.8%	\$ 7,033	\$ 8,900	\$ 1,867	21.0%	\$ 14,000	\$ 6,967
Vehicle/facility Lease											
		\$ -	\$ 3,000	\$ 3,000	-	\$ -	\$ 3,000	\$ 3,000	-	\$ 20,000	\$ 20,000
	TOTAL EXPENSES	\$ 3,534,909	\$ 3,675,500	\$ 140,591	3.8%	\$ 30,644,488	\$ 30,893,800	\$ 249,312	0.8%	\$ 41,541,900	\$ 10,897,412
	Total Revenue Less Total Costs	\$ 5,976	\$ -	\$ 5,976	-	\$ 5,976	\$ -	\$ 5,976	-	\$ -	\$ (5,976)
	NET OPERATING SUBSIDY	\$ (2,380,896)	\$ (2,488,500)	\$ 107,604	4.3%	\$ (19,181,328)	\$ (19,216,800)	\$ 35,472	0.2%	\$ (26,341,900)	\$ (7,160,572)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES - PARATRANSIT

### COMPARISON TO BUDGET - FY 2005

MARCH 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 148	\$ 140	\$ 8	5.7%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 148	\$ 140	\$ 8	5.7%
Subsidy	863	871	(8)	-0.9%
<b>Total Revenue</b>	<b>\$ 1,011</b>	<b>\$ 1,011</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ 6	\$ 28	\$ 22	78.6%
Fringes	-	-	-	-
Services	65	45	(20)	-44.4%
Purchased Transportation	782	825	43	5.2%
Materials	-	-	-	-
Energy	89	82	(7)	-8.5%
Risk Management	-	-	-	-
General and Administrative	-	1	1	-
Vehicle/Facility Lease	-	30	30	-
<b>Total Costs</b>	<b>\$ 942</b>	<b>\$ 1,011</b>	<b>\$ 69</b>	<b>6.8%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 69</b>	<b>\$ -</b>	<b>\$ 69</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (794)	\$ (871)	\$ 77	8.8%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,047	\$ 1,020	\$ 27	2.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,047	\$ 1,020	\$ 27	2.6%
Subsidy	7,013	7,168	(155)	-2.2%
<b>Total Revenue</b>	<b>\$ 8,060</b>	<b>\$ 8,188</b>	<b>\$ (128)</b>	<b>-1.6%</b>
Wages	\$ 158	\$ 187	\$ 29	15.5%
Fringes	-	-	-	-
Services	402	390	(12)	-3.1%
Purchased Transportation	6,676	6,799	123	1.8%
Materials	-	-	-	-
Energy	700	701	1	0.1%
Risk Management	-	-	-	-
General and Administrative	3	3	-	0.0%
Vehicle/Facility Lease	53	108	55	50.9%
<b>Total Costs</b>	<b>\$ 7,991</b>	<b>\$ 8,188</b>	<b>\$ 197</b>	<b>2.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 69</b>	<b>\$ -</b>	<b>\$ 69</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (6,944)	\$ (7,168)	\$ 224	3.1%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACT SERVICES - PARATRANSIT

### FINANCIAL COMPARISON TO BUDGET NINE MONTHS ENDING MARCH 31, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month:		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 148,143	\$ 140,000	\$ 8,143	5.8%	\$ 1,046,869	\$ 1,020,000	\$ 26,869	2.6%	\$ 1,535,000	\$ 488,131
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Operating Revenue	\$ 148,143	\$ 140,000	\$ 8,143	5.8%	\$ 1,046,869	\$ 1,020,000	\$ 26,869	2.6%	\$ 1,535,000	\$ 488,131
	Subsidy	862,519	870,900	(8,381)	-1.0%	7,013,060	7,168,029	(154,969)	-2.2%	9,791,429	2,778,369
	Total Revenue	\$ 1,010,662	\$ 1,010,900	\$ (238)	0.0%	\$ 8,059,929	\$ 8,188,029	\$ (128,100)	-1.6%	\$ 11,326,429	\$ 3,266,500
EXPENSES											
Personnel											
	Wages	\$ 5,799	\$ 28,000	\$ 22,201	79.3%	\$ 157,830	\$ 187,000	\$ 29,170	15.6%	\$ 271,000	\$ 113,170
	Fringes	-	-	-	-	-	-	-	-	-	-
	Total Personnel	\$ 5,799	\$ 28,000	\$ 22,201	79.3%	\$ 157,830	\$ 187,000	\$ 29,170	15.6%	\$ 271,000	\$ 113,170
Outside Services											
	Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
	Engine and Transmission Rebuild	-	-	-	-	9,859	-	(9,859)	-	-	(9,859)
	Other Outside Services	64,838	45,000	(19,838)	-44.1%	392,506	390,000	(2,506)	-0.6%	534,300	141,794
	Purchased Transportation	781,993	825,000	43,007	5.2%	6,675,828	6,799,000	123,172	1.8%	9,305,000	2,629,172
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 846,831	\$ 870,000	\$ 23,169	2.7%	\$ 7,078,193	\$ 7,189,000	\$ 110,807	1.5%	\$ 9,839,300	\$ 2,761,107
Materials & Supplies											
	Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
	Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy											
	Diesel Fuel	\$ 89,121	\$ 82,000	\$ (7,121)	-8.7%	\$ 699,511	\$ 701,000	\$ 1,489	0.2%	\$ 943,929	\$ 244,418
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
	Total Energy	\$ 89,121	\$ 82,000	\$ (7,121)	-8.7%	\$ 699,511	\$ 701,000	\$ 1,489	0.2%	\$ 943,929	\$ 244,418
	Risk Management	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 94,000	\$ 94,000
	General and Administrative	\$ 86	\$ 900	\$ 814	90.4%	\$ 2,782	\$ 3,241	\$ 459	14.2%	\$ 6,000	\$ 3,218
	Vehicle/facility Lease	\$ -	\$ 30,000	\$ 30,000	-	\$ 52,788	\$ 107,788	\$ 55,000	51.0%	\$ 172,200	\$ 119,412
	TOTAL EXPENSES	\$ 941,837	\$ 1,010,900	\$ 69,063	6.8%	\$ 7,991,104	\$ 8,188,029	\$ 196,925	2.4%	\$ 11,326,429	\$ 3,335,325
	Total Revenue Less Total Costs	\$ 68,825	\$ -	\$ 68,825	-	\$ 68,825	\$ -	\$ 68,825	-	\$ -	\$ (68,825)
	NET OPERATING SUBSIDY	\$ (793,694)	\$ (870,900)	\$ 77,206	8.9%	\$ (6,944,235)	\$ (7,168,029)	\$ 223,794	3.1%	\$ (9,791,429)	\$ (2,847,194)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

### COMPARISON TO BUDGET - FY 2005

MARCH 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 183	\$ 195	\$ (12)	-6.2%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 183	\$ 195	\$ (12)	-6.2%
Subsidy	445	443	2	0.5%
<b>Total Revenue</b>	<b>\$ 628</b>	<b>\$ 638</b>	<b>\$ (10)</b>	<b>-1.6%</b>
Wages	\$ 61	\$ 53	\$ (8)	-15.1%
Fringes	-	-	-	-
Services	61	74	12	16.2%
Purchased Transportation	443	435	(8)	-1.8%
Materials	-	-	-	-
Energy	64	75	12	16.0%
Risk Management	-	-	-	-
General and Administrative	-	1	1	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 629</b>	<b>\$ 638</b>	<b>\$ 9</b>	<b>1.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1)</b>	<b>\$ -</b>	<b>\$ (1)</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (446)	\$ (443)	\$ (3)	-0.7%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,818	\$ 1,835	\$ (17)	-0.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,818	\$ 1,835	\$ (17)	-0.9%
Subsidy	3,008	3,060	(53)	-1.7%
<b>Total Revenue</b>	<b>\$ 4,826</b>	<b>\$ 4,895</b>	<b>\$ (69)</b>	<b>-1.4%</b>
Wages	\$ 456	\$ 483	\$ 27	5.6%
Fringes	-	-	-	-
Services	189	202	12	5.9%
Purchased Transportation	3,593	3,593	-	0.0%
Materials	-	-	-	-
Energy	575	604	29	4.8%
Risk Management	-	-	-	-
General and Administrative	13	14	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 4,827</b>	<b>\$ 4,895</b>	<b>\$ 68</b>	<b>1.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1)</b>	<b>\$ -</b>	<b>\$ (1)</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (3,009)	\$ (3,060)	\$ 51	1.7%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

### FINANCIAL COMPARISON TO BUDGET NINE MONTHS ENDING MARCH 31, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 9		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 183,272	\$ 195,000	\$ (11,728)	-6.0%	\$ 1,818,403	\$ 1,835,000	\$ (16,597)	-0.9%	\$ 2,425,000	\$ 606,597
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Operating Revenue	\$ 183,272	\$ 195,000	\$ (11,728)	-6.0%	\$ 1,818,403	\$ 1,835,000	\$ (16,597)	-0.9%	\$ 2,425,000	\$ 606,597
	Subsidy	444,677	442,928	1,749	0.4%	3,007,662	3,060,236	(52,574)	-1.7%	4,377,218	1,369,556
	Total Revenue	\$ 627,949	\$ 637,928	\$ (9,979)	-1.6%	\$ 4,826,065	\$ 4,895,236	\$ (69,171)	-1.4%	\$ 6,802,218	\$ 1,976,153
EXPENSES											
Personnel											
	Wages	\$ 60,916	\$ 52,976	\$ (7,940)	-15.0%	\$ 456,217	\$ 482,784	\$ 26,567	5.5%	\$ 653,589	\$ 197,372
	Fringes	-	-	-	-	-	-	-	-	-	-
	Total Personnel	\$ 60,916	\$ 52,976	\$ (7,940)	-15.0%	\$ 456,217	\$ 482,784	\$ 26,567	5.5%	\$ 653,589	\$ 197,372
Outside Services											
	Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Repair/Maintenance Services	6,162	9,000	2,838	31.5%	70,852	74,500	3,648	4.9%	107,492	36,640
	Engine and Transmission Rebuild	9,969	20,000	10,031	50.2%	20,711	31,000	10,289	33.2%	81,203	60,492
	Other Outside Services	45,092	44,602	(490)	-1.1%	98,267	96,602	(1,665)	-1.7%	188,814	90,547
	Purchased Transportation	443,080	435,000	(8,080)	-1.9%	3,592,620	3,592,500	(120)	0.0%	4,854,593	1,261,973
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 504,303	\$ 508,602	\$ 4,299	0.8%	\$ 3,782,450	\$ 3,794,602	\$ 12,152	0.3%	\$ 5,232,102	\$ 1,449,652
Materials & Supplies											
	Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
	Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy											
	Diesel Fuel	\$ 16,868	\$ 12,000	\$ (4,868)	-40.6%	\$ 109,274	\$ 105,000	\$ (4,274)	-4.1%	\$ 142,618	\$ 33,344
	CNG	38,356	52,000	13,644	26.2%	382,296	409,000	26,704	6.5%	550,462	168,166
	Fuel and Electricity for Facilities	8,481	11,350	2,869	25.3%	83,897	90,250	6,353	7.0%	122,517	38,620
	Total Energy	\$ 63,705	\$ 75,350	\$ 11,645	15.5%	\$ 575,467	\$ 604,250	\$ 28,783	4.8%	\$ 815,597	\$ 240,130
Risk Management											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 62,700	\$ 62,700
General and Administrative											
		\$ 231	\$ 1,000	\$ 769	76.9%	\$ 13,137	\$ 13,600	\$ 463	3.4%	\$ 38,230	\$ 25,093
Vehicle/facility Lease											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 629,155	\$ 637,928	\$ 8,773	1.4%	\$ 4,827,271	\$ 4,895,236	\$ 67,965	1.4%	\$ 6,802,218	\$ 1,974,947
	Total Revenue Less Total Costs	\$ (1,206)	\$ -	\$ (1,206)	-	\$ (1,206)	\$ -	\$ (1,206)	-	\$ -	\$ 1,206
	NET OPERATING SUBSIDY	\$ (445,883)	\$ (442,928)	\$ (2,955)	-0.7%	\$ (3,008,868)	\$ (3,060,236)	\$ 51,368	1.7%	\$ (4,377,218)	\$ (1,368,350)

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## NATIONAL CITY TRANSIT

### COMPARISON TO BUDGET - FY 2005

MARCH 31, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 96	\$ 108	\$ (12)	-11.1%
Other Revenue	-	(1)	-	-
Total Operating Revenue	\$ 96	\$ 108	\$ (12)	-11.1%
Subsidy	173	100	73	73.0%
<b>Total Revenue</b>	<b>\$ 269</b>	<b>\$ 207</b>	<b>\$ 61</b>	<b>29.5%</b>
Wages	\$ 85	\$ 94	\$ 9	9.6%
Fringes	30	22	(9)	-40.9%
Services	46	27	(19)	-70.4%
Purchased Transportation	-	-	-	-
Materials	20	12	(7)	-58.3%
Energy	31	22	(8)	-36.4%
Risk Management	16	28	12	42.9%
General and Administrative	-	1	1	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 228</b>	<b>\$ 207</b>	<b>\$ (21)</b>	<b>-10.1%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 41</b>	<b>\$ -</b>	<b>\$ 41</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (132)	\$ (100)	\$ (32)	-32.0%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 939	\$ 978	\$ (38)	-3.9%
Other Revenue	-	(1)	-	-
Total Operating Revenue	\$ 939	\$ 978	\$ (38)	-3.9%
Subsidy	1,002	956	46	4.8%
<b>Total Revenue</b>	<b>\$ 1,941</b>	<b>\$ 1,933</b>	<b>\$ 8</b>	<b>0.4%</b>
Wages	\$ 873	\$ 891	\$ 18	2.0%
Fringes	186	195	9	4.6%
Services	259	247	(12)	-4.9%
Purchased Transportation	-	-	-	-
Materials	111	122	10	8.2%
Energy	201	208	8	3.8%
Risk Management	254	255	1	0.4%
General and Administrative	13	16	3	18.8%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 1,896</b>	<b>\$ 1,933</b>	<b>\$ 37</b>	<b>1.9%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 44</b>	<b>\$ -</b>	<b>\$ 44</b>	<b>100.0%</b>
Net Operating Subsidy	\$ (957)	\$ (956)	\$ (2)	-0.2%

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## NATIONAL CITY TRANSIT

### FINANCIAL COMPARISON TO BUDGET NINE MONTHS ENDING MARCH 31, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 9		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
<b>REVENUE</b>											
	Passenger Fares	\$ 95,668	\$ 107,500	\$ (11,832)	-11.0%	\$ 939,168	\$ 977,500	\$ (38,332)	-3.9%	\$ 1,300,500	\$ 361,332
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	<b>Total Operating Revenue</b>	<b>\$ 95,668</b>	<b>\$ 107,500</b>	<b>\$ (11,832)</b>	<b>-11.0%</b>	<b>\$ 939,168</b>	<b>\$ 977,500</b>	<b>\$ (38,332)</b>	<b>-3.9%</b>	<b>\$ 1,300,500</b>	<b>\$ 361,332</b>
	Subsidy	173,051	99,841	73,210	73.3%	1,001,586	955,671	45,915	4.8%	1,520,738	519,152
	<b>Total Revenue</b>	<b>\$ 268,719</b>	<b>\$ 207,341</b>	<b>\$ 61,377</b>	<b>29.6%</b>	<b>\$ 1,940,754</b>	<b>\$ 1,933,171</b>	<b>\$ 7,583</b>	<b>0.4%</b>	<b>\$ 2,821,238</b>	<b>\$ 880,484</b>
<b>EXPENSES</b>											
<b>Personnel</b>											
	Wages	\$ 85,049	\$ 94,000	\$ 8,951	9.5%	\$ 873,102	\$ 891,000	\$ 17,898	2.0%	\$ 1,208,000	\$ 334,898
	Fringes	30,280	21,667	(8,613)	-39.8%	186,123	195,000	8,877	4.6%	260,000	73,877
	<b>Total Personnel</b>	<b>\$ 115,328</b>	<b>\$ 115,667</b>	<b>\$ 338</b>	<b>0.3%</b>	<b>\$ 1,059,225</b>	<b>\$ 1,086,000</b>	<b>\$ 26,775</b>	<b>2.5%</b>	<b>\$ 1,468,000</b>	<b>\$ 408,775</b>
<b>Outside Services</b>											
	Security	\$ -	\$ 611	\$ 611	-	\$ 8,973	\$ 8,167	\$ (806)	-9.9%	\$ 10,000	\$ 1,028
	Repair/Maintenance Services	8,380	6,400	(1,980)	-30.9%	35,707	50,800	15,093	29.7%	70,000	34,293
	Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
	Other Outside Services	37,472	20,000	(17,472)	-87.4%	214,138	188,000	(26,138)	-13.9%	478,000	263,862
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	<b>Total Outside Services</b>	<b>\$ 45,853</b>	<b>\$ 27,011</b>	<b>\$ (18,842)</b>	<b>-69.8%</b>	<b>\$ 258,818</b>	<b>\$ 246,967</b>	<b>\$ (11,851)</b>	<b>-4.8%</b>	<b>\$ 558,000</b>	<b>\$ 299,182</b>
<b>Materials &amp; Supplies</b>											
	Lubricants	\$ -	\$ 667	\$ 667	-	\$ 3,588	\$ 6,000	\$ 2,412	40.2%	\$ 8,000	\$ 4,412
	Tires	221	1,375	1,154	83.9%	13,310	21,750	8,440	38.8%	26,000	12,690
	Other Materials and Supplies	19,711	10,417	(9,295)	-89.2%	94,379	93,750	(629)	-0.7%	125,000	30,621
	<b>Total Main. Parts and Supplies</b>	<b>\$ 19,932</b>	<b>\$ 12,458</b>	<b>\$ (7,474)</b>	<b>-60.0%</b>	<b>\$ 111,277</b>	<b>\$ 121,500</b>	<b>\$ 10,223</b>	<b>8.4%</b>	<b>\$ 159,000</b>	<b>\$ 47,723</b>
<b>Energy</b>											
	Diesel Fuel	\$ 28,692	\$ 20,300	\$ (8,392)	-41.3%	\$ 184,061	\$ 189,019	\$ 4,958	2.6%	\$ 250,838	\$ 66,777
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	1,884	2,117	233	11.0%	16,471	19,050	2,579	13.5%	25,400	8,929
	<b>Total Energy</b>	<b>\$ 30,576</b>	<b>\$ 22,417</b>	<b>\$ (8,159)</b>	<b>-36.4%</b>	<b>\$ 200,531</b>	<b>\$ 208,069</b>	<b>\$ 7,538</b>	<b>3.6%</b>	<b>\$ 276,238</b>	<b>\$ 75,707</b>
<b>Risk Management</b>											
		\$ 15,843	\$ 28,333	\$ 12,490	44.1%	\$ 253,796	\$ 255,000	\$ 1,204	0.5%	\$ 340,000	\$ 86,204
<b>General and Administrative</b>											
		\$ 403	\$ 1,455	\$ 1,052	72.3%	\$ 12,701	\$ 15,635	\$ 2,934	18.8%	\$ 20,000	\$ 7,299
<b>Vehicle/facility Lease</b>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	<b>TOTAL EXPENSES</b>	<b>\$ 227,935</b>	<b>\$ 207,341</b>	<b>\$ (20,594)</b>	<b>-9.9%</b>	<b>\$ 1,896,348</b>	<b>\$ 1,933,171</b>	<b>\$ 36,822</b>	<b>1.9%</b>	<b>\$ 2,821,238</b>	<b>\$ 924,890</b>
	<b>Total Revenue Less Total Costs</b>	<b>\$ 40,783</b>	<b>\$ -</b>	<b>\$ 40,783</b>	<b>-</b>	<b>\$ 44,406</b>	<b>\$ -</b>	<b>\$ 44,406</b>	<b>-</b>	<b>\$ -</b>	<b>\$ (44,406)</b>
	<b>NET OPERATING SUBSIDY</b>	<b>\$ (132,267)</b>	<b>\$ (99,841)</b>	<b>\$ (32,426)</b>	<b>-32.5%</b>	<b>\$ (957,181)</b>	<b>\$ (955,671)</b>	<b>\$ (1,510)</b>	<b>-0.2%</b>	<b>\$ (1,520,738)</b>	<b>\$ (563,557)</b>

# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CORONADO FERRY

### COMPARISON TO BUDGET - FY 2005

MARCH 31, 2005

(in \$000's)

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

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	98	98	-	0.0%
<b>Total Revenue</b>	<b>\$ 98</b>	<b>\$ 98</b>	<b>\$ -</b>	<b>0.0%</b>
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	-	-	-	-
Purchased Transportation	98	98	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 98</b>	<b>\$ 98</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Net Operating Subsidy	\$ (98)	\$ (98)	\$ -	0.0%



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**CORONADO FERRY**

**FINANCIAL COMPARISON TO BUDGET  
NINE MONTHS ENDING MARCH 31, 2005**

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 9		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
<b>REVENUE</b>											
	Passenger Fares	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Operating Revenue	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Subsidy	10,927	10,927	-	0.0%	98,343	98,343	-	0.0%	131,124	32,781
	<b>Total Revenue</b>	<b>\$ 10,927</b>	<b>\$ 10,927</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 98,343</b>	<b>\$ 98,343</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 131,124</b>	<b>\$ 32,781</b>
<b>EXPENSES</b>											
<u><b>Personnel</b></u>											
	Wages	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Fringes	-	-	-	-	-	-	-	-	-	-
	Total Personnel	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u><b>Outside Services</b></u>											
	Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
	Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
	Other Outside Services	-	-	-	-	-	-	-	-	-	-
	Purchased Transportation	10,927	10,927	-	0.0%	98,343	98,343	-	0.0%	131,124	32,781
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	<b>Total Outside Services</b>	<b>\$ 10,927</b>	<b>\$ 10,927</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 98,343</b>	<b>\$ 98,343</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 131,124</b>	<b>\$ 32,781</b>
<u><b>Materials &amp; Supplies</b></u>											
	Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
	<b>Total Main. Parts and Supplies</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>
<u><b>Energy</b></u>											
	Diesel Fuel	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
	<b>Total Energy</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>
<u><b>Risk Management</b></u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u><b>General and Administrative</b></u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u><b>Vehicle/Facility Lease</b></u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	<b>TOTAL EXPENSES</b>	<b>\$ 10,927</b>	<b>\$ 10,927</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 98,343</b>	<b>\$ 98,343</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ 131,124</b>	<b>\$ 32,781</b>
	<b>Total Revenue Less Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>
	<b>NET OPERATING SUBSIDY</b>	<b>\$ (10,927)</b>	<b>\$ (10,927)</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ (98,343)</b>	<b>\$ (98,343)</b>	<b>\$ -</b>	<b>0.0%</b>	<b>\$ (131,124)</b>	<b>\$ (32,781)</b>

# Metropolitan Transit System FY 2005 - March 2005 Financial Review

MTS Board of Directors Meeting  
May 26, 2005



## SAN DIEGO METROPOLITAN TRANSIT SYSTEM

### COMBINED OPERATIONS MONTH TO DATE / YEAR TO DATE HIGHLIGHTS (in 000's)

	MONTH TO DATE	YEAR TO DATE
COMBINED NET OPERATING SUBSIDY VARIANCE		
Operations	101	(584)
General Fund	90	403
<b>Total Combined Net Operating Subsidy Variance</b>	<b>191</b>	<b>(181)</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
COMBINED MTS TRANSIT OPERATORS  
COMPARISON TO AMENDED BUDGET - FY 2005  
FISCAL YEAR TO DATE, MARCH 31, 2005  
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$50,917	\$52,009	(\$1,093)	-2.1%
Other Revenue	741	872	(130)	-14.9%
<b>Total Operating Revenue</b>	<b>51,658</b>	<b>52,881</b>	<b>(1,223)</b>	<b>-2.3%</b>
Wages/Fringes	63,727	64,284	556	0.9%
Purchased Transportation	36,566	36,802	236	0.6%
Energy	15,026	15,131	105	0.7%
Other Expenses	20,859	20,602	(258)	-1.3%
<b>Total Costs</b>	<b>136,179</b>	<b>136,818</b>	<b>639</b>	<b>0.5%</b>
<b>Net Operating Subsidy</b>	<b>(\$84,521)</b>	<b>(\$83,937)</b>	<b>(\$584)</b>	<b>-0.7%</b>



**Net Operating Subsidy Variance Summary  
March 2005**

	Month to Date Variance	Year to Date Variance
• Rail Operations Fare Revenue	\$ (524)	\$ (739)
• Rail Operations Materials and Supplies Expenses	(5)	(214)
• Combined Risk Expenses	44	(118)
• Internal Bus Operations Fare Revenue	(7)	(111)
• Combined Personnel Expenses	512	556
• All Other Net Operations	81	42
<b>• Overall net operating subsidy positive variance</b>	<b>\$ 101</b>	<b>\$ (584)</b>



SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED OPERATIONS				
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES				
COMPARISON TO AMENDED BUDGET - FY 2005				
FISCAL YEAR TO DATE, MARCH 31, 2005				
(in \$000's)				
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	39,422	39,420	(2)	0.0%
Rail Operations	14,908	14,017	(891)	-6.4%
Contracted Bus Operations - Fixed Route	19,181	19,217	35	0.2%
Contracted Bus Operations - Para Transit	6,944	7,168	224	3.1%
Other Operators	4,064	4,115	49	1.2%
<b>Total Transit Operators Net Subsidy</b>	<b>84,521</b>	<b>83,937</b>	<b>(584)</b>	<b>-0.7%</b>
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	(105)	(60)	45	-75.8%
San Diego and Arizona Eastern	(26)	43	70	161.2%
Debt Service	0	0	0	-
General Fund	4,771	5,059	288	5.7%
<b>Grand Total Expenditures</b>	<b>89,505</b>	<b>89,324</b>	<b>(181)</b>	<b>-0.2%</b>



# Metropolitan Transit System

## FY 2005 - March 2005

### Financial Review

MTS Board of Directors Meeting  
May 26, 2005



## Customer Complaints

- Non-ADA complaints remained at 12-13 complaints per 100,000 passengers
- ADA services reported 12 complaints in March 2005, which only represented 0.04% of March 2005 ADA ridership.

## Collision Accidents

- MTS Bus collision rate was 2.43 collisions per 100,000 miles in March 2005.
- MTS Rail had three collision accidents in March 2005, at a rate of 0.52 collisions per 100,000 miles.



## Metropolitan Transit System

### February 2005 Monthly Performance Indicators

April 28, 2005





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

## Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

May 26, 2005

### Minor Contract Actions

- Promotions Plus for MTS lapel pins.
- Computer Masters for a printer for the Service Planning & Performance Monitoring Department.
- Yellow Cab of San Diego Incorporated for the MTS DART Flex Service Contract.
- Laidlaw Transit Services, Inc. for County Transit Services (CTS) Americans with Disabilities (ADA) Paratransit Service.
- Marston & Marston, Inc. for event planning services for the Mission Valley East (MVE) Light Rail Transit (LRT) opening.
- Berryman & Henigar for construction management and assistance services for the MVE LRT Extension.
- Best, Best & Krieger for legal services for the San Ysidro Intermodal Transportation Center (SYITC) project.
- Berryman & Henigar for document control services for the MVE LRT Extension.
- Creative Pipe, Inc. for bike lockers for the MVE LRT Extension project.
- Orion Construction Corp./Balboa Construction, Inc. for construction services for the MVE LRT Extension – SDSU Segment Utilities.
- Clark Construction Group Incorporated for construction services for the MVE LRT Extension.
- Rush Press for the printing of Regional Transit Maps for the MVE opening.



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.

- Bordeaux Printers, Inc. for the printing of bus punchouts and other materials for the MVE opening.
- Partner Press, Inc. for the printing of Regional Rider Information brochures for the MVE opening.
- King Pins for trolley lapel pins for the MVE opening.
- Promotions Plus for collectible ceramic trolleys and Green Line magnets for the MVE opening.
- Visible Ink for Green Line maps for the MVE opening.

#### Contract Matters

There were no Contract Matters.

gail.williams/agenda item 61