



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

**\*\*\*SECOND REVISION\*\*\***

## **Agenda**

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

November 10, 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 - October 27, 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.



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. | <u>Closed Session Items</u>   | Possible Action |
|----|---|-----------------|
| a. | <p>MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to Government Code Section 54956.9(a): <u>Save Our Heritage Organisation (SOHO) v. City of San Diego, Et. Al</u> Superior Court Case No. GIC 837743</p>  |                 |
| b. | <p>MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8</p> <p><u>Property:</u> Grossmont Center Station Parking Lot</p> <p><u>Assessor Parcel Nos.:</u> 490-200-39, 490-200-40, and 490-270-23</p> <p><u>Agency Negotiators:</u> Tim Allison, R. Martin Bohl, Sharon Cooney, and Tiffany Lorenzen</p> <p><u>Negotiating Parties:</u> Fairfield Residential, LLC, and City of La Mesa</p> <p><u>Under Negotiation:</u> Instructions to Negotiators will include Price and Terms of Payment</p> |                 |

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

- |    |   |         |
|----|---|---------|
| 6. | <p><u>MTS: Adoption of Amended 2006 MTS Executive Committee and Board of Directors Meeting Schedule</u></p> <p>Action would adopt the Amended 2006 Executive Committee and Board of Directors Meeting Schedule.</p>   | Approve |
| 7. | <p><u>MTS: An Ordinance Amending Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule</u></p> <p>Action would: (1) read the title of Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule; (2) waive further readings of the ordinance; (3) introduce the ordinance for further consideration at the next Board meeting; and (4) direct publication of an ordinance summary.</p>  | Approve |
| 8. | <p><u>MTS: Mission Valley East Light Rail Transit Project - General Construction Consultant Contract Amendments</u></p> <p>Action would authorize the CEO to: (1) execute Contract Amendment No. 5 to Work Order No. 03.11 (MTS Document No. L0492.8.01), with PGH Wong Engineering to continue to provide contract change order review, systems submittal review, and systems construction management support for the Mission Valley East Light Rail Transit Project until December 2005; and (2) ratify the previous approval of the CEO for Contract Amendment Nos. 1, 2, and 4.</p> | Approve |
| 9. | <p><u>MTS: Appointment of New Board Chairperson</u></p> <p>Action would receive an update on the status of the nominations for Chairperson of the Metropolitan Transit System Board of Directors.</p>   | Receive |

## NOTICED PUBLIC HEARINGS

25. None.

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

## DISCUSSION ITEMS

30. SDTC: Retirement Plans Actuarial Valuation as of January 1, 2005 Approve  
Action would receive a report on the retirement plans actuarial valuation as of January 1, 2005, and adopt the pension contribution rate of 11.112 percent for the San Diego Transit Corporation (SDTC) pension plans in FY 06.
31. MTS: East Village Budget Transfers Approve  
That the Board of Directors authorize the Chief Executive Officer to: (1) execute Amendment No. 1 to the East Village Transit Improvements Memorandum of Understanding (MOU) between MTS and the Centre City Development Corporation (CCDC) pending approval of the CCDC and the Redevelopment Agency Boards. This amendment would increase the CCDC funding for East Village transit and urban improvements; and (2) transfer the remaining balances in the MTS projects, City College Station Realignment and 12th Avenue Corridor Improvements and additional funding from the East Village MOU amendment into the San Diego Association of Governments (SANDAG) East Village Project. This action funds the construction of rail and urban improvements for G Street to C Street on Park Boulevard, urban improvements on C Street between Park and 11th Avenue, and rail construction through the Smart Corner development.
32. MTS: Ten-Year Capital Financial Analysis Possible Action  
Action would receive this report and give direction to staff regarding additional information required, format for presentation, and discuss the next steps for achieving sufficient capital funding.

## REPORT ITEMS

45. SDTC: Pension Investment Performance for Third Quarter 2005 Receive  
Action would receive this report for information.
46. MTS: Operators Budget Status Report for September 2005 Receive  
Action would receive the Metropolitan Transit System (MTS) Operations Budget Status Report for September fiscal year 2006.
47. MTS: August and September Monthly Performance Indicators Receive  
Action would receive this report for information.

- |     |   |                 |
|-----|---|-----------------|
| 48. | <u>SDTI: Centralized Train Control Status Review</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> December 8, 2005  |                 |
| 65. | <u>Adjournment</u>  |                 |

AGENDAS EC 11-3-05 BD 11-10-05  
11/4/2005





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**ACTION**  
**RECOMMENDED**

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2. Approval of Minutes - October 27, 2005 Approve
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5. Closed Session Items

Possible Action

- a. MTS: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION Pursuant to Government Code Section 54956.9(a):  
Save Our Heritage Organisation (SOHO) v. City of San Diego, Et. Al Superior Court Case No. GIC 837743
- b. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8  
Property: Grossmont Center Station Parking Lot  
Assessor Parcel Nos.: 490-200-39, 490-200-40, and 490-270-23  
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Negotiating Parties: Fairfield Residential, LLC, and City of La Mesa  
Under Negotiation: Instructions to Negotiators will include Price and Terms of Payment

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

- 6. MTS: Adoption of Amended 2006 MTS Executive Committee and Board of Directors Meeting Schedule Approve  
Action would adopt the Amended 2006 Executive Committee and Board of Directors Meeting Schedule.
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Action would: (1) read the title of Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule; (2) waive further readings of the ordinance; (3) introduce the ordinance for further consideration at the next Board meeting; and (4) direct publication of an ordinance summary.
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Action would authorize the CEO to: (1) execute Contract Amendment No. 5 to Work Order No. 03.11 (MTS Document No. L0492.8.01), with PGH Wong Engineering to continue to provide contract change order review, systems submittal review, and systems construction management support for the Mission Valley East Light Rail Transit Project until December 2005; and (2) ratify the previous approval of the CEO for Contract Amendment Nos. 1, 2, and 4.
- 9. MTS: Appointment of New Board Chairperson Receive  
Action would receive an update on the status of the nominations for Chairperson of the Metropolitan Transit System Board of Directors.

## NOTICED PUBLIC HEARINGS

25. None.

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## DISCUSSION ITEMS

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## REPORT ITEMS

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| 47. | <u>MTS: August and September Monthly Performance Indicators</u><br>Action would receive this report for information.  | Receive |

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60. Chairman's Report Possible Action
61. Chief Executive Officer's Report Information
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64. Next Meeting Date: December 8, 2005
65. Adjournment

AGENDAS EC 11-3-05 BD 11-10-05  
11/4/2005

_____	Submitted by:
_____	Remove On:
_____	Return to Submitter:
_____	OR (Pick One)
_____	Retain in Posting File:



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Possible Action

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NOTICED PUBLIC HEARINGS

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61. Chief Executive Officer's Report Information
62. Board Member Communications

63. Additional Public Comments Not on the Agenda

Possible Action

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64. Next Meeting Date: December 8, 2005

65. Adjournment

AGENDAS EC 11-3-05 BD 11-10-05

11/4/2005

Submitted by _____
Remove On _____
Return to Submitter: _____
OR (Pick One)
Retain in Posting File: _____



METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 11/10/05

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

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

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

CLOSED SESSION: 9:15 a.m.

RECONVENE: 10:09 a.m.

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

ADJOURN: 12:07 p.m.

BOARD MEMBER (Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		11:55 a.m. during AI 46
CLABBY	<input checked="" type="checkbox"/> (Selby) <input type="checkbox"/>		
EMERY	<input type="checkbox"/> (Cafagna) <input checked="" type="checkbox"/>	9:23 a.m. during AI 5a	9:23 a.m. during AI 5a
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:23 a.m. – during AI 5a	11:07 a.m. during AI 31
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		11:58 a.m. during AI 46
MORRISON	<input type="checkbox"/> (Zarate) <input checked="" type="checkbox"/>	9:11 a.m. during AI 3	
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>	9:09 a.m. during AI 3	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		12:03 p.m. during AI 47
ROSE	<input type="checkbox"/> (Janney) <input type="checkbox"/> (McLean) <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"/>
	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

*Gail Williams*

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*D. J. H. H. H.*

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

October 27, 2005

Board of Directors Meeting Room, 10th Floor  
1255 Imperial Avenue, San Diego

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:04 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the October 13, 2005, Board of Directors meeting with those corrections. Mr. Ewin seconded the motion, and the vote was 11 to 0 in favor.

3. Public Comments

*Chuck Lungerhausen:* Mr. Lungerhausen spoke in favor of purchasing additional low-floor trolley cars and retrofitting of stations to accommodate them as soon as possible. He also thanked Mr. Monroe for the compliment of considering him as an at-large MTS board member at the last Blue Ribbon Committee meeting. He stated that he thinks MTS has one of the best systems in the country.

*Don Stillwell:* Mr. Stillwell asked when information on the routes affected by the Comprehensive Operational Analysis (COA) will be available to the public. He stated it would be helpful to have this information prior to the public community meetings MTS is holding to review the COA. He also expressed concern that interested parties may have difficulty reaching some of the meeting locations by bus. Mr. Jablonski stated that information on the proposed service changes will be available in the near future. He added that MTS will be holding 18 public meetings over a 20-day period, and the service information will be available before those meetings commence.

*Bill Brenza, Allied Gardens Community Council, Navajo Planner, and Community Planners Advisory Committee on Transportation (COMPACT):* Mr. Brenza stated that he has been in contact with Mr. Don Stillwell regarding Route Nos. 13 and 14. He stated that he had letters from COMPACT, Kaiser Permanente, and the Allied Gardens Community Council requesting a reevaluation of service changes to Route Nos. 13 and 14 because of the negative impact the service changes have on elderly riders who are trying to access medical services at Kaiser. He also stated that he had a letter from Councilmember Jim Madaffer presenting a petition from

over 300 people who support the reevaluation of this service change. He requested that buses stop in front of Kaiser on Zion for at least some trips during the day.

4. Employee Awards

Distinguished Service Awards were presented to Train Operator Eleanor Soriano, Train Operator David Reddie, Controller Greg Pettit, and Security Officer Isiah Alexander. These four San Diego Trolley employees were recognized for working as a team to prevent the injury or death of a two-year-old boy who darted onto the train tracks at Convention Center Station. They also ensured that the child and his mother were delivered for safe keeping into the hands of the San Diego Police Department. They were recognized for their swift action and proactive stance in dealing with this situation. Mr. Jablonski advised the Board that the Police Department referred to these employees as true heroes. Chairman Williams stated that this should make the public proud of its public employees.

CONSENT ITEMS (*Taken Out of Order*)

6. MTS: Adoption of 2006 MTS Executive Committee and Board of Directors Meeting Schedule (ADM 110, PC 50101)

Recommend that the Board of Directors adopt the 2006 Executive Committee and Board of Directors Meeting Schedule (Attachment A of the agenda item).

7. SDTC: Bus Parts – Contract Award (OPS 960.2)

Recommend that the Board of Directors authorize the MTS Chief Operating Officer – Bus to execute multiple three-year contracts with two 1-year options (SDTC Doc. No. B04-010) to the following contractors who were the lowest responsive, responsible bidders (see Bid Summary – Attachment A of the agenda item) in their respective groups: (1) Miramar Ford Truck Sales for Group B (Bendix air brake parts) at a total contract amount not to exceed \$280,766.56; Group C (brake drums and shoes) at a total contract amount not to exceed \$498,177.92; and Group F (aluminum wheels) at a total contract amount not to exceed \$97,465.26; (2) San Diego Friction Products (Wetmore's) for Group D (Brake Pro brake linings) at a total contract amount not to exceed \$594,584.33; and (3) MCI Service Parts, Inc. for Group E (shocks and air suspensions) at a total contract amount not to exceed \$289,520.91.

8. MTS: Liability Claims Analysis Report (ADM 140, PC 50633)

Recommend that the Board of Directors receive the Liability Claims Analysis Report (Attachment A of the agenda item) for MTS, SDTC, and SDTI.

Recommended Consent Items

Mr. Rindone moved to approve Consent Agenda Item Nos. 6, 7, and 8. Mr. Monroe seconded the motion, and the vote was 12 to 0 in favor.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:19 a.m.

- a. MTS: CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION  
Significant Exposure to Litigation Pursuant to Government Code Section 54956.9 (b)  
(One Potential Case)
- b. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO  
CALIFORNIA GOVERNMENT CODE SECTION 54956.8. Property: Grossmont Center  
Station Parking Lot. Assessor Parcel Nos.: 490-22-39, 490-200-40, and 490-270-23.  
Agency Negotiators: Tim Allison, R. Martin Bohl, Gerry Trimble, and Tiffany Lorenzen.  
Negotiating Parties: Fairfield Residential, LLC, and City of La Mesa. Under Negotiation:  
Instructions to Negotiators will include Price and Terms of Payment.

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

Oral Report of Final Actions Taken in Closed Session

Ms. Lorenzen reported the following:

On Item 5a, the Board received a report from staff and gave direction to staff and counsel.

On Item 5b, the Board received a report from agency negotiators and gave direction to agency negotiators.

The representative from the City of La Mesa, Mr. Ewin, was excused from the discussion of Item 5b because the City of La Mesa is a negotiating party.

62. Board Member Communications (*Taken Out of Order*)

*Bus Rapid Transit (BRT) Showcase Project – San Diego State University (SDSU) to Centre City:* Mr. Monroe advised the Board that SANDAG's Transportation Committee has decided to change this MTS-approved project from a BRT project to a rapid-bus project (que jumpers, fewer bus stops, etc.) because of problems encountered in getting approval for dedicated traffic lanes for BRT. He stated that this action clearly dilutes MTS's intent for this project. He requested that this item be placed on a future Board agenda for discussion. He also suggested that the four MTS Board members who sit on the Transportation Committee meet to discuss this matter and decide if they should take a strong position about the Board's intent for this project and its importance as a showcase project. He suggested that position possibly be presented to both the SANDAG Transportation Committee and Board.

*Coca-Cola Partnership:* Ms. Paulina Gilbert, MTS Community Relations Coordinator, called attention to promotional items at each Board member's place. She also reported that MTS and Coca-Cola partner on many projects including a new item memorializing the Mission Valley East (MVE) opening. She then introduced Mr. Charles Simpson, Coca-Cola, to present this item. He called attention to the six-packs of small coke bottles at each member's place and stated that this is the first time in history that Coca-Cola has endorsed public transportation on one of its products. He stated they are already getting calls from around the world requesting this item. He added that they will be for sale at Albertsons, Vons and Ralphs as well as other stores around the city. Ms. Atkins thanked Mr. Simpson for appearing before the Board and spoke in favor of the partnership. She also stated that it was good corporate strategy for Coca-Cola to be affiliated with public transportation.

*Margaret Williams:* Chairman Williams introduced his wife, Margaret, a former schoolteacher, and recognized her efforts on behalf of children and for the support she has given him over the years.

#### NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

#### DISCUSSION ITEMS

30. MTS: DART, Minibus Fixed-Routes 961-965, Sorrento Valley Coaster Connection (SVCC), and Sorrento Valley Caltrans Mitigation Shuttle Services – Competitive Bid Contract Award (OPS 980.8, 980.9, PC 50751)

Mr. Jablonski advised the Board that Air Pollution Control District (APCD) funding was approved by the County Board of Supervisors with no issues. He stated that full funding was approved for the next three years.

Susan Hafner, MTS Director of Multimodal Operations, reviewed the procurement process that was used for this contract, the price bid summary, and the budget impact. She also provided the Board with information regarding the vehicles that will be used to provide the service and the alternative fuel requirement. She added that all four bidders meet all the requirements of the Request for Proposals (RFP). She further stated that this is the first time that MTS has combined this particular group of services. Ms. Hafner advised the Board that the Scope of Work allows the flexibility to adjust these services based on the results of the Comprehensive Operational Analysis (COA).

In response to a question from Mr. Monroe, Scott Transue, MTS Assistant Transit Operations Specialist, reported the following subsidies for these services for FY 2004: Route Nos. 961-965 - \$1.79; DART - \$10.67; Sorrento Valley Coaster Connection (SVCC) - \$3.13; and Caltrans Mitigation Shuttle (implemented July 04) - \$5.40. Mr. Jablonski pointed out that service changes that will be made as a result of the COA will be staged throughout the spring, summer, and fall of next year, and this contract will be adjusted accordingly. Mr. Monroe stated that he wanted to ensure that the Board is not restricted by contracts from following through with the COA. He stated that performance indicators should be presented whenever service-related information is presented to the Board. Ms. Hafner pointed out that the Board is only being asked to approve the provider of the service, not the service parameters, at this time and reiterated Mr. Jablonski's statement that the contract provides the flexibility needed to implement COA results.

#### Public Comment

*John Webster, General Manager, National City Transit and President of National City Chamber of Commerce:* Mr. Webster expressed concern over how the COA might affect these services, some of which provide transportation to National City residents.

#### Action Taken

Mr. Emery moved to authorize the CEO to execute an agreement with Southland Transit, Inc. for the operation of (1) Rancho Bernardo and Scripps Ranch Direct Access to Regional Transit (DART) services; (2) Minibus Fixed-Routes 961-965; (3) Sorrento Valley Coaster Connection;

and (4) Sorrento Valley California Department of Transportation (Caltrans) Mitigation services. Mr. Roberts seconded the motion, and the vote was 13 to 0.

31. MTS: Federal Legislative Representation (LEG 470, PC 50121)

MTS Chief Executive Officer (CEO) Paul Jablonski reviewed the structure of past legislative representation contracts. He stated that, in the past, MTS has had a dual contract with North County Transit, and the San Diego Association of Governments (SANDAG) has had a separate contract. Mr. Jablonski then reviewed the process that was used to select Blank Rome. Mr. Jablonski stated that MTS's existing contract with Thomas Walters and Associates, Inc. was extended and now expires at the end of the year after current appropriation activities are completed in Washington, D.C.

Mr. Jablonski advised the Board that the congressional delegation always asks for information on regional priorities when they meet with transit officials from San Diego. He stated that addressing these types of questions with two different lobbying firms involved has been difficult. He stated that the three agencies will jointly agree on the legislative agenda and process and have Blank Rome carry that message forward. He stated that Blank Rome has a strong background in defense and now Homeland Security, a developing area of opportunity for funding. He stated that Blank Rome recently merged with Peter Peyser, a firm recognized within the transit industry as being a very good lobbyist. He stated that the evaluation committee felt this would be a very good combination of background and experience. He added that this contract can be terminated if Blank Rome is not providing adequate/effective services.

Mr. Jablonski advised the Board that the cost to MTS for the first year of this contract is \$36,000 compared to last year's cost of \$72,000 for Thomas Walters. He added that SANDAG is paying 50 percent of the cost for the contract, and MTS and NCTD are each paying 25 percent. He stated that the cost will really depend on how many hours are expended on behalf of each organization. Mr. Roberts stated that economizing on this contract will not be beneficial to MTS if the firm is not providing effective services. Mr. Jablonski stated that Blank Rome representatives will be in San Diego in the near future to meet with SANDAG, MTS, and NCTD, and he will be meeting with them to present MTS's agenda and ensure that they can provide the needed services. In response to a question from Mr. Jones, Mr. Jablonski stated that MTS staff members will have direct access to Blank Rome staff members. Also in response to a question from Mr. Jones, Mr. Jablonski stated that MTS will ensure that it receives its share of Blank Rome's time. He added that there is a conflict of interest clause in the contract under which Blank Rome would contact all three agencies if a conflict develops. The agencies would then work to resolve these issues. He added that there will be regular contact between MTS and Blank Rome, and they will appear annually before the Board to review their efforts on MTS's behalf and to discuss legislative issues.

In response to a question from Mr. Lewis, Mr. Jablonski stated that this is an innovative contract that is being watched by other agencies across the country. He added that it is therefore to Blank Rome's benefit to perform effectively. He added that joint agendas have been used by our region in the past and have done very well. He also stated that it is impossible to get a lobbyist with experience that has no current affiliations with other transit properties. He stated that having members of your congressional delegation in positions on the Appropriations Committee can be a critical factor in getting funding allocations.

Action Taken

Mr. Emery moved to (1) receive this report regarding activities pursuant to the procurement of joint federal legislative representation services; (2) authorize the CEO to allocate \$36,000 to be funded from the MTS Consultant budget line item for legislative representation to cover MTS's one-year share of the joint SANDAG, North County Transit District, and MTS contract with Blank Rome Government Relations, LLP (Peter Peyser, Senior Principal) beginning on November 1, 2005; and (3) authorize the CEO to terminate the Washington, D.C. Representation Services contract (MTS Doc. No. G0548.0-00) with Thomas Walters and Associates, Inc. prior to December 31, 2005. Mr. Roberts seconded the motion, and the vote was 13 to 0 in favor.

REPORT ITEMS

45. SDTI: Padres Baseball 2005 Year-End Summary (OPS 970.12)

Mr. Tom Doogan, SDTI Special Events Coordinator, provided the Board with an overview of the Padres Baseball 2005 Year-end Summary. He provided information on the service levels, attendance & ridership statistics, gate percentage by game, manual ticket sales, and cost recovery. He stated that SDTI experienced a marked increase in the use of ticket vending machines, which reduces the need for ticket booths and the expenses associated with providing that service. He also stated that additional LRV and wayside maintenance personnel had to be brought in 2004, but were not needed this year. He also discussed resource issues and reported that staff is working with the Padres to get more accurate projections for game attendance so that trolley resources can be matched accordingly. He stated that SDTI incurred unnecessary expense because attendance projections were overstated by the Padres. He added that next year SDTI will be implementing local control of announcements at Old Town due to the complexity of service at that station.

Mr. Doogan clarified for Mr. Monroe that the cost recovery information was for only seven games, and that it is more meaningful to look at cost recovery for the entire season. He stated that staff will definitely be looking for ways to decrease expenses. In response to a question from Mr. Young, Mr. Doogan stated that extra security guards assigned to this special service provide crowd and traffic control. Mr. Doogan stated that staff has discussed traffic control with the San Diego Police Department, and they feel that trolley security officers are better able to provide traffic control at the track crossing. In response to a question from Mr. Lewis, Mr. Doogan stated that the staff overtime associated with the provision of this service should no longer be necessary as SDTI has become close to fully staffed. He stated that there was a staff shortage problem created by the opening of Mission Valley East.

Mr. Jablonski advised the Board that the availability of parking is the biggest single contributor to the decrease in trolley ridership to Petco Park.

Action Taken

Mr. Rindone moved to receive this report for information. Mr. Selby seconded the motion, and the vote was 12 to 0.

60. Chairman's Report

There was no Chairman's Report.

61. Chief Executive Officer's Report

*MVE Award:* Mr. Jablonski reported that the Women's Transportation Seminar gave MTS's Mission Valley East project first place in their 2006 Transportation Innovation Award Program.

62. Board Member Communications (Continued)

*Parking Expansion for Grossmont College:* Mr. Ewin stated that, in order to expand Grossmont College campus, they will be required to provide an additional 500 to 800 parking spaces. He stated that the estimated cost for doing so is \$19 million to \$28 million. Mr. Ewin asked if there was any way to enhance public transit to the college. Mr. Lewis stated that service to the campus, which is in El Cajon, arrives shortly after the start of classes, which causes many students to seek other methods of travel. Mr. Jablonski stated that he would have MTS's Planning Department review service to Grossmont College to see if they can identify any actions that would help obviate the need for that type of investment in parking.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

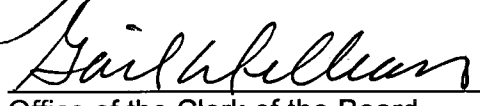
64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, November 10, 2005, at 9:00 a.m. in the same location.

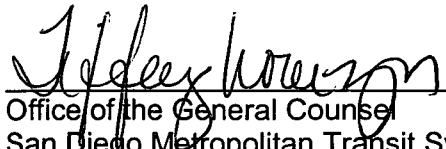
65. Adjournment

Chairman Williams adjourned the meeting at 11:33 a.m.

  
Chairman  
San Diego Metropolitan Transit System  
Filed by:

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

Approved as to form:

  
Office of the General Counsel  
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet  
gail.williams: MINUTES - Board 09-22-05



METROPOLITAN TRANSIT DEVELOPMENT BOARD  
ROLL CALL

MEETING OF (DATE): 10/27/05

CALL TO ORDER (TIME): 9:04 a.m.

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

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

CLOSED SESSION: 9:19 a.m.

RECONVENE: 10:33 a.m.

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

ADJOURN: 11:33 a.m.

BOARD MEMBER (Alternate)				PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:07 a.m. during AI 3	
CLABBY	<input type="checkbox"/>	(Selby)	<input checked="" type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/>	(Cafagna)	<input type="checkbox"/>		11:06 during AI 45
EWIN	<input checked="" type="checkbox"/>	(Jantz)	<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"/>
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 checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>		
ROSE	<input type="checkbox"/>	(Janney)	<input checked="" type="checkbox"/>		
RYAN	<input type="checkbox"/>	(B. Jones)	<input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/>	(Vacant)	<input type="checkbox"/>	9:18 a.m. at start of Closed Session	
	<input type="checkbox"/>	(Vacant)	<input type="checkbox"/>		

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

*Gail Williams*  
*Duffy Wenzel*

## 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\*\***

@ 8:28

## 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 11/10/05Name (PLEASE PRINT) Shahin EnayatiAddress 9888 Carmel Mountain Rd Suite ITelephone 619 370 3783Organization Represented (if any) EnviroBinzSubject of your remarks: EnviroBinz

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.\*\***

envirobinz

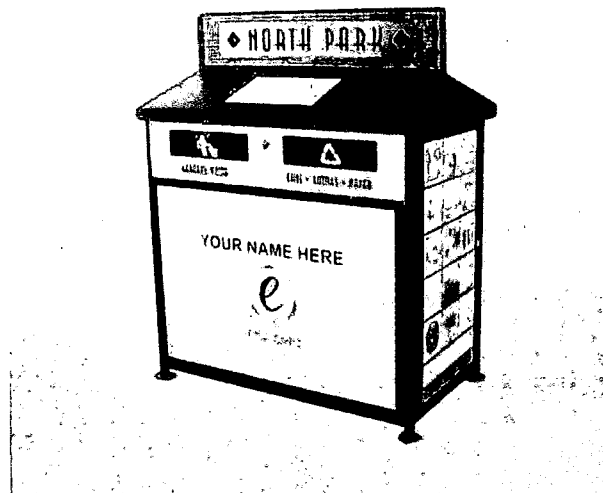
PROPOSED DESIGN 1 AND COLOR SCHEME A  
LOCATION: MTS, SAN DIEGO, CA





# EnviroBinz

Keeping Our Cities Clean & Beautiful



By Increasing Recycling Trends & Creating Community Branding

*Confidential*



# EnviroBinz Objectives

- Keep San Diego clean and beautiful
- Promote recycling in San Diego business districts & MTS terminals
- Provide businesses with sponsorship opportunities
- Empower the local community – funds for local environmental and socio-economic projects.

*Confidential*



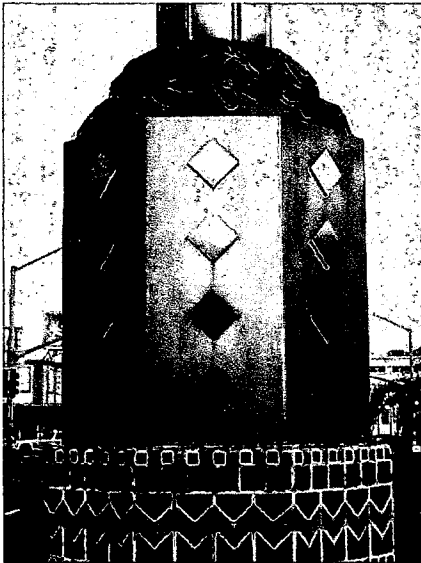
# Design Approach

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- Our Art and Design experts review and analyze the environmental characteristics and architectural themes for each area
- Consideration is given to meeting design and construction guidelines.
- EnviroBinz – promoting City Redevelopment and Renovation initiatives

*Confidential*

# Conceptual Analysis



Brightly colored tile,  
different metal  
finishes, geometric  
and  
organic shapes



Geometric shapes,  
repeating tile  
pattern, striking  
color choice



Seems to be purely  
artistic, repetition of  
the diamonds on the  
sign base



# Design Analysis

- The details seen here served as some of the inspiration behind the design.
- For Example - we consulted the North Park Main Street Design Guidelines.
- The relevant points in this document can be summarized as:
  - Respect and enhance the historic and diverse design in the area
  - Use multiple, distinct colors
  - Visually engage the pedestrian

*Confidential*



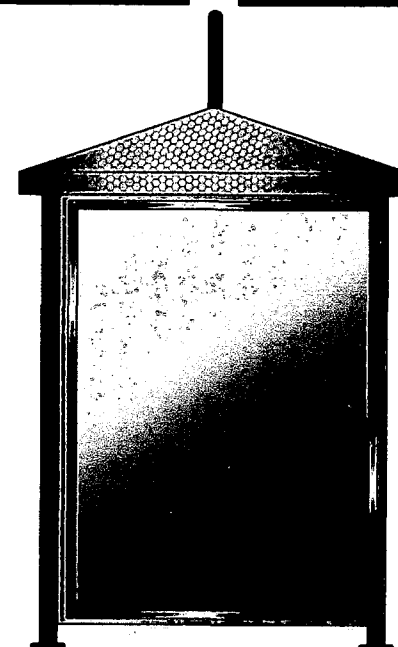
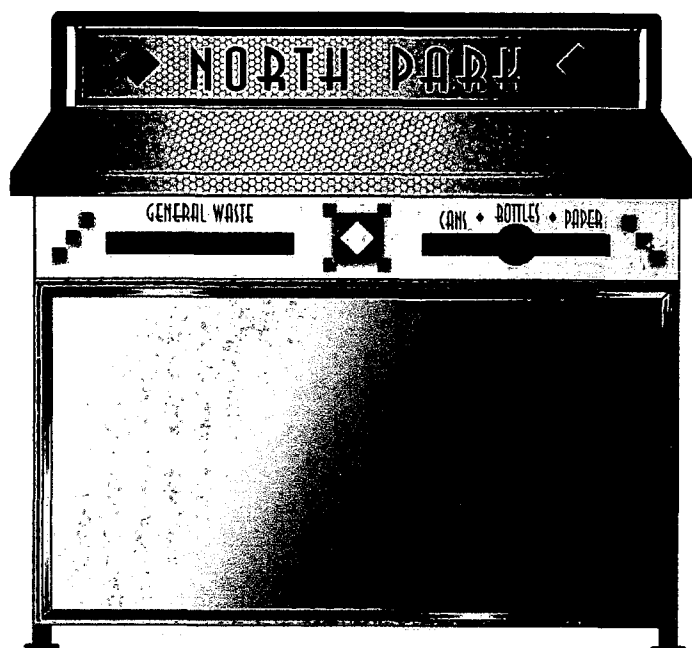


envirobinz

# Example - North Park

envirobinz

PROPOSED DESIGN AND COLOR SCHEME  
LOCATION: NORTH PARK, SAN DIEGO, CA



*Confidential*

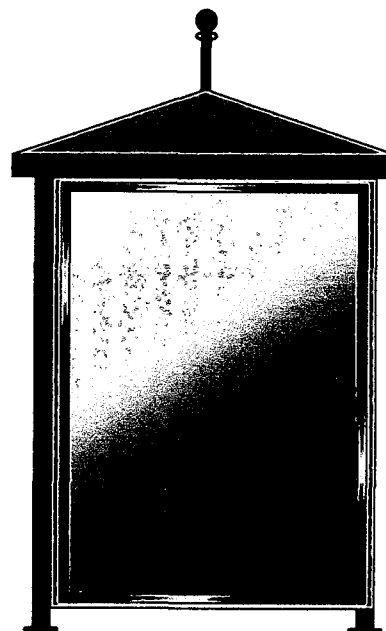
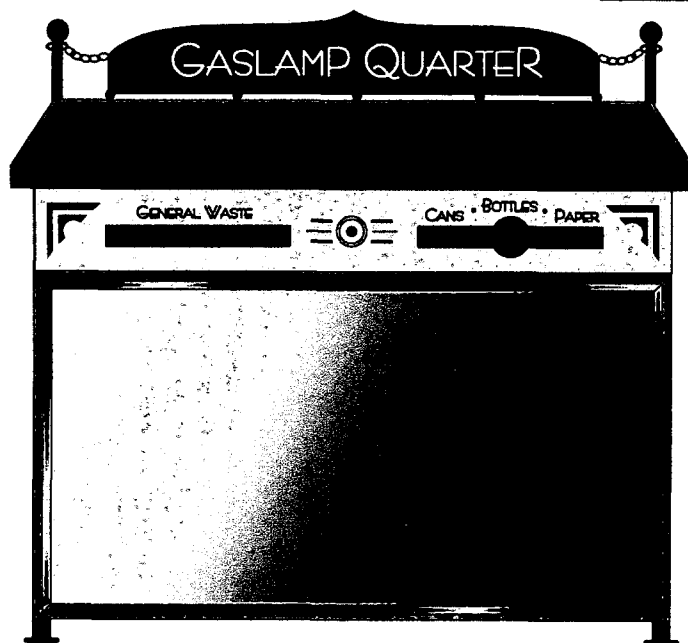
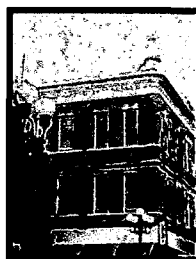


# Example - Gaslamp District

envirobinz

PROPOSED DESIGN AND COLOR SCHEME\*

LOCATION: GASLAMP QUARTER, SAN DIEGO, CA



\*Sherwin-Williams Preservation Palette Arts & Crafts 6

*Confidential*

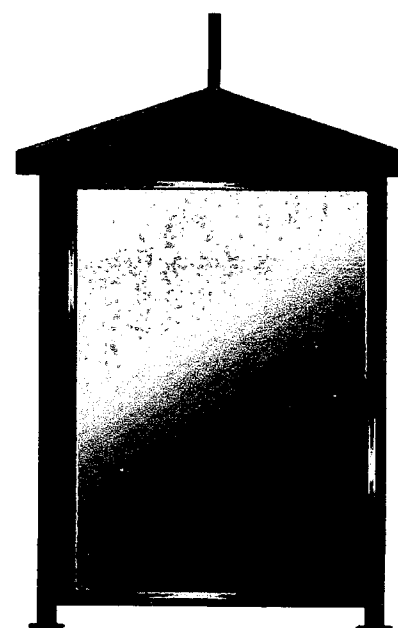
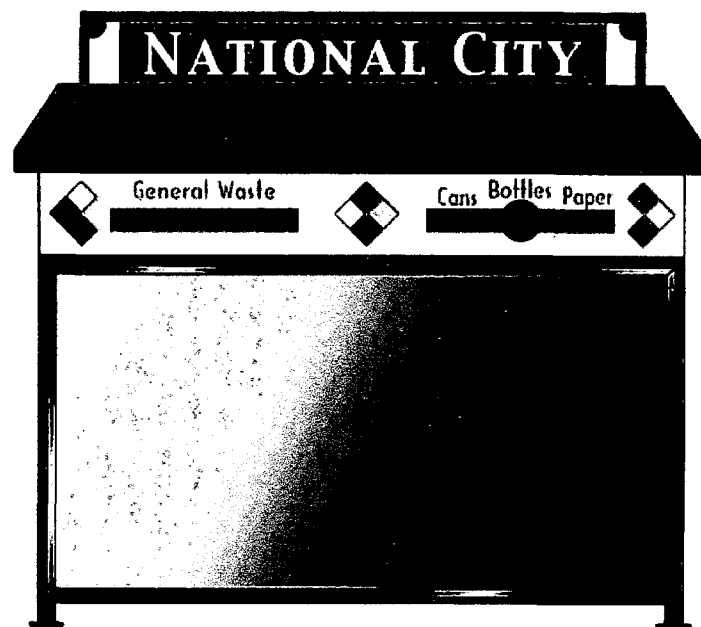


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# Example - National City

envirobinz

PROPOSED DESIGN 1 AND COLOR SCHEME A  
LOCATION: CIVIC CENTER, NATIONAL CITY, CA



*Confidential*

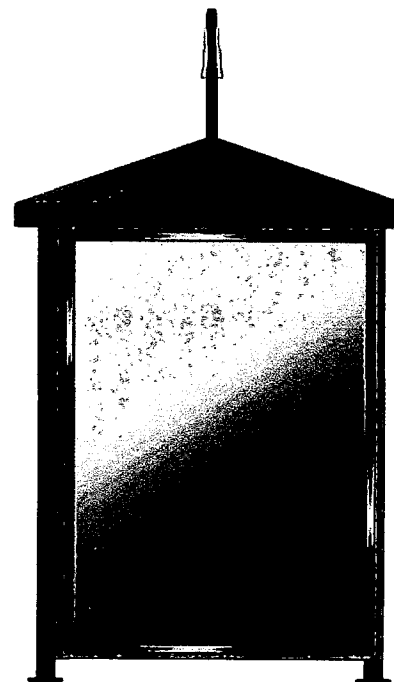
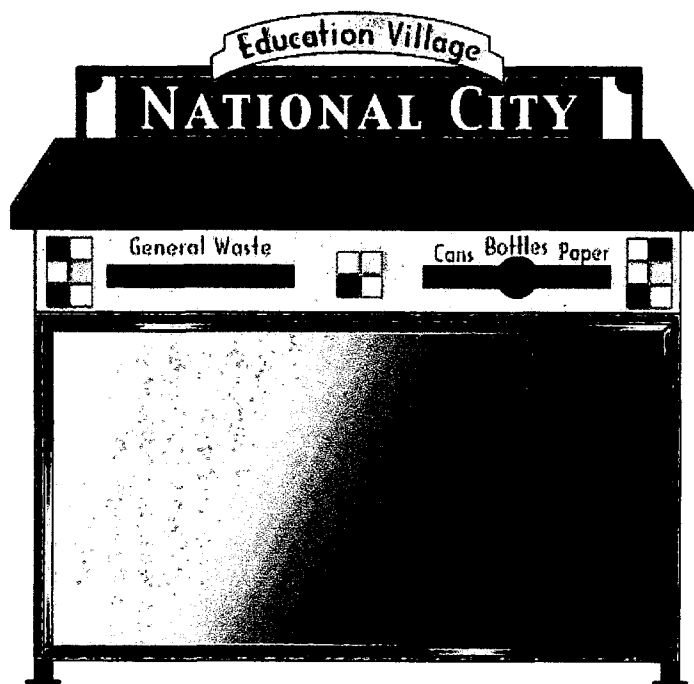


envirobinz

# Example - National City

envirobinz

PROPOSED DESIGN 3 AND COLOR SCHEME B  
LOCATION: EDUCATION VILLAGE, NATIONAL CITY, CA

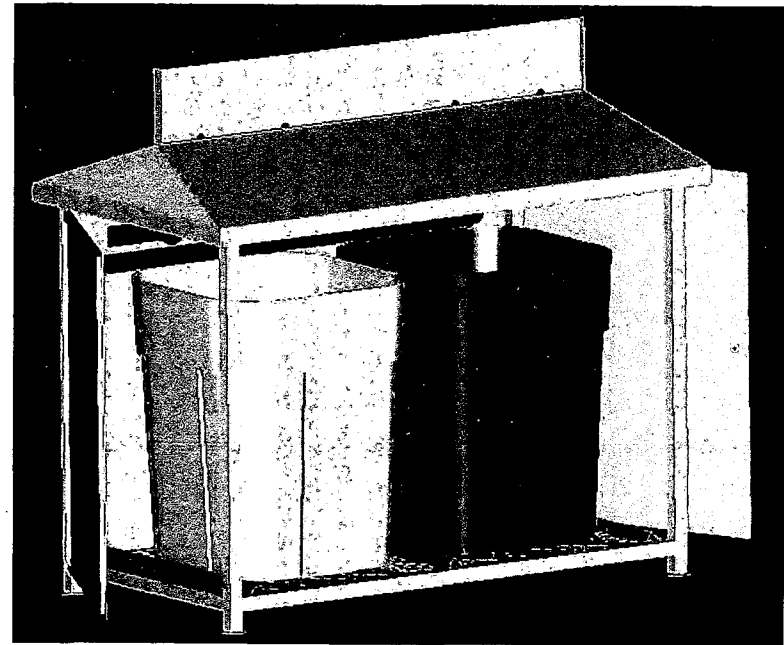


*Confidential*



# Product Features

- 2-chamber collection bin
- Aesthetically designed for each environment
- Sponsorship by local businesses
- Constructed from durable materials
- Service door to be secured by key-locking mechanism



Geometric View

*Confidential*



# Product Advantages

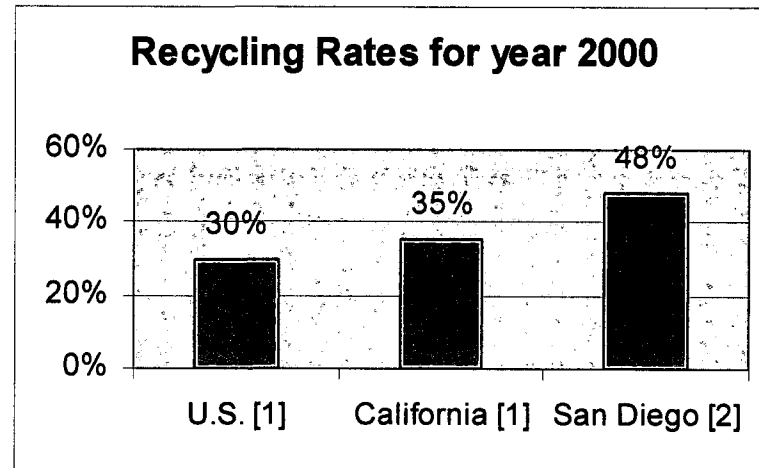
- Replace the current trash cans on public streets with the aesthetic EnviroBin
- Promote Recycling - Reduce landfills and clean the environment
- 10% of sponsorship revenue donated to local community – to fund environmental activities
- Community branding on banner
  - "National City", "North Park", "Gaslamp Quarter"

*Confidential*



# Social Benefits

- Recycling provides many social and environmental benefits
  - Air and water pollution reduction
  - Conservation of valuable energy and natural resources
  - Reduction in green house gases
- Supports EPA initiatives



*Confidential*



## In Summary

- Keeping San Diego clean and beautiful
- Supports San Diego BID redevelopment initiatives
- Partnership with the City & MTS
  - Revenue stream for local community to fund environmental and socio-economic projects
- Strong social responsibility

*Confidential*





# Thank You!

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Questions or Comments, please contact:

**EnviroBinz, Inc.**

**9888 Carmel Mountain Rd, Suite I**

**San Diego, CA 92129**

**(619) 370-3783**

**info@envirobinz.com**

**Prabakar Mahalingam**  
**Product Development**

**David Warren**  
**Sales and Marketing**

**Shahin Enayati**  
**Business Development**

**Stephen Beurle, Esq.**  
**Attorney, Procopio**

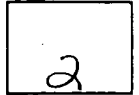
## SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.



ORDER REQUEST RECEIVED



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

@ 8:50

## 1. INSTRUCTIONS

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Date 11-10-2005  
Name (PLEASE PRINT) DON STILLWELL  
Address 6308 RANCHO MISSION RD #173  
SAN DIEGO, CA 92108  
Telephone (619) 282-7760  
Organization Represented (if any) NONE

Subject of your remarks: COMPREHENSIVE OPERATIONAL ANALYSIS (COA)

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

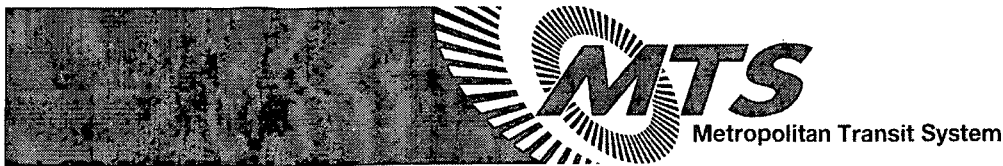
The Chairman may permit any member of the public to address the Board on any issue relevant to a particular agenda item.

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

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

DGunn/SStroh / FORMS  
REVREQFO.DGUNN — 10/15/03



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

ADM 110  
(PC 50101)

November 10, 2005

### Subject:

MTS: ADOPTION OF AMENDED 2006 MTS EXECUTIVE COMMITTEE AND BOARD  
OF DIRECTORS MEETING SCHEDULE

### RECOMMENDATION:

That the Board of Directors adopt the Amended 2006 Executive Committee and Board of  
Directors Meeting Schedule (Attachment A).

#### Budget Impact

None.

### DISCUSSION:

The MTS Board of Directors annually adopts its meeting schedule for the next year. Attached is the proposed 2006 Executive Committee and Board of Directors meeting schedule for MTS, San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC). The Executive Committee meetings are generally scheduled for the first and third Thursdays of the month at 9:00 a.m. Board of Directors meetings are generally scheduled for the second and fourth Thursdays of the month at 9:00 a.m.

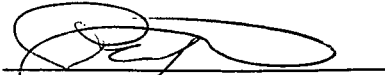
As is customary, one meeting is recommended for the month of August in anticipation of summer vacations and avoidance of conflicts with city councils' legislative recesses. One meeting is recommended also for each of the months of November and December to avoid conflicts with the Thanksgiving and Christmas holidays.

The American Public Transportation Association (APTA) Annual Meeting is scheduled for the week of October 9. It is recommended that an Executive Committee meeting be scheduled for October 5, that there be no meeting the following week (October 12), and



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.

that the corresponding Board meeting be held October 19. There would be no meeting held on October 26.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Gail Williams, 619.557.4515, [gail.williams@sdmts.com](mailto:gail.williams@sdmts.com)

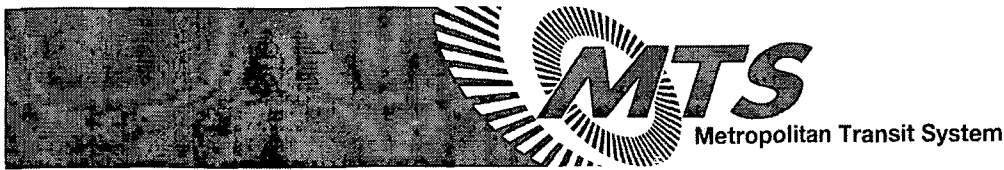
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Attachment: A. Amended 2006 MTS Executive Committee and Board of Directors Meeting Schedule

**AMENDED**  
**2006 JOINT BOARD AND**  
**EXECUTIVE COMMITTEE MEETING SCHEDULE**  
**JAMES R. MILLS BUILDING, 10TH FLOOR**  
**1255 IMPERIAL AVENUE, SAN DIEGO**

<u>Executive Committee</u> <u>Thursday, 9:00 a.m.</u>			<u>MTS Board Meetings</u> <u>Thursday, 9:00 a.m.</u>	
January	5 19		January	12 26
February	2 16	<b>8:00 a.m. Finance Workshop</b>	February	9 23
March	2 16		March	9 23
April	6 20	<b>8:00 a.m. Finance Workshop</b>	April	13 27
May	4 18	<b>8:00 a.m. Finance Workshop</b>	May	11 25
June	1 15		June	8 22
July	6 20		July	13 27
August	3		August	10
September	7 21		September	14 28
October	5*		October	19*
November	2		November	9
December	7		December	14

\* The 2006 APTA Annual Meeting is being held October 8-11, 2006 (second week in October). Meetings in October have been structured accordingly.



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

ADM 110.3 (PC 50451)

November 10, 2005

### Subject:

MTS: AN ORDINANCE AMENDING ORDINANCE NO. 4, AN ORDINANCE  
ESTABLISHING A METROPOLITAN TRANSIT SYSTEM FARE-PRICING SCHEDULE

### RECOMMENDATION:

That the MTS Board of Directors:

1. read the title of Ordinance No. 4, An Ordinance Establishing a Metropolitan Transit System Fare Pricing Schedule;
2. waive further readings of the ordinance;
3. introduce the ordinance for further consideration at the next Board meeting; and
4. direct publication of an ordinance summary.

### Budget Impact

None.

### DISCUSSION:

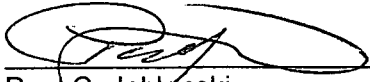
At its October 13, 2005, meeting, the Board of Directors approved fare adjustments to rural services and directed staff to modify MTS Ordinance No. 4 concerning the fare-pricing schedule. Modifying the ordinance includes scheduling a required public reading of changes at two noticed meetings of the Board of Directors.



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.

This item is being placed before the Board for its first reading; the second reading is scheduled for December 8, 2005. The revision of Ordinance No. 4 is provided in Attachment A.

The Board also directed staff to modify Ordinance No. 4 contingent upon the San Diego Association of Governments' (SANDAG's) approval of MTS's recommended changes to rural fares. The SANDAG Transportation Committee approved the fare adjustments at its October 21, 2005, meeting.



Paul C. Jablonski  
Chief Executive Officer

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NOV10-05.7.AMENDORDNO4.BFARLEY

Attachment: A. Proposed Amended Codified Ordinance No. 4

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD SYSTEM

CODIFIED ORDINANCE NO. 4  
(as amended through ~~4/15/04~~ 12/8/05)

An Ordinance Establishing a Metropolitan Transit System  
Fare Pricing Schedule

Section 4.1: Findings

This Ordinance is adopted to implement a Metropolitan Transit System (MTS) Fare Pricing Schedule approved by the Metropolitan Transit Development System (MTD) Board of Directors and to authorize future modifications or amendments to the schedule to be made by the ~~MTD~~-MTS Board of Directors.

Section 4.2: Definitions

A. Senior - Any person 60 years of age or older. Acceptable proof of senior fare eligibility shall be a Medicare Card, a valid driver's license, a State of California Senior identification card, or an MTS identification card in the ~~MTD~~BMTS area, or a North County Transit District (NCTD) identification card in the NCTD area. This definition applies to persons who seek to purchase and/or use a Senior/Disabled monthly pass or Senior/Disabled cash fare on fixed-route transit or general public demand-responsive services.

B. Disabled - Any person with a permanent or temporary mental or physical disability. Acceptable proof of disabled fare eligibility shall be an MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card. This definition applies to persons who seek to purchase and/or use a Senior/Disabled monthly pass or Senior/Disabled cash fare for fixed-route transit or general public demand-responsive services.

C. Youth - Any person 6-18 years of age (inclusive). Acceptable proof of youth fare eligibility in the ~~MTD~~BMTS area shall be an MTS Youth identification card, a valid driver's license, or current school photo identification card (through high school only). NCTD shall control youth pass eligibility at the point of purchase.

D. College Student - Any person enrolled as a student with a current enrollment for seven units or more in a participating accredited San Diego area post-secondary school.

E. Child - Any person five years of age or under.

F. Bus - Rubber-tired transit vehicles operated by San Diego Transit Corporation, Chula Vista Transit, National City Transit, ~~MTD~~BMTS Contract Services, and NCTD.

G. Trolley - Light rail transit vehicles operated by San Diego Trolley, Incorporated.

H. Local Service - Bus service on local roads serving neighborhood destinations and feeding transit centers in the immediate area.

I. Urban Service - Moderate-speed bus service primarily on arterial streets with frequent stops.



J. Express Service - Bus service with stops only at major transit centers, residential centers and activity centers; has more than six stops outside Centre City or at collector end of route; generally traveling less than 50 percent of the one-way trip miles on freeways and averaging at least 12 miles per hour, with an average passenger trip length of approximately 10.0 miles or under, and uses standard transit buses. Qualifying routes are 20, 30, 50, 70, 150, and 960.

K. Premium Express Service - Bus service with stops only at major transit centers, residential centers and activity centers; has more than six stops outside Centre City or at collector ends of route; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 15 miles per hour, with an average passenger trip length of over 10.0 miles, and uses standard transit buses. Qualifying routes are 40, 210, 980, and 990.

L. Commuter Express - Bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10.0 miles, and using commuter coaches. Qualifying routes are 810, 820, 850, 860, and 870.

M. Rural Service – Bus service providing limited daily or weekly service linking rural Northeastern and Southeastern San Diego County to a multimodal transit center or major shopping center generally provided on a two-lane highway or roadway with one-way vehicle trip lengths ranging from 15 to 80 miles.

MN. Centre City San Diego - That portion of downtown San Diego bordered by Laurel Street to Interstate 5 (I-5) on the north, Commercial Street to I-5 on the south, I-5 on the east, and the waterfront on west.

NO. Station - That fixed site at which the San Diego Trolley stops to load and unload passengers. For the purposes of the Fare Pricing Schedule, all the stops within Centre City San Diego are considered one station.

OP. Zone(s) - For bus service, geographical areas defined by fixed boundaries within which particular fares are established. Zone 1 is the central urbanized area of the San Diego region bounded by the Mexican border to the south, the MTDBMTS area of jurisdiction limit to the east, the waterfront on the west, and extending north along I-5 to just south of Carmel Valley Road and north along Interstate 15 (I-15) to Los Peñasquitos Canyon. Zone 2 extends from the Zone 1 northern boundaries north to Manchester Street along I-5 and north to Lake Hodges/Pomerado/Highland Valley Road along I-15. Zone 3 extends from the Zone 2 northern boundaries north to Batiquitos Lagoon along I-5 and north to Bear Valley Parkway along I-15. Zone 4 is everything within the MTDBMTS area of jurisdiction north of the Zone 3 northern boundary. For Trolley service, a zone is the number of stations from the station of boarding that a person may travel for a particular fare. The Centre City zone is considered one station for the purpose of calculating fare zones on the Trolley.

For ADA complementary paratransit service, a zone is the geographical area defined by fixed boundaries within which particular fares are established. The boundaries for the zones are determined by each of the contracting agencies for the local operator of the paratransit service. The zones are as follows:

Zone One-1 - Central San Diego

Zone Two2 - Mid-County: Poway, Rancho Bernardo, Rancho Peñasquitos, Carmel Mountain Ranch, and Sabre Springs

Zone Three3 - East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine

Zone Four4 - South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro

PQ. Transfers - The action by passengers in which they leave one bus or trolley and board a subsequent bus or trolley to complete their trips.

QR. Upgrade - An additional fare required to enhance the value of an original fare (upon transfer) or a pass to travel on a higher-fare service.

RS. ADA Complementary Paratransit Service - Specialized curb-to-curb transportation services provided to persons who qualify as eligible for such services under the guidelines of the Americans with Disabilities Act of 1990 (ADA). Except for commuter bus, commuter rail, or intercity rail systems, each public entity operating a fixed-route system shall provide complementary paratransit or other special service to individuals with disabilities (who cannot access or use fixed-route transit due to a qualifying disability) that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system.

SI. Personal Care Attendant - In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee. A personal care attendant is not charged a fare on the ADA complementary paratransit service vehicle on which she/he accompanies the ADA-eligible passenger. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.

TU. Dedicated Transportation Service - In relation to social services agencies or other organizations, a dedicated transportation service is defined as paratransit vehicle usage that is set apart for and guaranteed to an agency for the transportation of its eligible clients. The vehicle, for a particular time frame, is for the definite use of these persons and a ride is unavailable to other eligible persons within the community.

UV. Pass, Tokens, and Ticket Sales Commission - The amount of money that is retained from the retail purchase price by an authorized pass sales outlet on the sale of each monthly pass, token, Prepaid Ticket, or Day Tripper. The following chart shows the Pass Sales Commissions:

FARE MEDIA	RETAIL PRICE	COMMISSION AMOUNT (\$)	COMMISSION AMOUNT (%)	EFFECTIVE DATE
Monthly Pass	\$56.00	\$0.56	1.0%	7/1/03
Monthly Pass	\$58.00	\$0.58	1.0%	7/1/04
Monthly Pass	\$60.00	\$0.60	1.0%	7/1/05
Monthly Pass	\$64.00	\$0.96	1.5%	7/1/03
Monthly Pass	\$84.00	\$1.26	1.5%	7/1/03
Monthly Pass Senior/Disabled	\$14.00	\$0.21	1.5%	7/1/03
Monthly Pass Senior/Disabled	\$14.50	\$0.22	1.5%	7/1/04
Monthly Pass Senior/Disabled	\$15.00	\$0.23	1.5%	7/1/05
Monthly Pass Youth	\$28.00	\$0.42	1.5%	7/1/03
Monthly Pass Youth	\$29.00	\$0.44	1.5%	7/1/04
Monthly Pass Youth	\$30.00	\$0.45	1.5%	7/1/05
\$2.25 Individual Token	\$2.25	\$0.06	2.5%	7/1/03
\$2.25 Token 11-Pack	\$23.00	\$0.58	2.5%	7/1/03
\$2.25 Token 40-Pack	\$83.60	N/A	N/A	7/1/03
One-Day Tripper	\$5.00	\$0.25	5.0%	7/1/03
Two-Day Tripper	\$9.00	\$0.50	5.55%	7/1/03
Three-Day Tripper	\$12.00	\$0.75	6.25%	7/1/03
Four-Day Tripper	\$15.00	\$1.00	6.67%	7/1/03
NB San Ysidro \$2.50 Trolley Ticket	\$2.50	\$0.12	5.0%	7/1/03
Hotel Scratch 1-Day Tripper	\$5.00	\$0.25	5.0%	7/1/03
Social Services 1-Day Tripper	\$4.18	N/A	N/A	7/1/03

**(Section 4.2 amended 4/10/0312/8/05)**

Section 4.3: Regional Fare Pricing Schedule

Section 4.3.1 Regional Passes and Tickets

Section 4.3.1a Adult Monthly Passes

1) Except as provided in Section 4.3.1b, 4.3.1c, and 4.3.1d of this Ordinance, the price of a regional adult monthly pass shall be based on service type and zones. Local and Urban Bus Zone 1 and San Diego Trolley passes shall be \$56.00 (effective 7/1/03), \$58.00 (effective 7/1/04), and \$60.00 (effective 7/1/05). Express and Premium Express passes shall be \$64.00. Commuter Express passes shall be \$84.00. The adult monthly pass shall entitle the person to whom the pass is issued to unlimited rides during the month for which the pass is designated on any equal or lower priced regularly scheduled services provided by San Diego Trolley, Inc., San Diego Transit Corporation, Chula Vista Transit, National City Transit, MTDBMTS Contract Services, and NCTD bus services. Half-price passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

2) Under the Employer-Based Group Sales Pass Program Three-Year Demonstration Program (10/17-02 – 10/17/05), monthly adult passes can be discounted to employers subject to the following conditions:

The discount is available for the advance purchase of 25 or more passes a month for up to three months for a "trial program." Price would be set according to what the price would be for an annual program using the same number of passes per month. Only one "trial program" is allowed per employer. The trial program agreement must be for a specific fiscal year. Advance payment for the total number of Trial Program passes is required. The discount is available for an employer purchasing

300 or more passes for an annual (12 months) program. The program can be pro-rated to accommodate the time left in the fiscal year. The annual program agreement and payment must be for a specific fiscal year. Advance payment for the total number of annual monthly passes is required.

The price of the Employer-Based Group Sales Pass Program will be tiered according to the number of annual regular adult passes purchased. The discount offered shall be as follows:

<u>Proposed Employer-Based Group Sales Pass Program</u>		
<u>Tiered Discount Table</u>		
<u>Employees Using Transit/Month</u>	<u>Passes Per Year</u>	<u>Discount</u>
25 to 50	300 to 600	10%
51 to 100	601 to 1,200	15%
101 to 250	1,201 to 3,000	20%
251 to 500	3,001 to 6,000	25%
501 to 1,000	6,001 to 12,000	30%

**(Section 4.3.1a amended 5/22/03 12/8/05)**

**Section 4.3.1b Senior/Disabled Monthly Passes**

The price of a regional senior/disabled monthly pass is \$14.00 (effective 7/1/03), \$14.50 (effective 7/1/04), and \$15.00 (effective 7/1/05) and shall entitle the senior or disabled passenger to unlimited trips during the month for which the pass is designated on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except Rural Service (as defined by Section 4.2M). Half price passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

**Section 4.3.1c Youth Monthly Passes**

The price of a youth monthly pass is \$28.00 (effective 7/1/03), \$29.00 (effective 7/1/04), and \$30.00 (effective 7/1/05) and shall entitle the youth passenger to unlimited trips during the month for which the pass is designated on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except Rural Service (as defined by Section 4.2M). Half-priced passes are available beginning the 15th of each month at The Transit Store, Pass by Mail, and certain outlets.

**Section 4.3.1d Day Passes - General Public**

The price of a one-day (Day Tripper) pass is \$5.00 and shall entitle the person to whom the pass is issued unlimited rides during the day for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except MTDBMTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870, and ADA complementary paratransit services, and Rural Service).

The price of a two-day (Day Tripper) pass is \$9.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except MTDBMTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870, and ADA complementary paratransit services, and Rural Service).

The price of a three-day (Day Tripper) pass is \$12.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except MTDBMTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870, and ADA complementary paratransit services, and Rural Service).

The price of a four-day (Day Tripper) pass is \$15.00 and shall entitle the person to whom the pass is issued unlimited rides during the days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance (except MTDBMTS Contract Services Commuter Express Routes 810, 820, 850, 860, and 870, and ADA complementary paratransit services, and Rural Service).

#### Section 4.3.1e Group Advance Pass Sales

Group event day passes, valid for one to seven days, may be issued to groups (minimum quantity = 100) only on a 21-day or longer advance sales basis. The price of group event advance sales passes, shall be as follows:

One-Day Pass	=	\$4.50
Two-Day Pass	=	\$8.00
Three-Day Pass	=	\$11.00
Four-Day Pass	=	\$14.00
Five-Day Pass	=	\$16.00
Six-Day Pass	=	\$18.00
Seven-Day Pass	=	\$20.00

The group event day pass shall entitle the person to whom the pass is issued unlimited rides during the corresponding number of consecutive days for which the pass is valid on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this Ordinance, except Rural Service (as defined by Section 4.2M).

Group event day passes for special events may be purchased in bulk in advance at discounted rates as follows or as otherwise agreed to by the Board:

100-999 passes	=	Full price per pass
1,000-1,999 passes	=	5 percent discount per pass
2,000-2,999 passes	=	10 percent discount per pass
3,000+ passes	=	15 percent discount per pass
4,000+ passes	=	20 percent discount per pass

#### Section 4.3.1f Classroom Day Tripper

Classroom Day Trippers, valid for one day during non-peak hours, may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of no more than 17 people (15 youths and two adult chaperons). The price of Classroom Day Trippers shall be \$1.50 per person.

#### Section 4.3.1g College Semester/Monthly Pass

A Pass for a college or university school term of 63 or more days priced at \$1.20 a day, payable in advance, sold only during the term's registration and/or a monthly pass good for a calendar month, priced at \$42.00 (effective 7/1/03), \$43.50 (effective 7/1/04), and \$45.00 (effective 7/1/05) a

month, payable in advance. Good on all MTS fixed-route bus and trolley services, Direct Access to Regional Transit (DART), and Flex-Route services. Not honored on local dial-a-rides or any ADA Complementary Paratransit Services, or Rural Services (as defined by Section 4.2M). The semester and monthly college student passes are to be sold only at schools, colleges, and universities that meet the following requirements: accredited by recognized accrediting institution; provide an on-site sales location; track sales to individual students; limit sales to one pass per student currently enrolled with a minimum of seven credit hours; only issue to each student with a current school year photo identification card; provide a benefit to each student purchasing the term and/or monthly pass to encourage public transit use; and promote the pass through school information materials. Some services may require upgrade.

#### Section 4.3.1-h Hotel Scratch 1-Day Day Tripper

A one-day Day Tripper priced at the standard one-day price, but with scratch-off instead of punched month, day, and year boxes. Day Tripper has unique serial number code, and customers may not return or exchange Day Trippers. Only hotels with a pass sales agreement can sell this type of Day Tripper.

#### Section 4.3.1-i Social Services 1-Day Day Tripper

A one-day Day Tripper priced at twice a token rate (\$2.09 x 2 = \$4.18), with hole-punched validation, and only sold to qualified social services agencies who agree to dispense Day Trippers according to MTDBMTS requirements. Day Trippers have unique serial number codes, and customers may not return or exchange Day Trippers.

#### Section 4.3.1-j Northbound Trolley Ticket

The Northbound Trolley Ticket, dispensed from the San Ysidro kiosk, is good for a one-way northbound trip on the San Diego Trolley for a maximum fare ride of \$2.50 (up to 19 stations from San Ysidro on any San Diego Trolley route). The ticket is punched by the San Ysidro vendor at the point of sale for the hour, minute, month, date, and year of travel and expires 120 minutes after the time punched. This ticket is valid as a transfer to any MTS bus or trolley route, but cash upgrades apply if traveling past 19 stations on the trolley, or transferring to an MTS bus route with a higher fare. The ticket is not good for a return trip towards the border on the San Diego Trolley. Not valid for use on or transfer to the NCTD Coaster, special services, or ADA complementary paratransit service.

#### Section 4.3.1-k San Diego County Juror Ticket

The San Diego County Juror Ticket, distributed to prospective jurors at the four San Diego County Courthouses, allows the bearer to take one ride on any MTS transit bus or trolley (up to \$4.00 fare), or the NCTD Coaster (up to \$4.75 fare). The rider must validate the ticket before boarding by scratching off the hour, minute, month, date, and year of boarding for MTS bus and trolley routes. Upon boarding an MTS transit bus, the Juror Ticket is surrendered to the driver, and a transfer slip is used. The transfer slip will be valid for up to 90 minutes from the end of the bus route. If the Juror Ticket is used first on a trolley, it is valid for up to 2 hours from the boarding time scratched. It may be used as a transfer to a bus route or another trolley route within 2 hours of the boarding time scratched. If the Juror Ticket is used on an NCTD Coaster train, it must be validated for the Coaster trip at the station platform before boarding. The ticket is good for up to 2 hours from validation and may be used to transfer to an MTS bus or trolley within those 2 hours. A customer may complete a trip if the ticket expires during the trip, but may not transfer to another route once the ticket has expired. Not valid for use on or transfer to special services or ADA complementary paratransit service.

#### Section 4.3.1-l San Diego Padres Game Day Pass

The Padres Game Day Pass is valid as a general public Day Tripper Pass, as defined in Section 4.3.1.d of this Ordinance, for the entire transit operating service day on days when a San Diego Padres baseball club regular season home game is played at PETCO PARK~~Park~~. The Pass is valid for up to a \$2.25 one-way fare. For trips requiring a higher fare, the appropriate upgrade is required. The Pass is valid on any day that a regular season home game has been rescheduled at PETCO PARK~~ark~~. No refunds or discounts are provided for cancelled games or any game rescheduled as a doubleheader. The Pass is not valid on playoff game days or on World Series game days. The Padres Game Day Pass price is calculated by the number of days of validity, multiplied by the Daily Equivalent Rate of the Adult Monthly Pass (Adult Monthly Pass Price divided by 22). The Padres Game Day Pass may be sold as a single pass for an entire baseball season or MTS may sell as two separate passes, each valid for approximately one half of a baseball season. This pass is available for a pilot program ending on September 30, 2004.

***(Section 4.3.1l added 1/15/04)***

#### Section 4.3.1-m Centre City San Diego Trolley Only Round-Trip Tickets Pilot Program

A sponsor may purchase bulk (1,000 or more) quantities of Centre City San Diego-only round-trip trolley tickets for distribution to trolley riders. The rate is determined by the advance payment of \$1.32, multiplied by the number of tickets. This rate is available for a pilot program ending on September 30, 2004. Passengers attending a San Diego Padres regular season home game at PETCO PARK~~ark~~ may ride the San Diego Trolley between any Centre City San Diego trolley station on any day when a San Diego Padres baseball club regular season home game is played at PETCO PARK~~ark~~.

***(Section 4.3.1m added 1/15/04)***

#### Section 4.3.2 —Regional Transfer Charges and Policies

##### Section 4.3.2a -Transfer Upgrades

Passengers with a valid transfer slip (as defined in Section 4.3.2b) from San Diego Trolley, San Diego Transit, Chula Vista Transit, National City Transit, ~~MTDBMTS~~ Contract Services, or NCTD may transfer to a bus or trolley of equal or lower cash fare value free of charge. Passengers with a valid transfer slip from any of the services listed in this Section must pay the difference between the lower and higher cash fare when transferring to a bus or trolley with a higher cash fare value. Transfer upgrades range from \$0.25 to ~~\$3.50~~\$9.00. There shall be no transfer upgrade charges for senior/disabled passengers except when using a transfer slip to board a DART service, ~~or an ADA Complementary paratransit service, or Rural Service, in which case~~ when an upgrade is required.

Eligible passengers with a valid transfer slip (as defined in Section 4.3.2b) from an ADA complementary paratransit service vehicle may transfer to a bus or trolley without the payment of a transfer upgrade charge. There will be a payment of a transfer upgrade required from a bus or trolley to an ADA complementary paratransit service as specified in Section 4.3.2c or Rural Service as set forth in Section 4.9.4. An eligible passenger is a person with a disability who has been certified as eligible under the Americans with Disabilities Act of 1990 and the ~~MTDBMTS~~ Regional ADA Complementary Paratransit Plan.

##### Section 4.3.2b Transfer Time

Transfer slips issued from buses and punched by the driver shall be valid until the date and time indicated on the transfer slip (approximately 90 minutes from the end of the bus route, rounded to

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the higher half-hour). Transfer slips issued from buses and time stamped by the farebox shall be valid for two hours from the time of issue. Transfer slips shall only be issued when a cash fare is paid or a token is relinquished. No transfer slips shall be issued when a monthly or daily pass (as described in Sections 4.3.1a, 4.3.1b, 4.3.1c, 4.3.1d, and 4.3.1e of this Ordinance) is presented. Single-ride and round-trip trolley tickets (as described in Sections 4.4.1 and 4.4.2 of this Ordinance) shall be valid as transfer slips until the date and time indicated on the ticket (two hours from time of purchase).

Transfer slips issued from ADA complementary paratransit service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be two hours from the time of drop-off by the ADA paratransit vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the ADA paratransit vehicle.

Any transfer slip issued when a previously issued transfer slip is presented for fare payment shall be punched for no more time than is remaining on the initial transfer slip unless an upgrade is paid. The initial transfer slip shall be relinquished to the driver.

~~(Section 4.3.1b amended 11/13/03)~~

#### Section 4.3.2c Other Transfer Considerations for ADA Complementary Paratransit Service

- A transfer received upon any fare payment on a fixed-route vehicle will be worth a maximum of \$1.00 toward the payment of the fare upgrade on the ADA complementary paratransit vehicle. The fare upgrade (from the bus or trolley fixed-route to the ADA paratransit service) will only be paid on the ADA paratransit service vehicle, not on the fixed-route vehicle.

- Day Trippers, monthly passes, tokens, or other prepaid fare media (except ADA paratransit tickets) will not be accepted as fare on the ADA paratransit services. Local prepaid fare media or script may be developed by individual operators, but no discounts will be allowed.

#### Section 4.3.2d - Other Transfer Consideration for Dial-A-Ride (DAR) and Direct Access to Rapid Transit (DART)

- Transfer slips issued from DAR, Flex-Route, and DART service vehicles shall be valid until the date and time indicated on the transfer slip (the time indicated shall be 90 minutes from the time of drop-off by the DAR/Flex/DART vehicle, to the nearest half-hour). Transfers are not valid for a return trip on the DAR/Flex/DART vehicle.

#### Section 4.3.3 Regional Monthly Pass Upgrades

##### Section 4.3.3a - Adult Pass Upgrades

Passengers holding a valid adult monthly pass as described in Section 4.3.1a must pay a cash upgrade to ride services with a higher cash fare value than that for which their pass is valid. Pass upgrades range from \$0.25 to \$1.75 in \$0.25 increments 9.00 based upon the difference in cash fares.

##### Section 4.3.3b - Senior/Disabled and Youth Pass Upgrades

Except for travel on any DART service, which will require a \$0.50 upgrade, there shall be no cash upgrades required on senior/disabled and youth monthly passes for travel on any regularly scheduled services provided by those operators identified in Section 4.3.1a of this ordinance, except for Rural Service, in which case a cash upgrade is required.

##### Section 4.3.4 Regional Children Fares



Children, as defined in Section 4.2.E, shall ride for free when accompanied by a fare-paying passenger. This shall be applicable to all fixed-route bus service, ~~and trolley services~~, and Rural Service.

**(Section 4.3 amended 4/10/03 12/8/05)**

#### Section 4.4: San Diego Trolley Fare Pricing Schedule

##### Section 4.4.1a One-Way Cash Fares

The price of a one-way cash fare ticket to ride the Trolley shall be as follows:

Centre City	=	\$1.25
1 station	=	\$1.50
2 stations	=	\$1.75
3 stations	=	\$2.00
4-10 stations	=	\$2.25
11-19 stations	=	\$2.50
20+ stations	=	\$3.00

A one-way ticket shall entitle the person to whom the ticket is issued; 1 one-way trip in a direction away from the station of issue. The one-way ticket is valid for two hours and must be valid during the entire trolley trip. A valid one-way ticket may be used to transfer to any MTS bus route (upgrade may be required).

##### Section 4.4.1b Round-Trip Cash Fares

The price of a trolley round-trip ticket shall be as follows:

Round-trip 2 @ \$1.00	=	\$2.00 (Senior/Disabled fare)
Round-trip 2 @ \$1.25	=	\$2.50
Round-trip 2 @ \$1.50	=	\$3.00
Round-trip 2 @ \$1.75	=	\$3.50
Round-trip 2 @ \$2.00	=	\$4.00
Round-trip 2 @ \$2.25	=	\$4.50
Round-trip 2 @ \$2.50	=	\$5.00
Round-trip 2 @ \$3.00	=	\$6.00

A round-trip ticket shall entitle the person to whom the ticket is issued; one round-trip, which may be used at any time throughout the operating day. A round-trip ticket shall be accepted on the bus as payment for fare up to the value of the ticket for up to two hours from time of purchase. The passenger shall be allowed to keep the round-trip ticket for use on another bus transfer.

##### Section 4.4.2 Senior/Disabled Cash Fares

Senior/Disabled cash fares for San Diego Trolley, Inc., shall be \$1.00 per one-way trip.

### Section 4.4.3 Tokens

Universal tokens shall be available for \$2.25 each, \$2.09 each in multiples of 11 (\$23.00) or 40 (\$83.60), and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS or NCTD regular bus or trolley service (not including Coaster or ADA paratransit services). Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token.

**(Section 4.4 amended 4/10/03 12/8/05)**

### Section 4.5: San Diego Transit Fare Pricing Schedule

#### Section 4.5.1 Cash Fares

##### Section 4.5.1a Local Services

The price of a trip on San Diego Transit local service, as described in Section 4.2H of this Ordinance, shall be \$1.75.

##### Section 4.5.1b Urban Services

The price of a trip on San Diego Transit urban services, as described in Section 4.2I of this Ordinance, shall be \$2.25.

##### Section 4.5.1c Express, Premium Express, and Commuter Express Services

The price of a trip on express, premium express services, and commuter express, as described in Sections 4.2j, 4.2k, and 4.2l of this Ordinance, shall be:

Express	= \$2.50
Premium Express	= \$2.50
Commuter Express	= \$4.00

##### Section 4.5.1d Senior/Disabled Cash Fares

Senior/Disabled cash fares for San Diego Transit shall be \$1.00.

#### Section 4.5.2 Special Fares

##### Section 4.5.2a Tokens

Universal tokens shall be available for \$2.25 each, \$2.09 each in multiples of 11 (\$23.00) or 40 (\$83.60), and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS or NCTD regular bus or trolley service (not including Coaster or ADA paratransit services). Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token.

##### Section 4.5.2b Stadium/Ballpark Bus Fares

The price of a trip on special buses with the primary purpose of traveling to and from events at Qualcomm Stadium or Petco Park shall be \$5.00 one way and \$8.00 round-trip.

**(Section 4.5 amended 4/10/03 12/8/05)**

Section 4.6: MTDBMTS Contract Services

Section 4.6.1 Cash Fares

Section 4.6.1a Local Services

The price of a trip on MTDBMTS Contract Services local services, as described in Section 4.2H of this Ordinance, shall be \$1.75.

Section 4.6.1b Urban Services

The price of a trip on MTDBMTS Contract Services urban services, as described in Section 4.2I of this Ordinance, shall be \$2.25.

Section 4.6.1c Express Services

The price of a trip on MTDBMTS Contract Services express services, as described in Section 4.2J of this Ordinance, shall be \$2.50.

Section 4.6.1d Premium Express Services

The price of a trip on MTDBMTS Contract Services premium express, as described in Section 4.2K of this Ordinance, shall be \$2.50.

Section 4.6.1e Commuter Express Services

The price of a trip on MTDBMTS Contract Services Commuter Express, as described in Section 4.2-L of this Ordinance, shall be \$4.00.

Section 4.6.1f Senior/Disabled Cash Fares

Senior/Disabled cash fares for MTDBMTS Contract Services shall be \$1.00; except as otherwise provided in Section 4.9 concerning Rural Service.

Section 4.6.2 Shuttle Fares

The price of a trip on MTDBMTS Contract Services Routes 871, 872, 873, 875, 877, and 904 shall be \$1.00.

Section 4.6.3 Tokens

Universal tokens shall be available for \$2.25 each, \$2.09 each in multiples of 11 (\$23.00) or 40 (\$83.60), and shall entitle the person holding the universal token to up to a \$2.25 cash fare value trip on any MTS or NCTD regular bus or trolley service (not including Coaster or ADA paratransit services). Some DAR, bus, and trolley services may require a cash upgrade in conjunction with the universal token.

Section 4.6.4 Stadium/Ballpark Bus Fares

The price of a trip on special buses with the primary purpose of traveling to and from events at Qualcomm Stadium or Petco ETCO Park shall be \$5.00 one way and \$8.00 round-trip.

#### Section 4.6.5 Demand-Responsive Cash Fares

##### Section 4.6.5.a General Public Demand-Response Services

The price of a one-way trip on MTDBMTS Contract Services demand-response services and ~~the~~ flex routes shall be as follows:

MTS DART (Scripps Ranch, Rancho Bernardo) Regular/Adult	\$3.00
MTS DART – Senior/Disabled	\$1.50

East County Dial-a-Ride Regular/Adult	\$2.25
East County Dial-a-Ride Senior/Disabled	\$1.00

Routes 961-964 (to & <del>and</del> from bus stop) Regular/Adult	\$1.75
Routes 961-964 (to & <del>and</del> from bus stop) Senior/Disabled	\$1.00
Routes 961-964 ( <del>w</del> with/ route deviation) Regular/Adult	\$2.25
Routes 961-964 ( <del>w</del> with route deviation) Senior/Disabled	\$1.50

Routes 851, 853, 874 (no transfer) Regular/Adult	\$1.00
Routes 851, 853, 874 (no transfer) Senior/Disabled	\$1.00

Routes 851, 853, 874 (with transfer) Regular/Adult	\$1.75
Routes 851, 853, 874 (with transfer) Senior Disabled	\$1.00

All other prepaid fare media upgrade	\$0.50
--------------------------------------	--------

Passengers boarding and alighting from bus stops on flex routes shall have a price per trip comparable to local service as described in Sections 4.2H and 4.6.1a.

\*Includes all monthly passes, Day Tripper passes, and all other ~~Metropolitan Transit System~~ MTS prepaid fare media.

##### Section 4.6.5.b ADA Paratransit Services Cash Fares

The ADA complementary paratransit services, provided in accordance with the federal ~~Americans with Disabilities Act of 1990~~ ADA, are only available to persons with qualifying disabilities that prevent them from using fixed-route transit services. These services shall have a cash fare of no more than double the predominant adult cash fare in the area of service. Section 4.2.GP establishes the ADA paratransit zones. The urban zone (Zone 1) shall use the Urban Service fare defined in Section 4.2.I to calculate the MTS Access cash fare of \$4.50 per passenger trip. The three suburban zones (Zones 2, 3, and 4) shall use the Local Service fare defined in Section 4.2.H to calculate the CTS ADA paratransit cash fare of \$3.50 per passenger trip. Passes are not accepted on ADA paratransit services. Transfers are accepted when an upgrade is paid for the difference in the fare paid for the transfer and the ADA paratransit fare. The upgrade must be paid on the ADA paratransit vehicle. Passengers transferring from ADA paratransit service in Zones 2, 3, or 4 to ADA paratransit service in Zone 1 must pay a \$1.00 upgrade on the Zone 1 vehicle. Full-price (no discount) tickets for ADA paratransit services may be sold to passengers in advance. No passes or discounts and no other tickets are accepted on ADA paratransit services. Personal Care Attendants (PCA) required by disabled passengers are not required to pay a fare.

**(Section 4.6 amended 4/10/03 12/8/05)**

##### Section 4.7: County Transit System

***(Section 4.7 deleted 4/10/03)***

**Section 4.7: Chula Vista Transit**

**Section 4.7.1 Cash Fares**

**Section 4.7.1a Local Services**

The price of a trip on Chula Vista Transit local services, as described in Section 4.2H of this Ordinance, shall be \$1.75.

**Section 4.7.1b Urban Services**

The price of a trip on Chula Vista Transit urban services, as described in Section 4.2I of this Ordinance, shall be \$2.25.

**Section 4.7.1c Express Services**

The price of a trip on Chula Vista Transit express services, as described in Section 4.2J of this Ordinance, shall be \$2.50.

**Section 4.7.1d Premium Express Services**

The price of a trip on Chula Vista Transit premium express services, as described in Section 4.2K of this Ordinance, shall be \$2.50.

**Section 4.7.2 Senior/Disabled Cash Fares**

Senior/Disabled cash fares for Chula Vista Transit shall be \$1.00, as described in Sections 4.2A and 4.2B.

**Section 4.7.3 Shuttle Cash Fares**

The cash fare for Chula Vista Transit shuttles shall be \$1.00 for Route 706 and 706A and free for Route 708.

***(Section 4.78 ~~amended~~renumbered 4/10/0312/8/05)***

**Section 4.8: National City Transit**

**Section 4.8.1 Cash Fares**

**Section 4.8.1a Local Services**

The price of a trip on National City Transit local services, as described in Section 4.2H of this Ordinance, shall be \$1.75.

**Section 4.8.2 Senior/Disabled Cash Fares**

Senior/Disabled cash fares for National City Transit shall be \$1.00, as described in Sections 4.2A and 4.2B.

***(Section 4.8 amended 12/8/05)***

#### Section 4.9: Rural Service

Rural Service, as defined in Section 4.2M, shall have applied to it a 2-zone based fare structure. Zone boundaries shall generally be located on a north-south axis and have zone boundaries at Ramona (Ramona Station), Alpine (Tavern Road and Alpine Boulevard), and the Tecate border crossing (Tecate Road and Thing Road). Passenger trips remaining within 1 zone shall have applied to them the 1-zone based fare.

##### Section 4.9.1 1- and 2-Zone One-Way Cash Fares:

The 1-zone cash fare shall be \$5 for each one-way trip. The 2-zone cash fare shall be \$10 for each one-way trip.

##### Section 4.9.2 One-Way Senior/Disabled Cash Fare:

Senior/Disabled cash fares shall be 50 percent of the regular cash fare: 1-zone Senior/Disabled cash fare shall be \$2.50 for each one-way trip. The 2-zone cash fare shall be \$5 for each one-way trip.

##### Section 4.9.3 Prepaid Monthly or Daily Pass Upgrade Required:

Passengers exhibiting a valid MTS or North County Transit District Monthly Adult or Youth Pass, College Semester Pass, or Daily Pass shall be provided a \$1 discount per zone for Rural Service: the 1-zone cash upgrade shall be \$4 for each one-way trip. The 2-zone cash upgrade shall be \$8 for each one-way trip. Senior/Disabled passengers exhibiting a valid Senior/Disabled Monthly Pass shall be given a \$.50 cent discount per zone: the 1-zone cash upgrade shall be \$2.00 for each one-way trip. The 2-zone cash upgrade shall be \$4 for each one-way trip.

##### Section 4.9.4 Use of MTS or North County Transit District Transfer Slips Upgrade Required:

Passengers exhibiting a valid MTS or North County Transit District Transfer Slip while boarding shall be provided a \$1 discount per zone for Rural Service: the 1-zone cash upgrade shall be \$4 while the 2-zone cash upgrade shall be \$8. Senior/disabled passengers exhibiting valid transfer shall be given a 50 percent discount per zone: the 1-zone cash fare shall be \$2 while the 2-zone cash upgrade shall be \$4.

##### Section 4.9.5 Other Fare Media:

- Tokens shall be accepted at face value of \$2.25; change will not be provided in instances where token value exceeds required fare.
- San Diego County Juror Ticket shall be accepted at cash value up to \$4.00; change will not be provided in instances where potential value exceeds required fare.
- Transfers from ADA complementary service shall not require an upgrade.

**(Section 4.9 renumbered-amended and added 4/10/0312/8/05)**

| Section 4.910 Special Fares

Each agency shall be allowed to adjust fares for special events with the approval of the General Manager.

| **(Section 4.10 renumbered 4/10/0312/8/05)**

| Section 4.40–11 Other Metropolitan Transit System Operators and Special Cash Fares

| Section 4.4011.1 Cash Fares

Any special fares of any operator in the region not listed within this Ordinance shall be included in the Uniform Fare Structure Agreement.

| **(Section 4.11 renumbered 4/10/0312/8/05)**

| Section 4.4412: Public Notice

Before the expiration of fifteen (15) days after its passage, a summary of this Ordinance shall be published once with the names and members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

| **(Section 4.12 renumbered 12/8/05)**

| Section 4.123: Effective Date Of Ordinance

This Ordinance shall become effective 30 days from and after the date of its final passage.

| **(Section 4.13 renumbered 12/8/05)**

DDarro/CD-ORD4.DDESMO/1/22/04

| Amended: 12/8/05

Amended: 1/15/04

Amended: 11/13/03

Amended: 05/22/03

Amended: 04/10/03

Amended: 10/17/02

Amended: 06/14/01

Amended: 05/10/01

Amended: 08/10/00

Amended: 07/13/00

Amended: 05/13/99

Amended: 02/26/98

Repealed & Readopted: 7/17/97

(operative - 11/23/97)

Amended: 04/28/94

Amended: 01/13/94

Amended: 07/08/93

Amended: 02/11/93

Repealed & Readopted: 05/28/92

Amended: 01/09/92

Repealed & Readopted: 03/14/91

Amended: 09/27/90

Amended: 05/10/90

Repealed & Readopted: 02/23/89

Amended: 11/10/88

Repealed & Readopted: 02/25/88

Amended: 12/10/87

Amended: 10/09/86

Amended: 04/24/86

Amended: 03/01/86

Repealed & Readopted: 12/05/85

Amended: 07/11/85

Amended: 05/23/85

Amended: 10/04/84

Amended: 07/19/84

Repealed & Readopted: 02/27/84

Amended: 07/25/83

Amended: 07/11/83

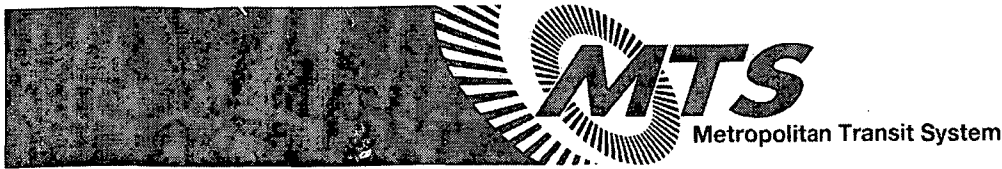
Repealed & Readopted: 05/24/82

Amended: 10/05/81

Amended: 07/08/81

Amended: 06/30/81

Adopted: 06/08/81



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.

CIP 10426.7

November 10, 2005

Subject:

MTS: MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT – GENERAL  
CONSTRUCTION CONSULTANT CONTRACT AMENDMENTS

### RECOMMENDATION:

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

1. execute Contract Amendment No. 5 to Work Order No. 03.11 (MTS Document No. L0492.8.01), with PGH Wong Engineering (PGH), in substantially the same form as Attachment A, to continue to provide contract change order review, systems submittal review, and systems construction management support for the Mission Valley East (MVE) Light Rail Transit (LRT) Project until December 2005, in an amount not to exceed \$10,500; and
2. ratify the previous approval of the CEO for Contract Amendment Nos. 1, 2, and 4 (Attachments B, C, and D), in the total amount of \$180,180, for a contract work order total of \$440,680.

### Budget Impact

A total of \$10,500 for Amendment No. 5 to Work Order No. 03.11 would be encumbered from the available balance in the MVE LRT Extension Construction Management line item (WBS #10426-0700), leaving a balance of \$178,663 unencumbered in WBS #10426-0700. Funds for Amendment No. 1 (\$20,000), Amendment No. 2 (\$48,000), and Amendment No. 4 (\$82,160) have previously been encumbered with the CEO's approval, and Amendment No. 3 (\$250,000) has been encumbered with the MTS Board's approval of January 29, 2004, and execution by the CEO, for a total encumbrance of \$440,680 for Work Order No. 03.11.




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



DISCUSSION:

MTS and the San Diego Association of Governments (SANDAG) use specially qualified personnel from PGH to assist staff and the construction manager on the MVE LRT Project, specifically for the railroad systems work, as an extension of our Construction Management team. These specialized personnel have and will continue to review railroad signal submittals and modifications to fine tune additions to our MVE signal and signal-notification systems and to interface them into the existing Blue and Orange Lines. Approval of Amendment No. 5 in the amount of \$10,500 and ratification of the CEO's prior approval of previous amendments would approve expenditures for this specialized work and continue to provide the services of these specialized personnel off and on until December 31, 2005.

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

Key Staff Contact: Dennis L. Wahl, 619.235.2635, [dwh@sandag.org](mailto:dwh@sandag.org)

LTorio/AI/NOV10-  
05.8.MVECONTRACTAMENDMTS.DWAHL  
10/7/05

Attachments: A. PGH Wong Contract Amendment No. 5, Work Order No. 03.11  
B. PGH Wong Contract Amendment No. 1, Work Order No. 03.11  
C. PGH Wong Contract Amendment No. 2, Work Order No. 03.11  
D. PGH Wong Contract Amendment No. 4, Work Order No. 03.11



Metropolitan Transit System

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

September 14, 2005

MTS Doc. No. L0492.8-01  
Work Order No. 03.11.5  
CIP 10426.9  
WE Job No. 86114-2100

Mr. Peter GH Wong  
President  
PGH Wong Engineering, Inc.  
256 Laguna Honda Boulevard  
San Francisco, CA 94116

Dear Mr. Wong:

Subject: MTS CONTRACT NO. L0492.8-01, AMENDMENT NO. 5 FOR WORK ORDER NO. 03.11: GENERAL CONSULTING AND CONSTRUCTABILITY REVIEW FOR MISSION VALLEY EAST LRT EXTENSION PROJECT, TRACKWORK AND SYSTEMS SEGMENT, LRT-10426.5

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

#### SCOPE OF SERVICES

Provide general consulting and constructability review for the close out of the above mentioned contract. Services shall be provided under the direction of the Construction Engineer and in accordance with the *MTS Construction Manual*.

#### SCHEDULE

This work order shall expire on December 22, 2005.

#### PAYMENT

Payment shall be based on actual costs, not to exceed \$10,500 without prior written approval (\$10,500 from the Construction Management Line Item WBS # 10426-0700). The total amount of this Work Order, including this amendment is \$440,680.

All previous conditions remain in effect. If you agree with the above, please sign and return the executed document marked "original" to MTS, attention: Traci Bergthold. Please keep the other copy for your records.

Sincerely,

Accepted:

\_\_\_\_\_  
Paul Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Peter Wong, President  
PGH Wong Engineering, Inc.

ARamir/CL-WO-03.11.5-426.BHELGA

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



ORIGINAL

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

Att. B, AI 8, 11/10/05, CIP 426.7

April 18, 2003

MTDB Doc. No. L0492.3-01  
Work Order No. 03.11.1  
CIP 10426.9  
WE Job No. 86114-2100

Mr. F. Glenn Smith  
Systems Manager  
PGH Wong Engineering, Inc.  
256 Laguna Honda Boulevard  
San Francisco, CA 94116

Dear Mr. Smith:

Subject: MTDB CONTRACT NO. L0492.3-01, AMENDMENT NO. 1, FOR WORK ORDER NO. 03.11:  
GENERAL CONSULTING AND CONSTRUCTABILITY REVIEW FOR MISSION VALLEY  
EAST LRT EXTENSION PROJECT, TRACKWORK AND SYSTEMS SEGMENT, LRT-  
10426.5

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

## SCOPE OF SERVICES

Provide general consulting, and constructability review, as requested by MTDB. Services shall be provided under the direction of MTDB's Construction Engineer and in accordance with the *MTDB Construction Manual*.

## SCHEDULE

This work shall be completed by December 22, 2003.

## PAYMENT

Payment shall be based on actual costs, not to exceed \$20,000 without prior written approval (\$20,000 from the Construction Management Line Item WBS # 10426-0700). The total amount of this Work Order, including this amendment is \$50,000.

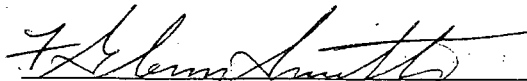
All previous conditions remain in effect. If you agree with the above, please sign and return the executed document marked "original" to MTDB, attention: Jeanne Yamamoto. Please keep the other copy for your records.

Sincerely,



Thomas F. Larwin  
General Manager

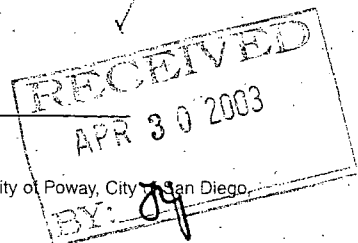
Accepted:



F. Glenn Smith  
PGH Wong Engineering, Inc.





KKeati/10426  
CL-WO-03.11.1.DWAHL

Date: 4-29-03



## Member Agencies:

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

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration  
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(619) 231-1466  
FAX (619) 234-3407

**ORIGINAL**

Att. C, AI 8, 11/10/05, CIP 426.7

October 24, 2003

MTDB Doc. No. L0492.3-01  
Work Order No. 03.11.2  
CIP 10426.9  
WE Job No. 86114-2100

Mr. F. Glenn Smith  
Systems Manager  
PGH Wong Engineering, Inc.  
256 Laguna Honda Boulevard  
San Francisco, CA 94116

Dear Mr. Smith:

Subject: MTDB CONTRACT NO. L0492.3-01, AMENDMENT NO. 2, FOR WORK ORDER NO. 03.11:  
GENERAL CONSULTING AND CONSTRUCTABILITY REVIEW FOR MISSION VALLEY  
EAST LRT EXTENSION PROJECT, TRACKWORK AND SYSTEMS SEGMENT,  
LRT-10426.5

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

**SCOPE OF SERVICES**

Provide general consulting, and constructability review, as requested by MTDB. Services shall be provided under the direction of MTDB's Construction Engineer and in accordance with the *MTDB Construction Manual*.

**SCHEDULE**

This work shall be completed by December 22, 2003.

**PAYMENT**

Payment shall be based on actual costs, not to exceed \$48,000 without prior written approval (\$48,000 from the Construction Management Line Item WBS # 10426-0700). The total amount of this Work Order, including this amendment is \$98,000.

All previous conditions remain in effect. If you agree with the above, please sign and return the executed document marked "original" to MTDB, attention: Jeanne Yamamoto. Please keep the other copy for your records.

Sincerely,

Accepted:



Jack Limber  
Interim General Manager



F. Glenn Smith  
PGH Wong Engineering, Inc.




KKeati/10426  
CL-WO-03.11.2.DWAHL

Date: 11-3-03

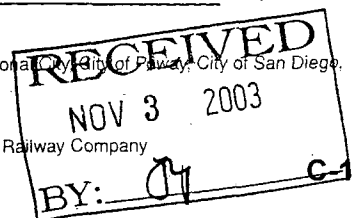
**Member Agencies:**

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

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Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

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**MTDB**

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

**Att. D, AI 8, 11/10/05, CIP 426.7**

June 15, 2005

MTS Doc. No. L0492.8-01  
Work Order No. 03.11.4  
CIP 10426.9  
WE Job No. 86114-2100

Mr. Peter GH Wong  
President  
PGH Wong Engineering, Inc.  
256 Laguna Honda Boulevard  
San Francisco, CA 94116

Dear Mr. Wong:

Subject: MTS CONTRACT NO. L0492.8-01, AMENDMENT NO. 4, FOR WORK ORDER NO. 03.11: GENERAL CONSULTING AND CONSTRUCTABILITY REVIEW FOR MISSION VALLEY EAST LRT EXTENSION PROJECT, TRACKWORK AND SYSTEMS SEGMENT, LRT-10426.5

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

**SCOPE OF SERVICES**

Provide Glenn Smith, Systems Manager for general consulting purposes, and constructability review. Services shall be provided under the direction of the Construction Engineer and in accordance with the *MTS Construction Manual*.

**SCHEDULE**

This work order shall expire on December 22, 2005.

**PAYMENT**

Payment shall be based on actual costs, not to exceed \$82,180 without prior written approval (\$82,180 from the Construction Management Line Item WBS # 10426-0700). The total amount of this Work Order, including this amendment is \$430,180.

All previous conditions remain in effect. If you agree with the above, please sign and return the executed document marked "original" to MTS, attention: Traci Bergthold. Please keep the other copy for your records.

Sincerely,

Accepted:

Paul Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Peter Wong, President  
PGH Wong Engineering, Inc.

ARamir/CL-WO-03.11.4-426.BHELGA

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

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a public agency, San Diego Transit Corporation, and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is also the Taxicab Administrator for eight cities, and MTDB is the 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.

**D-1**

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## Agenda

Item No. 9

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

ADM 110 (PC 50101)

November 10, 2005

Subject:

MTS: APPOINTMENT OF NEW BOARD CHAIRPERSON

### RECOMMENDATION:

That Board of Directors receive an update on the status of the nominations for Chairperson of the Metropolitan Transit System Board of Directors.

#### Budget Impact

None.

#### Executive Committee Recommendation

The Executive Committee asked staff to provide an update to the Board on the status of the nominations for Board Chairperson.

### DISCUSSION:

Chairman Leon Williams has indicated that he will be resigning from his current position after a long and distinguished career as a transportation advocate. MTS's enabling legislation provides:

*California Public Utilities Code 120050.2. The board consists of 15 members selected as follows: . . . (d) One person, a resident of San Diego County, elected by a two-thirds vote of the board, a quorum being present, who shall serve as chairperson of the board. The chairperson shall serve for a term of*



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.

*four years, except that he or she is subject to removal at any time by a two-thirds vote of the board, a quorum being present. If the person elected chairperson is also a member of the board, the appointing power may not fill the vacancy created by the election of that member as chairperson as long as that member remains chairperson and, if removed as chairperson, that person shall resume the position on the board he or she vacated upon election as chairperson. Section 120102.5 does not apply to any vote taken under this subdivision. Further, in the event that the chairperson is elected from the membership of the board, the County of San Diego shall then have two members appointed by the board of supervisors and the board membership shall remain at 15. In the event the subsequently elected chairperson is not a member, the membership on the board of the second appointee of the County of San Diego shall be suspended and the board membership shall remain at 15.*

*California Public Utilities Code §120051. The member of the board of supervisors appointed pursuant to subdivision (a) of Section 120050.2 shall represent one of the two supervisorial districts with the greatest percentage of its area within the incorporated area of the County of San Diego within the area under the jurisdiction of the transit development board as defined in Section 120054.*

*California Public Utilities Code 120051.1. The member of the board of supervisors appointed pursuant to subdivision (d) of Section 120050.2 shall represent the supervisorial district with the greatest percentage of its area within the unincorporated area of the County of San Diego under the jurisdiction of the transit development board as defined in Section 120054.*

At the September 22, 2005, Board of Directors meeting, the Board directed the Executive Committee to create a process for selecting potential candidates for the position of Chairperson. At its October 5, 2005, meeting, the Executive Committee approved the mailing of a letter accompanied by a press release to solicit nominations and expressions of interest from potential candidates for the MTS Board Chair position.

Nearly 100 letters were sent to the following individuals and organizations.

- MTS Board members, past and present
- Mayors for each member city
- County Board of Supervisors
- North County Transit District
- The San Diego Association of Governments (SANDAG)
- Blue Ribbon Committee Members
- The San Diego Union-Tribune published the press release

#### Nominations

The following individuals submitted an expression of interest in the position:

- Mr. Harry Mathis
- Ms. Julianne Nygaard

The following individuals were nominated by third parties:

- The Honorable Lynn Schenk
- Councilmember Thomas Clabby

In addition, two letters of endorsement were received in support of Mr. Mathis. Councilmember Clabby has subsequently indicated that he is not interested in the position.

At its November 3, 2005, meeting, the Executive Committee discussed the candidates and directed the Chief Executive Officer to schedule interviews with each candidate as soon as possible. An update on the nomination process will be provided at the next Board meeting.



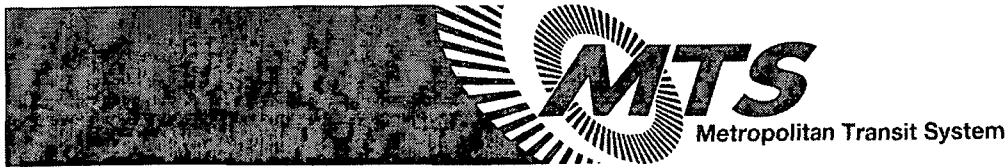
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Paul C. Jablonski  
Chief Executive Officer

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

NOV10-05.9.CHAIRPERSON.TLOREN





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## Agenda

Item No. 30

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

OPS 960.5 (PC 50601)

November 10, 2005

### Subject:

SDTC: RETIREMENT PLANS ACTUARIAL VALUATION AS OF JANUARY 1, 2005

### RECOMMENDATION:

That the Board of Directors receive a report on the retirement plans actuarial valuation as of January 1, 2005, and adopt the pension contribution rate of 11.112 percent for the San Diego Transit Corporation (SDTC) pension plans in FY 06.

#### Budget Impact

This would result in an annual pension contribution of approximately \$3,873,000.

### DISCUSSION:

The actuarial valuation of the retirement plans of SDTC as of January 1, 2005, has recently been completed. This valuation was completed by EFI Actuaries and has produced a decrease in the recommended contribution rate. The previous valuation (January 1, 2004) recommended a contribution rate of 19.691 percent of covered payroll. The January 2005 valuation recommends an 11.112 percent contribution rate for FY 06.

There are many factors that have an effect on the annual contribution rate. These factors include investment gains/losses, modifications in plan provisions, and demographic and actuarial assumption changes.

The Board's decision to issue the Pension Obligation Bond (POB) is the principle reason for the large decline in the contribution rate. The issuance of the POB resulted in a



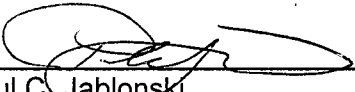
Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB) a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB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

\$76.3 million contribution to the plan in October 2004. This contribution has improved the plan's funding status to 94 percent, reducing the Unfunded Actuarial Accrued Liability (UAAL) by over \$70 million and thereby decreasing future contributions. This has a very significant impact on the plan's costs, lowering the amortization costs by over \$6.3 million and reducing the plan's contribution rate by 18.124 percent. While reducing pension contributions, the issuance of the POB has created a corresponding debt-repayment requirement. The FY 06 POB debt-servicing costs are budgeted to be \$4,953,000. The net effect of this was a reduction of SDTC total pension expenses by \$1,364,000 during the current fiscal year.

There have been several changes in the plan's provisions negotiated since the January 2004 valuation, including shorter periods for calculating final average pay, increased benefit multipliers, and a reduced early retirement age for ATU and IBEW members. While these benefits have not all gone into effect, they and their projected effects on retirement rates have been taken into consideration with the 2005 valuation. The overall effect of these changes was an increase in cost of 5.403 percent.

As discussed with the Board, the long-term rate of return was reduced from 8.5 percent to 8 percent. The effect of this change was an increase in plan liabilities, including normal costs, of 3.254 percent.

The attached report (Attachment A) details these and other factors that were used in the calculation of the 11.112 percent contribution rate. Bob McCrory of EFI Actuaries will present the full report in detail to the Board.



---

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Cliff Telfer, 619.557.4532, [cliff.telfer@sdmts.com](mailto:cliff.telfer@sdmts.com)

NOV10-05.30.RETIREMTPLANS.CTELFER

Attachment: A. Actuarial Valuation of the Retirement Plans of SDTC as of 1/1/05

# Retirement Plans of San Diego Transit Corporation

## Actuarial Valuation as of January 1, 2005

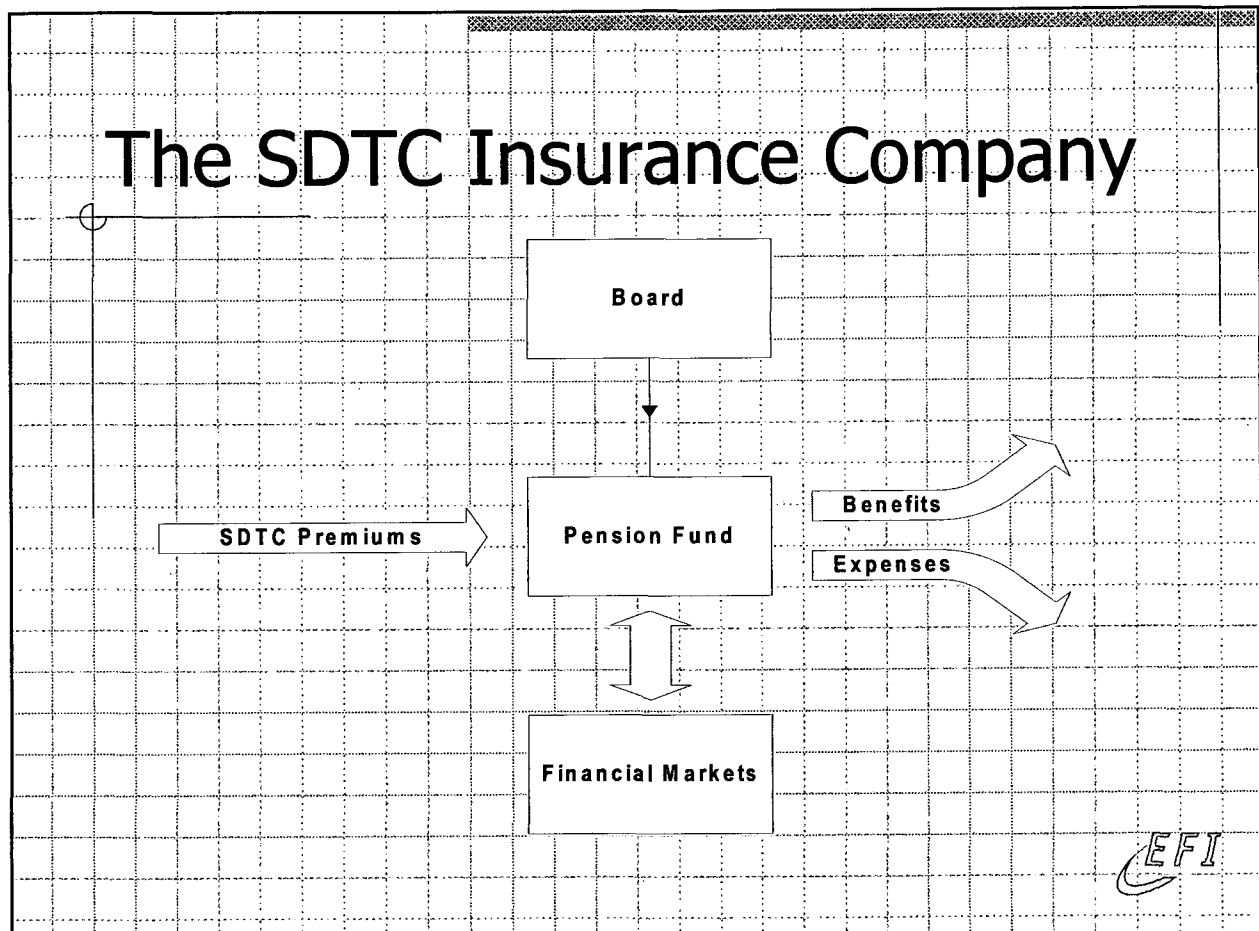
Bob McCrory, FSA  
EFI Actuaries



## Introduction

- ◆ The SDTC Insurance Company
- ◆ History of Pension Plan cost
- ◆ Current Plan cost
- ◆ Future Plan costs





# The SDTC Insurance Company

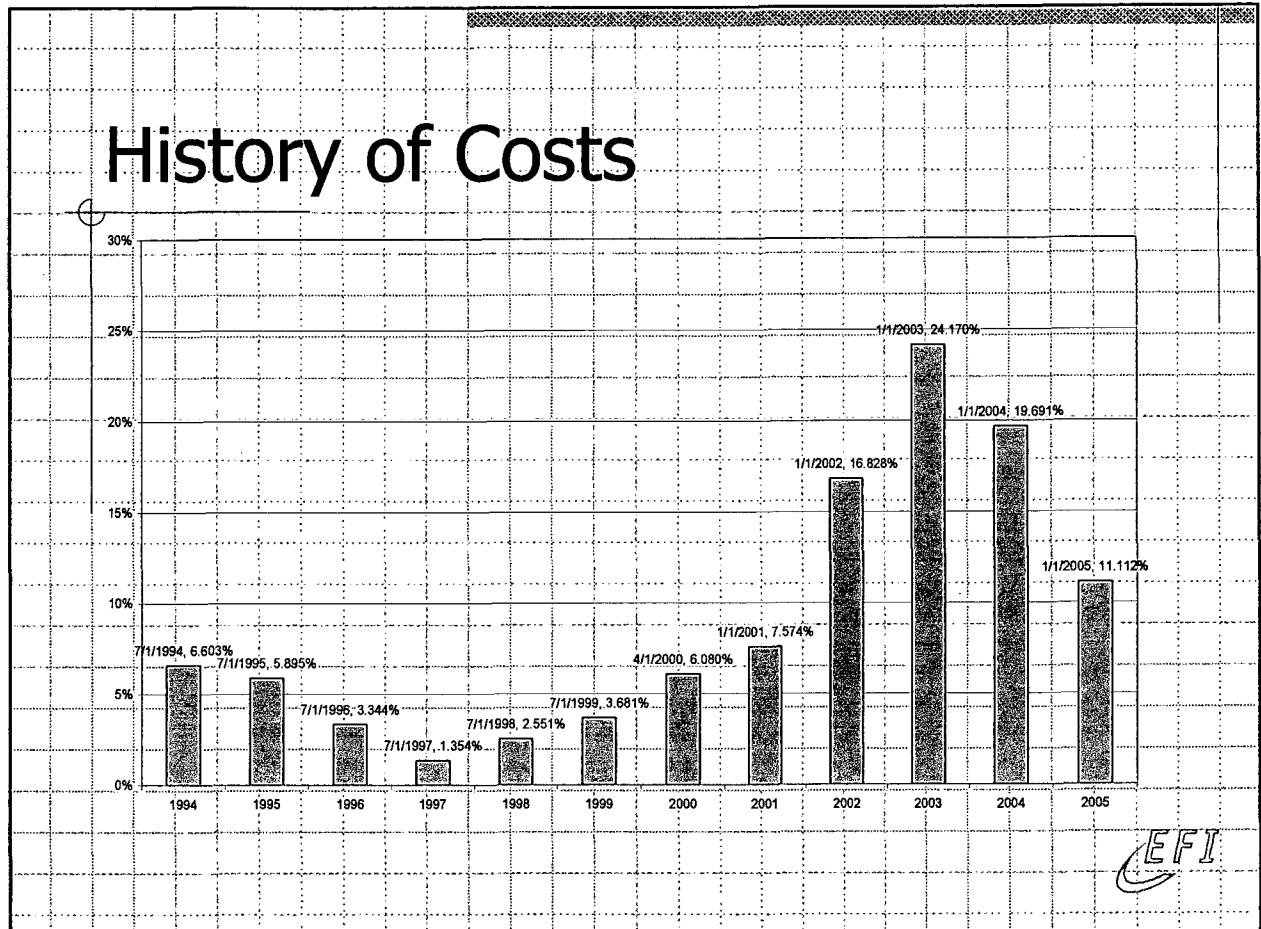
## ◆ Goals

- Solvency
- Low premiums
- Stable premiums

## ◆ Controls

- Benefit levels
- Investments
- Finance





# Current Cost

	<u>Cost in Dollars</u>	<u>Cost as % of Payroll</u>
January 1, 2004 (Section 3.1, Column 1)	\$7,135,333	19.691%
Adjustment to January 1, 2004 cost due to re-measurement with actual data (Section 3.1, Column 2)	(354,415)	0.511%
Change in cost due to changes in Plan provisions during 2004 (includes accompanying change in assumed retirement rates) (Section 3.1, Column 3)	1,752,841	5.403%
Change in cost due to demographic gains/losses from January 1, 2004 to January 1, 2005 (Section 3.2, Column 1)	(1,655)	(1.129)%
Change in cost due to proceeds from Pension Obligation Bond during 2004 (Section 3.2, Column 2)	(6,317,704)	(18.124)%
Change in cost due to investment gains/losses from January 1, 2004 to January 1, 2005 (Section 3.2, Column 3)	524,654	1.506%
Change in cost due to assumption change as of January 1, 2005 (Section 3.2, Column 4)	1,134,352	3.254%
January 1, 2005 (Section 3.2, Column 4)	\$3,873,406	11.112%





# Future Costs

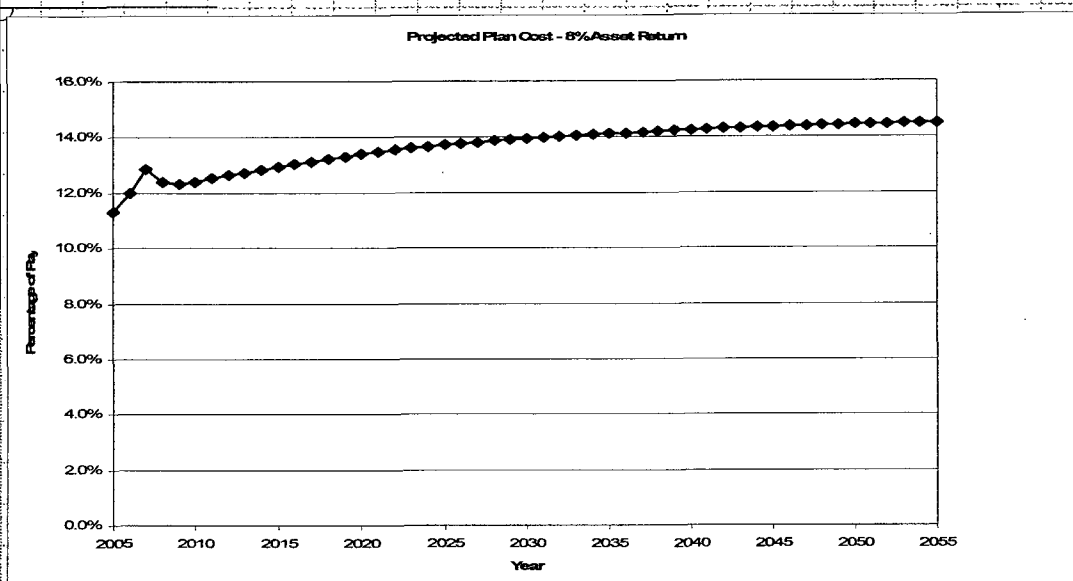


Figure 1: Projected Plan Cost as a Percentage of Payroll – Return on Market Value of Assets is 8.0%



## Future Costs

- ◆ Likely to increase to over 14% pay
  - Actuarial value of assets = 103% of market value
  - Realization of unrealized losses over next five years
  - Hiring older workers
    - ◆ Age 39 vs. age 32
- ◆ Could be higher depending on investment return



# Future Costs

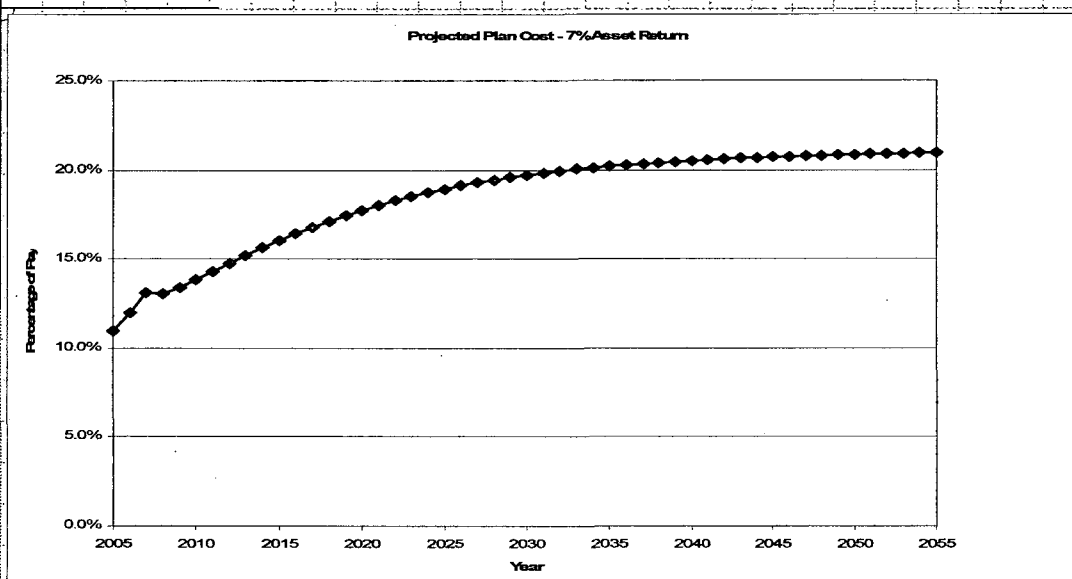


Figure 2: Projected Plan Cost as a Percentage of Payroll –Return on Market Value of Assets is 7.0%



# Retirement Plans of San Diego Transit Corporation

## Actuarial Valuation as of January 1, 2005

Bob McCrory, FSA  
EFI Actuaries



**Retirement Plans of  
San Diego Transit Corporation**

**Actuarial Valuation as of January 1, 2005**

Prepared on  
October 6, 2005

**EFI\* Actuaries • EFI Asset/Liability Management Services, Inc.**

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## Summary of Results

### A Brief Summary

This actuarial valuation of the Retirement Plans of San Diego Transit Corporation (the Plan) as of January 1, 2005 has produced a decrease in recommended contributions. The table below shows how the cost of the Plan has changed since the last actuarial valuation as of January 1, 2004:

	<u>Cost in Dollars</u>	<u>Cost as % of Payroll</u>
January 1, 2004 (Section 3.1, Column 1)	\$7,135,333	19.691%
Adjustment to January 1, 2004 cost due to re-measurement with actual data (Section 3.1, Column 2)	(354,415)	0.511%
Change in cost due to changes in Plan provisions during 2004 (includes accompanying change in assumed retirement rates) (Section 3.1, Column 3)	1,752,841	5.403%
Change in cost due to demographic gains/losses from January 1, 2004 to January 1, 2005 (Section 3.2, Column 1)	(1,655)	(1.129)%
Change in cost due to proceeds from Pension Obligation Bond during 2004 (Section 3.2, Column 2)	(6,317,704)	(18.124)%
Change in cost due to investment gains/losses from January 1, 2004 to January 1, 2005 (Section 3.2, Column 3)	524,654	1.506%
Change in cost due to assumption change as of January 1, 2005 (Section 3.2, Column 4)	1,134,352	3.254%
January 1, 2005 (Section 3.2, Column 4)	\$3,873,406	11.112%

These computations are based on the Plan provisions and on the actuarial assumptions as of January 1, 2005. There have been several changes in these provisions since the January 1, 2004 valuation, including shorter periods for calculating final average pay, increased benefit multipliers for ATU and IBEW participants, and a lower Early Retirement Age for ATU and IBEW participants. The provisions are described in further detail in section 1.1.

The assumed rate of return has been decreased from 8.50% as of January 1, 2004 to 8.00% as of January 1, 2005. A summary of current actuarial assumptions is included in Section 1.3.

We have computed the cost of the Plan as of January 1, 2005 using a five-year asset smoothing method. The smoothing method spreads investment gains and losses over five years. The resulting actuarial value of assets is constrained to remain within 20% of market value.

The percentage of payroll cost shown above is based on a member payroll of \$34.9 million projected for the calendar year 2005. We expect that the contribution rate above will become effective for the 2005-06 fiscal year. Therefore, the payroll figure actually used by the Corporation to compute its dollar contributions for the 2005-06 fiscal year will differ from this number, and the contribution rate shown above should be applied to the actual covered payroll for the fiscal year.

We note that the recommended employer contribution has decreased significantly since the January 1, 2004 valuation. The principal reason for this marked decline in cost is the Pension Obligation Bond issued in 2004 and the resulting substantial contribution to the Plan in October 2004. This contribution has put the Plan in a position of being almost fully funded (94%), thus decreasing future contributions; however the payments on the Pension Obligation Bond will create a cash demand in addition to Plan contributions. These issues and others are discussed in more detail below.

### **Purpose of the Report**

This Report presents the results of an actuarial valuation of the Retirement Plans of San Diego Transit Corporation as of January 1, 2005. The purposes of this actuarial valuation are:

- To compute the annual contribution required for the 2005-06 fiscal year to fund the Plan in accordance with actuarial principles, and
- To present those items required for disclosure under Statement No. 25 of the Governmental Accounting Standards Board (GASB).

### **Organization of the Report**

This Report is organized in five sections:

- This Summary presents the conclusions of the Report and discusses the reasons for changes since the last valuation.
- Section 1 below contains an outline of the Plan provisions on which our calculations are based, statistical data concerning Plan participants, and a summary of the actuarial assumptions employed to compute liabilities and costs.
- Section 2 presents information concerning Plan assets, including an income statement from January 1, 2004 to December 31, 2004.
- Section 3 contains the actuarial calculation of liabilities and Plan cost.
- Section 4 contains pension plan information required under Statement No. 25 of the Governmental Accounting Standards Board.

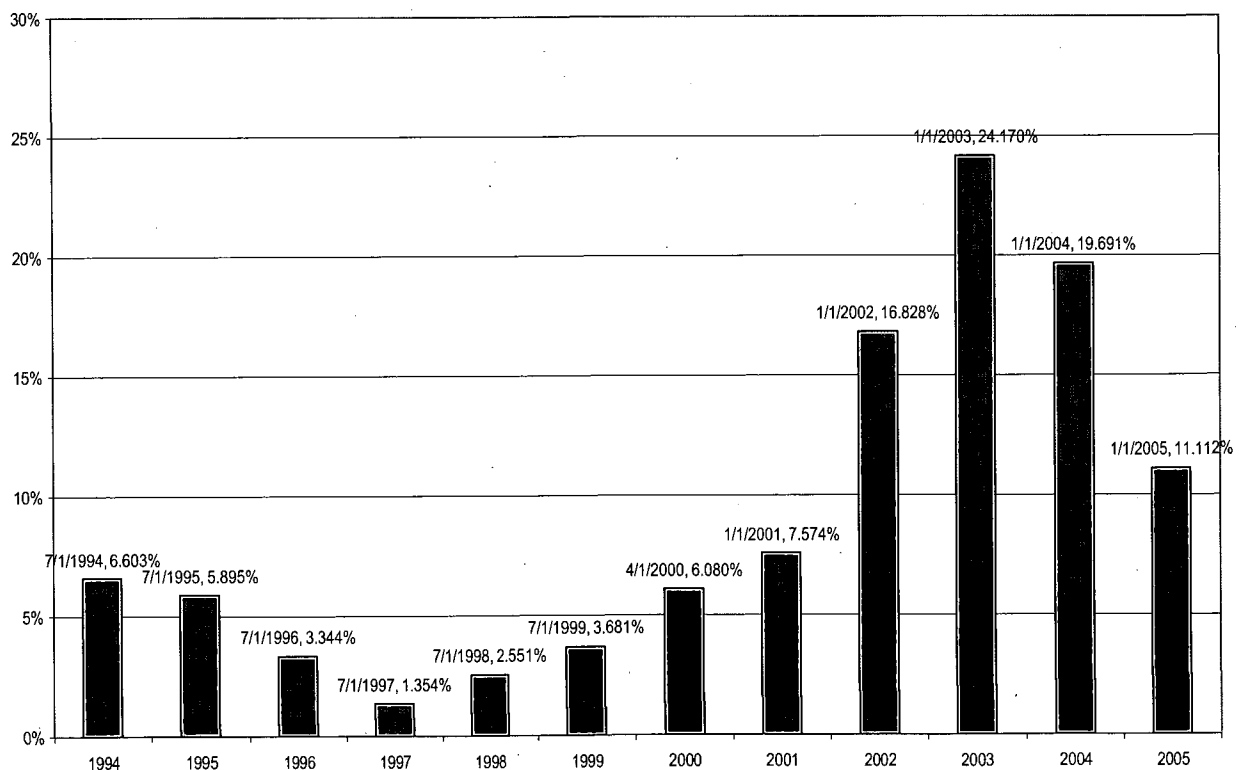


## Plan Cost

Since the last actuarial valuation was performed as of January 1, 2004, the Plan cost has decreased both in dollar terms and as a percentage of active members' payroll. The table below shows a brief summary.

<u>Valuation Date</u>	<u>Total Cost</u>	<u>Total Cost (% Payroll)</u>
January 1, 2004 (Section 3.1, Column 1)	\$7,135,333	19.691%
January 1, 2005 (Section 3.2, Column 4)	\$3,873,406	11.112%

The percentage of payroll cost shown above is based on a member payroll of \$34.9 million projected for the calendar year 2005. We expect that the contribution rate above will become effective for the 2005-06 fiscal year. Therefore, the payroll figure actually used by the Corporation to compute its dollar contributions for the 2005-06 fiscal year will differ from this number, and the contribution rate shown above should be applied to the actual covered payroll for the fiscal year. The graph below shows the history of Plan costs since the July 1, 1994 actuarial valuation.



We note in the graph above that the Plan cost increased from the July 1, 1997 actuarial valuation to January 1, 2003. These increases in cost were due to Plan improvements combined with actuarial losses from investments. The decline in costs since January 1, 2003 has been a result of asset gains combined with the large contribution in 2004.

### **Change in Plan Cost from January 1, 2004 to January 1, 2005**

The following is an analysis of the changes in Plan cost since January 1, 2004.

- In the January 1, 2004 Report, the computed cost was \$7,135,333, or 19.691% of active member payroll. This was based on the actuarial assumptions and Plan provisions previously in place, including an assumed 8.5% annual return on Plan assets.

This computation is shown in Section 3.1 below.

- Adjustments to January 1, 2004 valuation

The valuation results for January 1, 2004 were produced using the best member data available at that time (collected as of January 1, 2003). Once actual January 1, 2004 member data were available, the cost was re-calculated. Based on this data, the active member payroll decreased by nearly \$3 million. Although the revised January 1, 2004 cost increased by 0.511% of payroll, the lower active payroll caused the dollar cost of the Plan to decrease by just over \$350,000.

- Benefit improvements

Several changes to the Plan provisions were implemented during 2004, including a using a shorter averaging period for calculating final average pay, increased benefit multipliers for ATU and IBEW participants, and a reduced Early Retirement Age for ATU and IBEW participants. Each of these changes increased the cost of the Plan.

The assumed retirement rates were also altered in conjunction with the benefit changes. The effect of this was a decrease in the average expected future working lifetime, which caused expected future liabilities to be spread over a shorter period of time. This resulted in a further increase in cost.

The overall effect of these changes, measured as of January 1, 2004 was an increase in cost of 5.403% of payroll.

- Demographic experience was slightly favorable.

The demographic experience of the Plan from January 1, 2004 to January 1, 2005 – rates of retirement, death, disability, termination, and salary increase – was slightly more favorable than predicted by the actuarial assumptions. Additionally, the addition of new entrants into the Plan and associated increase in total payroll, served to further decrease the cost as a percentage of payroll. Although the Plan cost decreased when expressed as a percentage of pay, the dollar amount was virtually unchanged.

The overall effect of the demographic changes, based on the actual movement of the population from January 1, 2004 to January 1, 2005 was to decrease the cost as percentage of pay by 1.129%

- Pension Obligation Bond

During 2004, a Pension Obligation Bond was issued, and subsequently a \$76.3 million contribution to the Plan was made. This improved the Plan's funded status tremendously, reducing the Unfunded Actuarial Accrued Liability by over \$70 million. This had a very significant impact on Plan costs,

lowering the amortization cost by over \$6 million annually. The consequent reduction in total Plan cost was 18.124% of payroll.

- Investment returns were below expectations on an actuarial value basis

As can be seen in Section 2.1, the return on Plan assets on a market value basis was approximately 11.5% during 2004, which exceeded the 8.5% assumed return during 2004. The return on an actuarial value basis, however was approximately 1.7%, significantly lower than expected. This is due to the recognition of asset losses from previous years, specifically 2001 and 2002. Only a portion of the 2004 asset gain is recognized as of January 1, 2005. Additional information on actuarial value of assets can be found in section 2.2.

The effect of the asset loss from January 1, 2004 to December 31, 2004 was to increase Plan costs by 1.506% of pay.

- Long-term assumed rate of return was decreased.

The expected rate of return as of January 1, 2005 was updated to reflect more realistic future expectations. The rate assumed as of January 1, 2005 is 8.00%, down from 8.50% as of January 1, 2004.

Additionally, the interest rate used to adjust the cost was changed from 5.0% to the expected rate of return, currently 8.0%. Contributions are made throughout the course of the fiscal year (July 1 through June 30). The midpoint of this fiscal year is January 1, exactly one year after the valuation date. Therefore, a one year adjustment at the valuation interest rate is warranted.

The combined effect of these changes was an increase in Plan liabilities, including normal costs. The resultant increase in cost was 3.254% of payroll.

In summary, the principal reason for the decrease in Plan cost during 2004 was the considerable infusion of assets from the Pension Obligation Bond.

### **Future Plan Costs**

Figures 1 and 2 below show projections of the actuarial cost of the Plan over the next 50 years. Figure 1 presents a projection assuming all actuarial assumptions are met; in particular, an 8% return on the market value of Plan assets is assumed. Figure 2 assumes a return of 7% on assets.

We note in Figures 1 and 2 that costs increase sharply in 2006 and 2007, and gradually thereafter. Assuming an annual return of 8.0% on the market value of Plan assets, the Plan cost will eventually level out at about 14.5% of member payroll. If returns are lower than expected, say 7.0% annually, the cost will eventually approach 21% of payroll.

The cost increases expected for 2006 and 2007 arise because of the smoothing of market fluctuations in the actuarial value of Plan assets. As the investment losses experienced in 2001 and 2002 are recognized in the 2006 and 2007 valuations, they will offset a portion of the return on market value. Therefore, assuming that the Plan earns 8.0% on the market value of Plan assets, the return on the actuarial value of assets will be lower than 8.0%. This will mean that the assets used to compute the Plan cost will return less than 8.0%, actuarial losses will occur, and the Plan cost will increase.

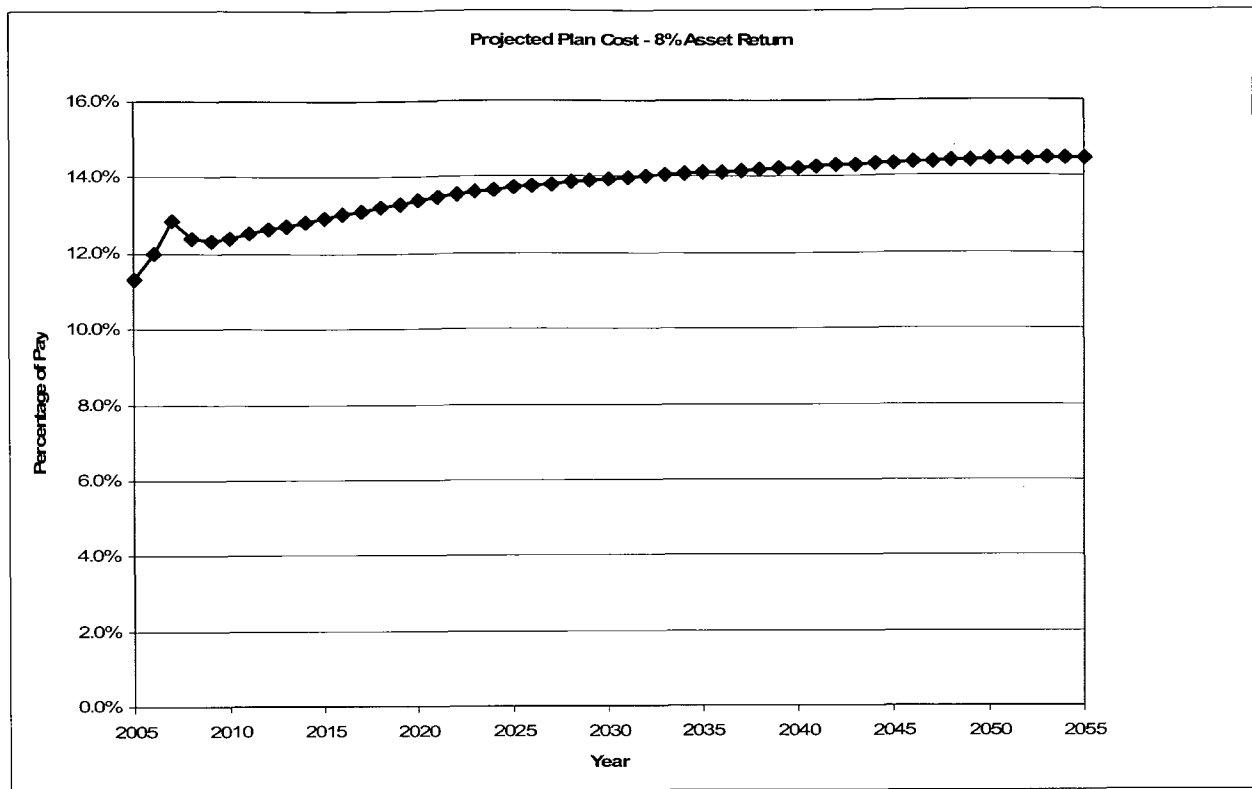


Figure 1: Projected Plan Cost as a Percentage of Payroll—Return on Market Value of Assets is 8.0%

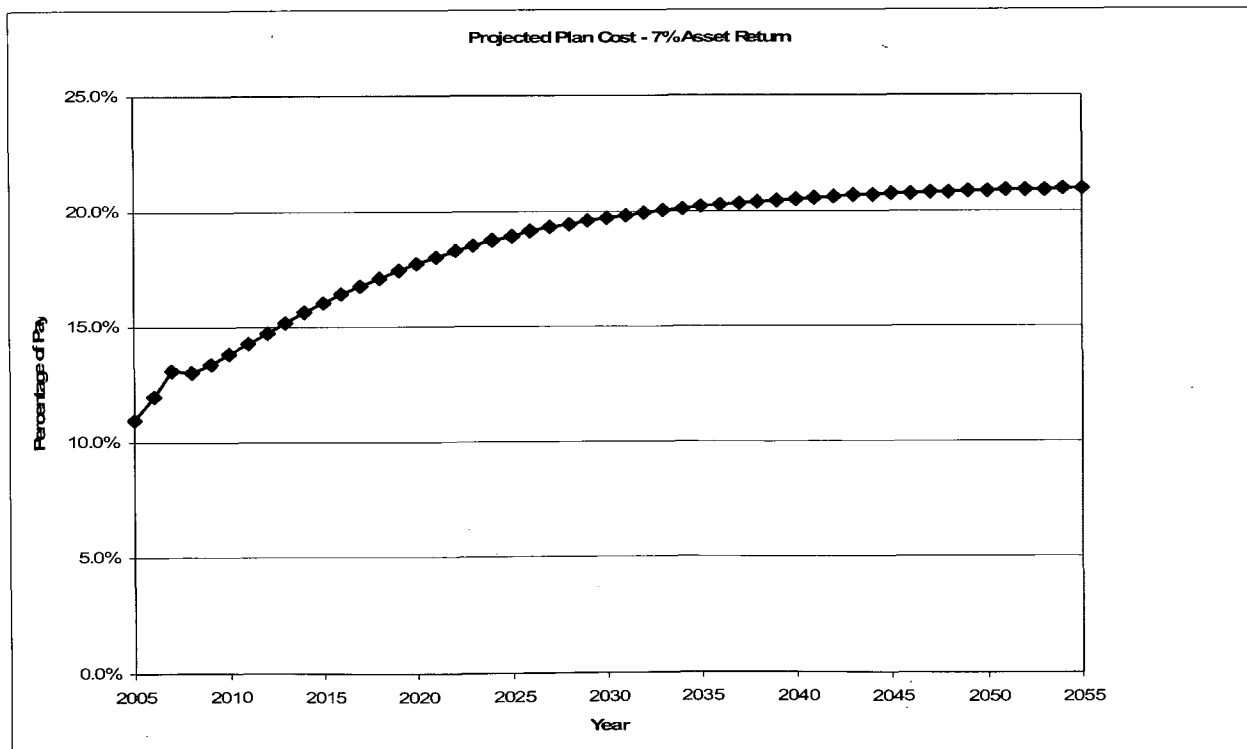


Figure 2: Projected Plan Cost as a Percentage of Payroll—Return on Market Value of Assets is 7.0%

The reason for the expected cost of the Plan to increase long-term is less obvious: New members are being hired at older ages than in the past.

Throughout the transit industry, new employees are being hired at older ages than in the past; San Diego Transit is following this trend. Over the last five years, the average age at hire of a union member has been 39. If we look at the average age at hire of current union Plan members with 10 or more years of service, it is age 32. Therefore, new members are on average seven years older at hire than workers hired in the recent past.

Hiring members at older ages results in an increase in the cost of the Retirement Plan. Older members are nearer retirement, so their liabilities per dollar of benefit are higher. In addition, these liabilities must be funded over a shorter length of time to retirement than for younger members, so the cost of their benefits is higher.

The current normal cost for all Plan members is about 8% of payroll. The cost to fund the pension benefit for the older group of new hires is nearly 13% of pay, due to their older age at hire. Therefore, the primary cause of the long-term projected increase in Plan cost is the replacement of members hired at younger ages – costing less to fund – with members hired at older ages – who cost the Plan more.


#### **Conclusion**

This report has been prepared using generally accepted actuarial methods and assumptions. If there are any questions about this report, please feel free to contact us. We enjoy being of service to you and we look forward to doing so in the future.

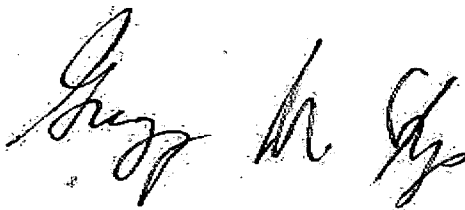
Respectfully submitted,



Robert T. McCrory, FSA



Graham A. Schmidt, ASA



Gregory M. Stump, FSA

**Section 1:**

**Summary of Plan Provisions,  
Member Statistics, and  
Actuarial Assumptions**

## 1.1: Brief Outline of Plan Provisions

### Definitions

#### Average Monthly Final Earnings

Average Monthly Final Earnings means the average monthly compensation during the consecutive months that produces a Participant's highest average compensation, computed by dividing the Compensation Earnable for such period by the number of months in such period.

- For ATU, IBEW, and Clerical Participants, the averaging period is thirty-six (36) consecutive months.
- For Non-Contract Participants, the number of consecutive months is twelve (12).

Those months during which the Participant did not receive Compensation from the Employer equivalent to one half the regular working days will be excluded. The average is then based on that portion of the averaging period remaining after the excluded months.

#### Compensation

Compensation means the remuneration for services paid by the Employer. The monetary value of board, lodgings, fuel, car allowance, laundry or other advantages furnished to a Participant is not included.

#### Compensation Earnable

Compensation Earnable is the Compensation actually received by a Participant during a period of employment. For ATU and Non-Contract Participants, any bonus or retroactive wage increases are treated as compensation when received rather than when the services are performed. For IBEW Participants, Compensation Earnable is limited to 2,140 hours of straight time equivalent hours in any 12-month period.

In addition, the value of any vacation or sick leave accumulated but unused when benefits begin is excluded from Compensation Earnable and from Average Monthly Final Earnings.

#### Credited Years of Service

In general, Credited Years of Service is continuous Service with the San Diego Transit Corporation and its predecessor company from the last date of employment through the date of retirement, death, disability, or other termination of service.

As of November 10, 1997, part-time ATU employees receive one Credited Year of Service for every 2,080 Hours of Service worked as a part-time employee after December 1, 1990.

For Non-Contract Participants, Credited Years of Service includes any year commencing on or after July 1, 1982 in which the Participant completes at least 1,000 Hours of Service. In addition, Credited Years of Service for Non-Contract Participants will exclude any period of Service after the Participant's Normal Retirement Date.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will not receive Credited Years of Service for the period of disability.

Additional Credited Years of Service

The following additional Credited Years of Service have been provided for in amendments to the Plan document.

Non-Contract Participants

<u>Name</u>	<u>Additional Credited Service</u>
Marv Dougall	3 Years
John Garland	2 Years, 9 Months, 28 Days
Sandra Showalter	5 Years, 6 Months
Dianne Daley	2 Years, 3 Months
Tim Price	8 Months, 14 Days

ATU Participants

<u>Name</u>	<u>Additional Credited Service</u>
Lawrence D. Maxwell	1 Years, 15 Days
Roderick A. Lagrimas	3 Years, 10 Months, 12 Days
Olavo Michel	5 Years, 7 Months, 13 Days
William M. O'Donovan	6 Years, 9 Months, 13 Days
Guadalupe Guerrero, Jr.	1 Years, 11 Months, 12 Days
A.E. Napier	6 Years, 4 Months, 3 Days
R.F. Enhelder	4 Years, 7 Months, 25 Days
R.E. Dey	4 Years, 7 Months, 25 Days
L. Dietmeyer	10 Months, 11 Days
Karol Ferris	9 Months

**Participation**

All full-time and certain part-time ATU and IBEW employees become Participants on their date of hire.  
All Non-Contract employees become Participants after earning one Credited Year of Service.

**Retirement Benefit**

Eligibility

ATU, Clerical, and Non-Contract members are eligible for normal service retirement upon attaining age 63 and completing five or more years of service and eligible for early service retirement upon attaining age 53 and completing five or more years of service.



IBEW members are eligible for normal service retirement upon attaining age 65 and completing five or more years of service and eligible for early service retirement upon attaining age 53 and completing five or more years of service.

#### Benefit Amount

The monthly service retirement benefit is the Participant's Average Monthly Final Earnings multiplied by the percentage figures shown in the tables below.

- For ATU and Clerical Participants terminating prior to October 1, 2005, ATU/Clerical Table A-1 is used; for ATU and Clerical Participants terminating on and after October 1, 2005, ATU/Clerical Table A-2 is used. Prior to January 1, 2006, the benefit from the table is limited to 60%.
- For IBEW Participants terminating prior to January 1, 2007, IBEW Table A-1 is used; for IBEW Participants terminating on and after January 1, 2007, IBEW Table A-2 is used.
- For Non-Contract participants terminating prior to July 1, 2000, Non-Contract Table A-1 is used; for Non-Contract participants terminating on and after July 1, 2000, Non-Contract Table A-2 is used.

For Participants with fractions of a year of age or service, the Participant's age or service will be rounded to the completed quarter year, and the percentage multiplier will be computed from the table using interpolation.

ATU participants who are active as from November 10, 1997 to December 31, 1998 and from November 10, 1997 to December 31, 1999 receive an additional 2.5% and 2.5%, respectively. However, the multiplier from Table A-1 or A-2, as augmented by the additional 2.5% increments, is still limited to 60% prior to January 1, 2006 and 70% thereafter.

Non-Contract Participants who are active as of July 1, 1994 and July 1, 1995 receive an additional 6% and 2%, respectively. However, the benefit multiplier, as augmented by the additional 6% and 2% increments, is still limited to 60% under Table A-1 and 70% under Table A-2.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will have this benefit amount reduced by the actuarial equivalent of the benefits paid during the period of disability.

#### Form of Benefit

The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

**ATU/Clerical Table A-1**

Credited Years Of Service	Age at Retirement								
	55	56	57	58	59	60	61	62	63+
5	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

**ATU/Clerical Table A-2**

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

**IBEW Table A-1**

Credited Years Of Service	Age at Retirement										
	55	56	57	58	59	60	61	62	63	64	65+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

**IBEW Table A-2**

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

**Non-Contract Table A-1**

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

**Non-Contract Table A-2**

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

ATU and IBEW Participants may elect an Alternative Retirement Formula if they terminate employment before early retirement but after 10 years of credited service or were hired between April 1, 1968 and March 31, 1971 and desire to retire at their Normal Retirement Date. These Participants are eligible for a deferred benefit commencing at age 65 based on Table B.

**Table B**

Credited Years Of Service	Percentage
10	20.1%
11	22.2%
12	24.2%
13	26.2%
14	28.2%
15	30.2%
16	32.2%
17	34.3%
18	36.3%
19	38.3%
20	40.3%
21	42.3%
22	44.3%
23	46.3%
24	48.4%
25	50.4%
26	52.4%
27	54.4%
28	56.4%
29	58.4%
30	60.4%
31	62.5%
32	64.5%
33	66.5%
34	68.5%
35 or more	70.5%



## **Disability Retirement Benefit**

### Eligibility

A Participant is eligible for a Disability Retirement Benefit if:

- The Participant has earned five Credited Years of Service (ATU, IBEW, Clerical and Non-Contract), and
- The Participant is unable to perform the duties of his or her job with the Corporation, cannot be transferred to another job with the Corporation, and has submitted satisfactory medical evidence of permanent disqualification from his or her job.

### Benefit Amount

The Disability Retirement Benefit is a monthly benefit equal to the lesser of:

1.  $1\frac{1}{2}\%$  times Credited Years of Service at Disability Retirement Date times the Participant's Average Monthly Final Earnings; and
2. The Normal Retirement Benefit calculated using the Average Monthly Final Earnings at Disability Retirement Date and the projected Credited Years of Service to Normal Retirement Date.

The benefit is reduced by 50% of the amount of any earned income from other sources in excess of 50% of the Participant's Average Monthly Earnings during the 12 months prior to disability; this reduction applies to all IBEW and Non-Contract Participants, but only to ATU Participants hired after June 30, 1983.

### Form of Benefit

The normal form of benefit is an annuity commencing at disability and payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The Disability Retirement Benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

## **Pre-Retirement Death Benefit**

### Eligibility

A vested Participant is entitled to elect coverage of a pre-retirement spouse's benefit.

For years a Participant is age 55 or under, the cost of the coverage is paid by the Company. For the years a Participant is over age 55 and has elected this coverage the cost of this coverage is paid by

the Participant in the form of a reduced benefit upon retirement. The reduction is 3.5¢ per \$10 of monthly benefit for each year of coverage.

There is no cost for this benefit for any ATU, Clerical, or Non-Contract Participant whose monthly benefit commences after November 27, 1990. There is no cost for this benefit for any IBEW Participant whose monthly benefit commences after December 3, 1996.

In order for the spouse to be eligible for this benefit, the participant must be married to the spouse for one year prior to death, unless death occurs from accidental causes.

#### Benefit Amount

For a Participant who is eligible to retire at death, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant retired immediately prior to his or her death and elected to receive a 50% Joint and Survivor annuity.

For a Participant who dies before being eligible to retire, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant survived to his or her earliest retirement date, retired, elected to receive a 50% Joint and Survivor annuity, and died immediately.

#### Form of Benefit

For a Participant who is eligible to retire at death, the death benefit begins when the Participant dies and continues for the life of the surviving spouse.

For a Participant who dies before being eligible to retire, the death benefit begins when the Participant would have reached his or her earliest retirement date and continues for the life of the surviving spouse.

### **Termination Benefit**

#### Eligibility

A Participant is eligible for a termination benefit after earning five years of service.

#### Benefit Amount

The termination benefit is computed in the same manner as the Normal Retirement Benefit, but it is based on Credited Years of Service and Average Monthly Final Earnings on the date of termination.

Effective July 1, 2000, Non-Contract participants who terminate prior to eligibility for early service retirement will have their benefits actuarially reduced if they begin receiving benefits before normal retirement age.

#### Form of Benefit

The Participant will be eligible to commence benefits at the later of termination and age 53.

The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

### **Cost of Living Adjustments**

#### Eligibility

An annual Cost of Living Adjustment (COLA) has been added for Non-Contract Participants who were actively employed on or after June 30, 1999.

One time only (ad hoc) COLAs were granted to ATU and IBEW Participants in 1991 and 1992.

#### Benefit Amount

For Non-Contract Participants, the cumulative COLA is the increase in the Consumer Price Index (CPI) since the Participant began receiving benefits.

The COLA is subject to the following limits for Non-Contract Participants:

- The cumulative COLA cannot exceed 2% compounded annually for all years since the Participant's benefits began;
- The annual COLA is zero if the CPI increase in that year is less than 1%;
- The annual COLA is limited 6% of the initial benefit amount in any year; and
- A Participant's benefit cannot be reduced below the benefit level when payments commenced.

### **Voluntary Early Retirement Program**

The Plan provided enhanced benefits to ATU participants who voluntarily elected early retirement during the window period from January 1, 1998 through February 20, 1998.

The Plan provided enhanced benefits to certain IBEW participants who voluntarily elected early retirement during the window period from July 1, 2004 through December 31, 2004.

### **DROP Program**

The Plan provided DROP benefits to a number of ATU participants who elected retirement from July 1, 2002 through December 31, 2002.

**Funding**

The Corporation pays the entire cost of the Plan.

## 1.2: Participant Data as of January 1, 2005

<b>Active Participants</b>	<b><u>Drivers</u></b>	<b><u>Mechanics</u></b>	<b><u>Clerical</u></b>	<b><u>Admin</u></b>	<b><u>Chula Vista</u></b>	<b><u>Total</u></b>
Number	552	197	32	100	0	881
Average Age	49.08	45.34	44.36	48.85	0.00	48.05
Average Service	13.26	12.97	10.41	14.85	0.00	13.27
Average Pay	\$38,245	\$38,880	\$32,620	\$65,240	\$0	\$41,247

### Inactive Participants

#### Service Retired

Number	225	38	25	63	3	354
Average Age	69.21	72.25	74.66	63.20	67.81	68.84
Average Benefit	\$15,803	\$11,941	\$8,380	\$26,918	\$5,045	\$16,751

#### Beneficiaries

Number	67	14	2	17	0	100
Average Age	74.81	76.90	63.02	68.65	0.00	60.65
Average Benefit	\$4,784	\$3,700	\$3,885	\$10,839	\$0	\$5,643

#### Disabled

Number	104	14	4	3	0	125
Average Age	60.89	57.17	68.21	58.39	0.00	60.65
Average Benefit	\$8,654	\$10,645	\$5,0426	\$98,200	\$0	\$8,774

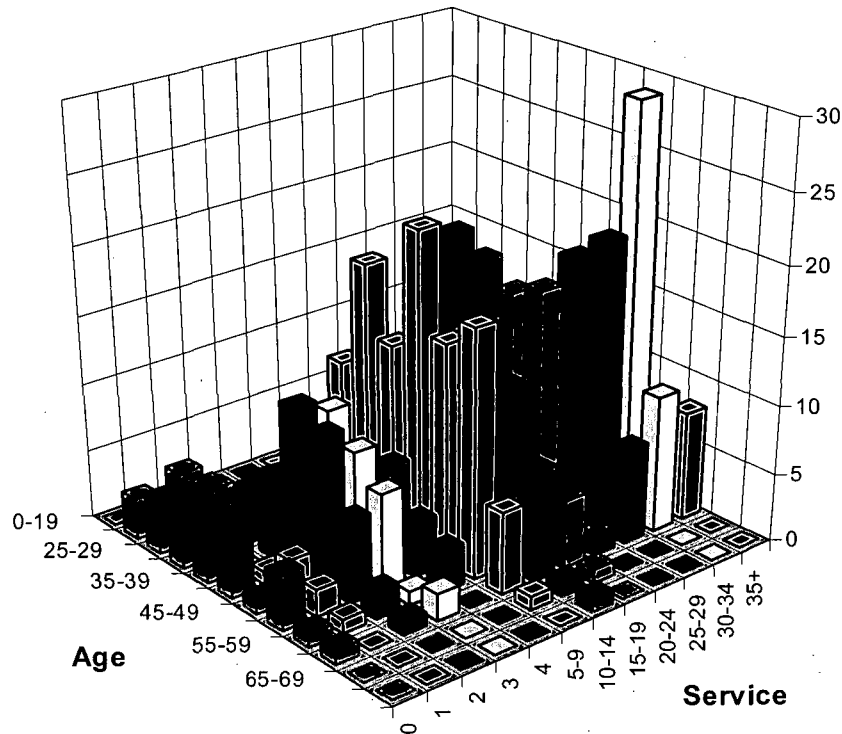
#### DROP

Number	0	0	0	0	0	0
Average Age	0.00	0.00	0.00	0.00	0.00	0.00
Average Benefit	\$0	\$0	\$0	\$0	\$0	\$0

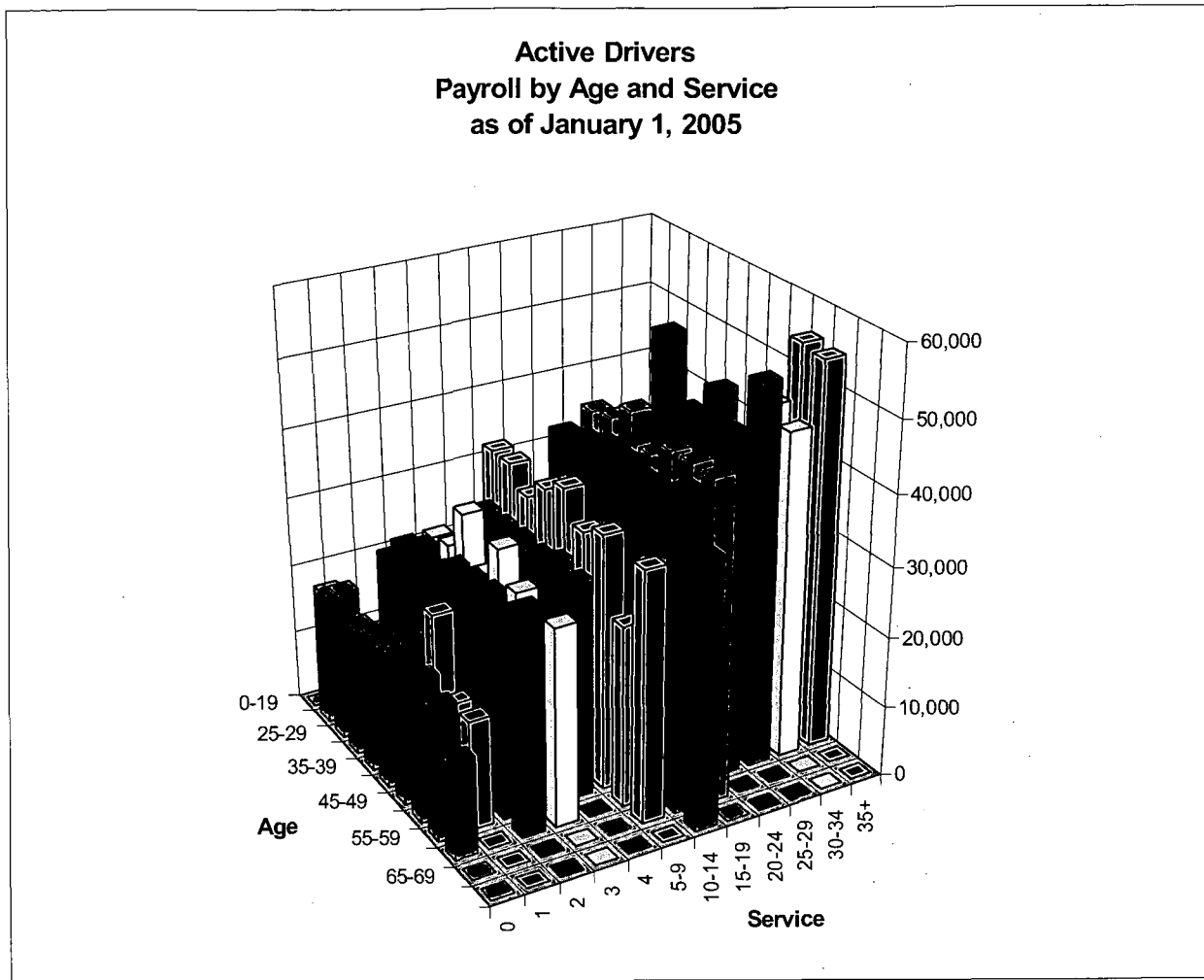
#### Terminated Vested

Number	120	51	17	27	13	228
Average Age	49.58	49.80	45.80	48.89	46.73	49.10
Average Benefit	\$5,129	\$5,621	\$4,485	\$17,590	\$3,106	\$6,551

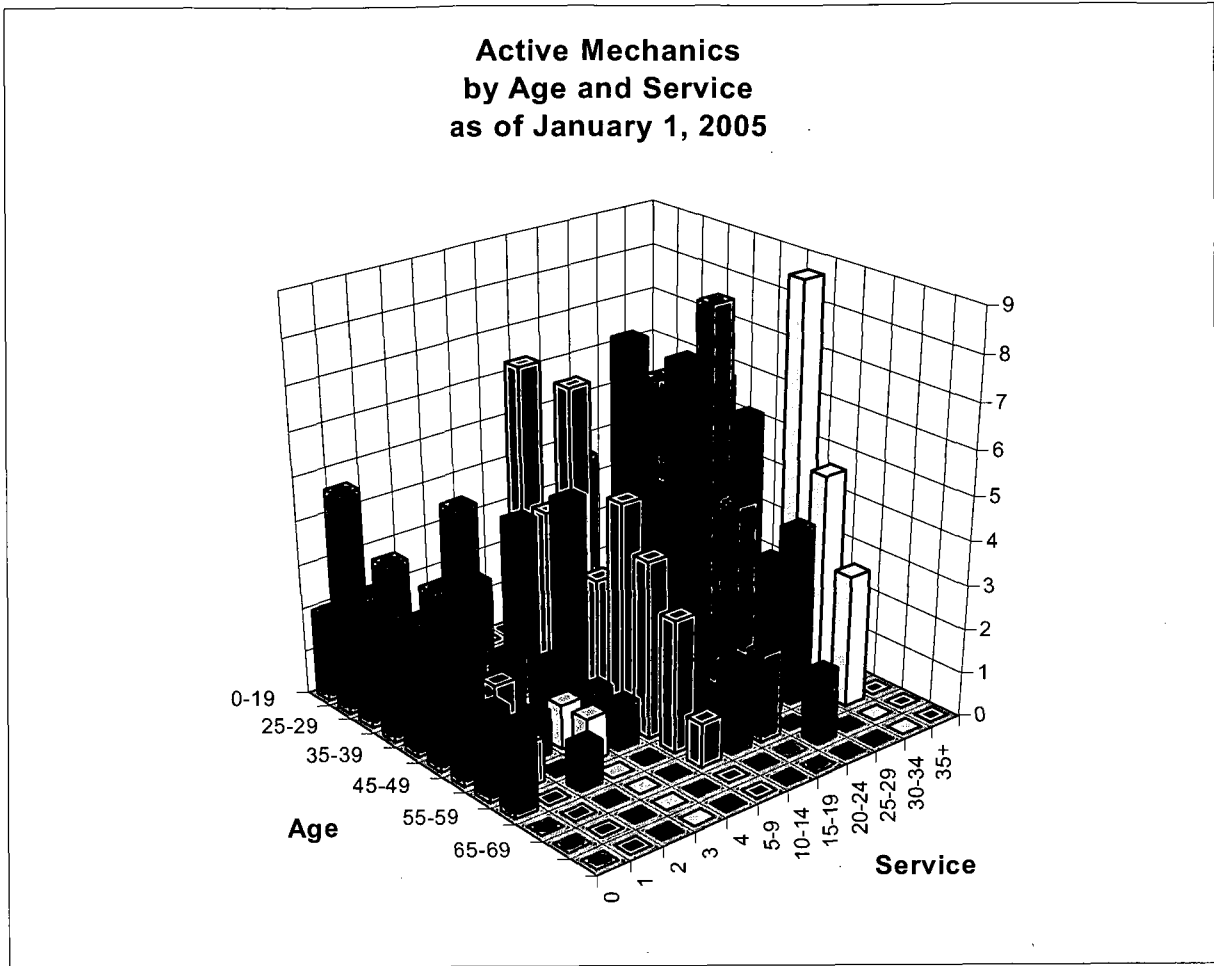
**Active Drivers  
by Age and Service  
as of January 1, 2005**



Service Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	3	0	1	0	0	0	0	0	0	0	0	0	4
25-29	4	0	2	2	0	2	0	0	0	0	0	0	10
30-34	7	1	4	1	4	11	0	0	0	0	0	0	28
35-39	7	0	6	1	3	19	6	3	0	0	0	0	45
40-44	7	1	12	11	3	14	21	17	0	0	0	0	86
45-49	1	3	11	9	7	23	22	16	3	8	0	0	103
50-54	4	2	6	7	4	16	21	18	3	19	10	0	110
55-59	1	1	2	1	3	18	13	19	2	21	30	2	113
60-64	1	0	1	2	0	6	8	5	1	7	10	8	49
65-69	0	0	0	0	0	1	1	1	0	0	0	0	3
70+	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	35	8	45	34	24	110	93	79	9	55	50	10	552



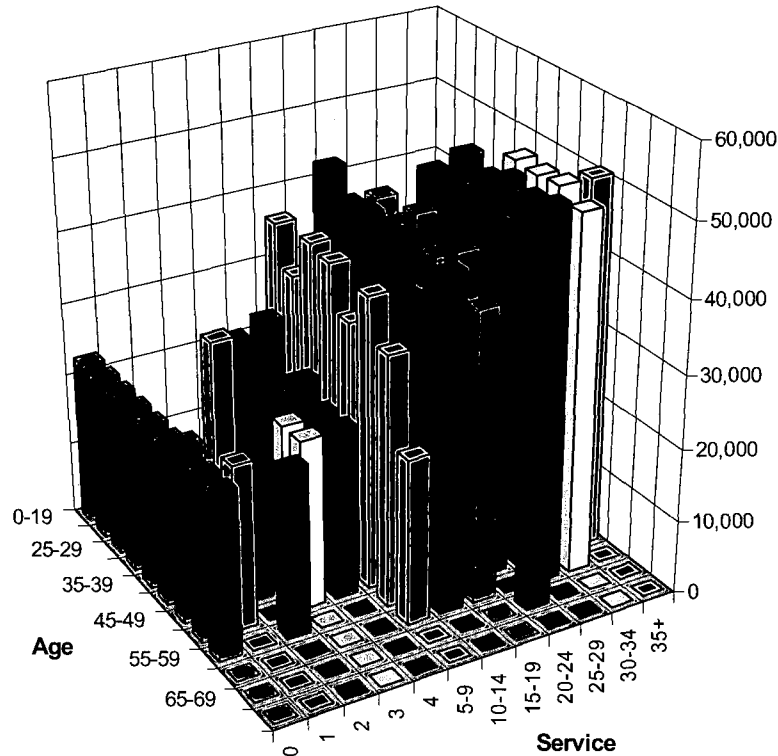
Service	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
Age													
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	19,342	0	22,206	0	0	0	0	0	0	0	0	0	20,058
25-29	21,474	0	25,934	26,052	0	36,339	0	0	0	0	0	0	26,255
30-34	18,658	13,877	27,829	26,880	30,457	36,309	0	0	0	0	0	0	28,711
35-39	20,037	0	26,352	33,295	30,357	33,450	41,381	43,474	0	0	0	0	31,933
40-44	20,167	15,614	28,904	26,787	30,447	36,505	42,438	44,311	0	0	0	0	35,409
45-49	23,562	25,894	29,264	32,479	30,224	38,517	43,512	46,860	56,387	42,620	0	0	39,127
50-54	20,432	15,514	29,711	28,513	31,437	34,466	43,174	42,782	47,605	49,405	41,867	0	39,498
55-59	19,008	15,508	27,553	24,017	30,767	36,125	42,236	45,098	47,897	42,886	48,104	55,481	42,589
60-64	13,772	0	31,683	28,133	0	25,622	40,382	45,307	48,131	53,834	46,272	54,874	43,505
65-69	0	0	0	0	0	35,486	44,655	45,213	0	0	0	0	41,785
70+	0	0	0	0	0	0	37,731	0	0	0	0	0	37,731
Total	19,829	19,214	28,385	28,798	30,577	35,414	42,558	44,711	50,656	46,493	46,490	54,995	38,245



Service Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	2	0	0	0	0	0	0	0	0	0	0	0	2
20-24	5	0	0	0	2	0	0	0	0	0	0	0	7
25-29	3	0	0	1	0	7	0	0	0	0	0	0	11
30-34	4	0	0	0	4	4	5	0	0	0	0	0	17
35-39	3	0	0	0	1	7	1	2	0	0	0	0	14
40-44	4	0	2	0	5	3	8	7	4	2	0	0	35
45-49	6	2	1	1	1	5	5	4	7	6	1	0	39
50-54	2	1	0	1	1	4	8	9	1	3	9	0	39
55-59	2	0	1	0	0	3	1	5	1	4	5	1	23
60-64	0	0	0	0	0	1	2	2	0	1	3	0	9
65-69	0	0	0	0	0	0	0	0	1	0	0	0	1
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	3	4	3	14	34	30	29	14	16	18	1	197

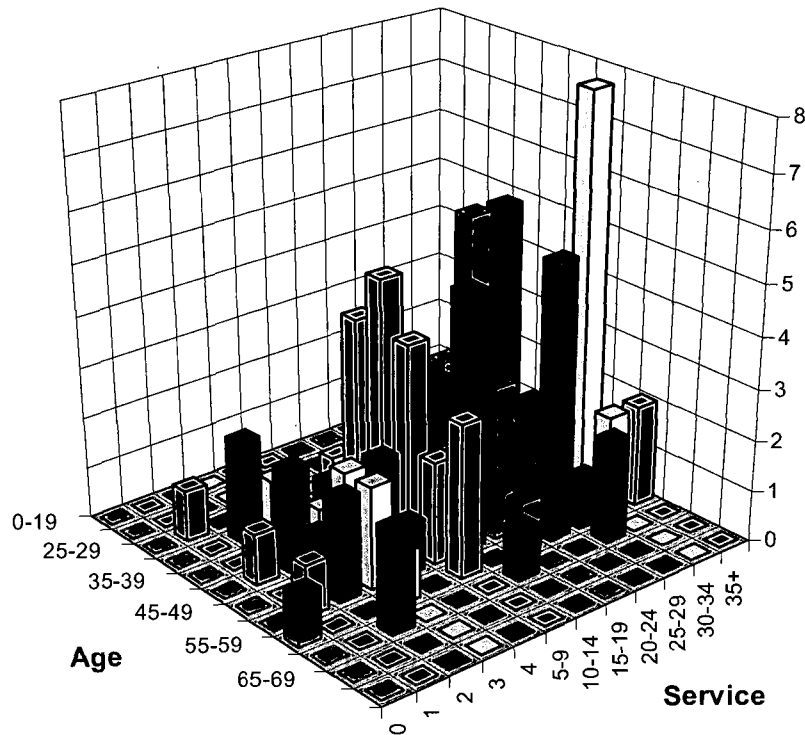


**Active Mechanics  
Payroll by Age and Service  
as of January 1, 2005**



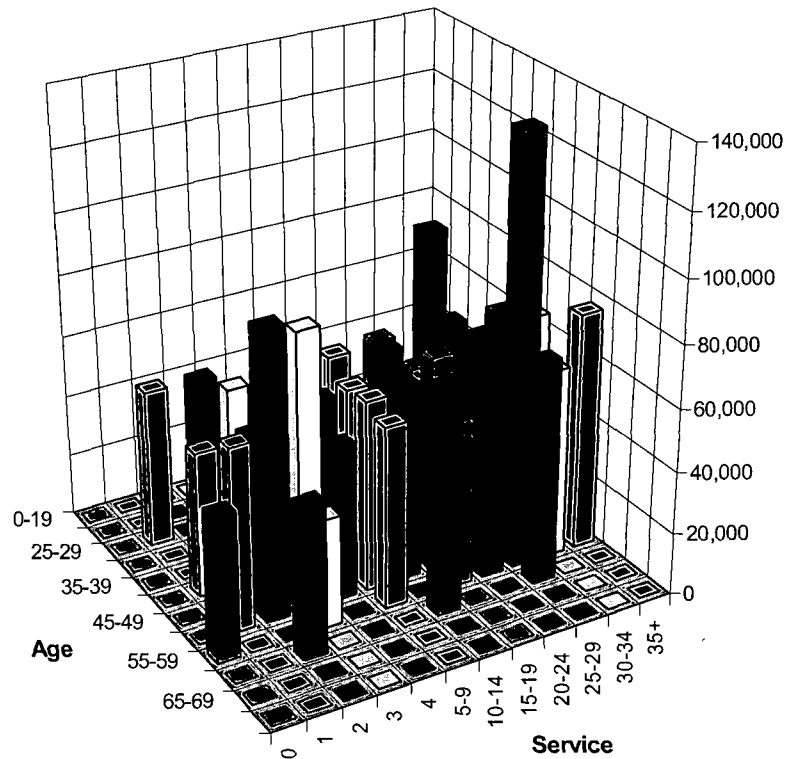
Service Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	22,667	0	0	0	0	0	0	0	0	0	0	0	22,667
20-24	22,667	0	0	0	23,231	0	0	0	0	0	0	0	22,828
25-29	22,667	0	0	22,667	0	40,557	0	0	0	0	0	0	34,052
30-34	22,667	0	0	0	29,974	35,101	48,648	0	0	0	0	0	34,953
35-39	22,667	0	0	0	22,667	41,484	45,432	45,432	0	0	0	0	36,954
40-44	22,667	0	28,613	0	25,707	40,616	46,034	43,745	49,452	50,792	0	0	39,204
45-49	24,485	36,730	22,667	23,153	23,366	34,564	45,323	46,772	48,494	49,343	50,792	0	40,061
50-54	22,667	22,667	0	23,366	23,366	40,022	38,641	42,847	45,432	50,792	50,421	0	41,568
55-59	22,667	0	23,153	0	0	34,342	25,626	45,323	47,457	49,958	50,792	50,792	42,426
60-64	0	0	0	0	0	22,667	45,432	39,800	0	50,792	49,104	0	43,471
65-69	0	0	0	0	0	0	0	0	45,432	0	0	0	45,432
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23,019	32,042	25,762	23,062	26,021	38,092	43,639	44,000	48,256	50,040	50,325	50,792	38,880

**Active Administrative Members  
by Age and Service  
as of January 1, 2005**

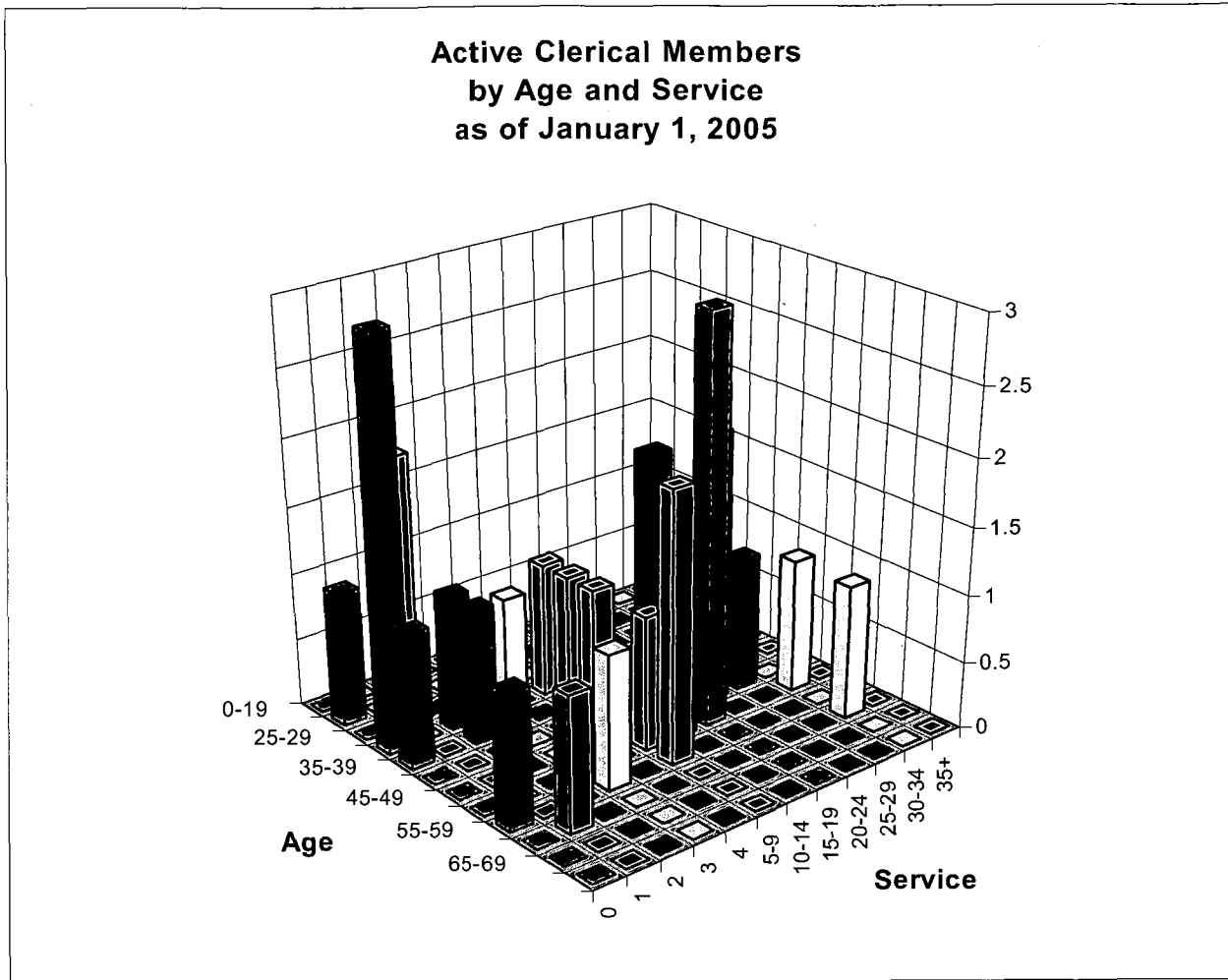


Service Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	0	0	0	0	0	0	0	0	0	0	0	0	0
25-29	0	1	0	0	0	0	0	0	0	0	0	0	1
30-34	0	0	2	1	0	1	1	0	0	0	0	0	5
35-39	0	0	0	0	1	4	0	2	0	0	0	0	7
40-44	0	1	2	1	0	5	0	3	1	0	0	0	13
45-49	0	0	1	2	2	4	3	6	6	2	0	0	26
50-54	0	1	2	2	1	2	5	3	1	5	8	0	30
55-59	1	0	0	1	0	3	0	1	2	1	2	2	13
60-64	0	0	2	0	0	0	1	0	0	2	0	0	5
65-69	0	0	0	0	0	0	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	9	7	4	19	10	15	10	10	10	2	100

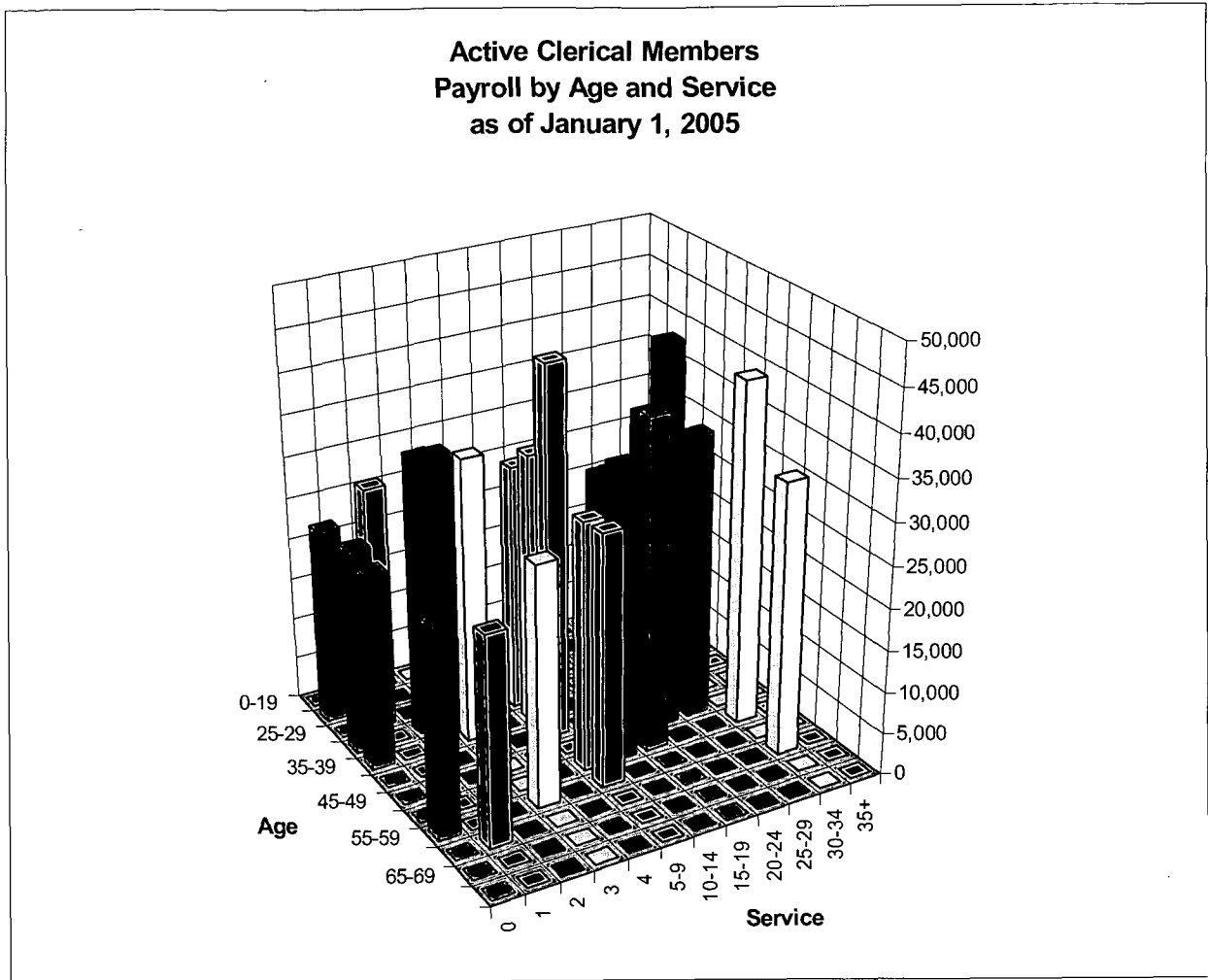
**Active Administrative Members  
Payroll by Age and Service  
as of January 1, 2005**



Service Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	0	0	0	0	0	0	0	0	0	0	0	0	0
25-29	0	51,194	0	0	0	0	0	0	0	0	0	0	51,194
30-34	0	0	56,737	51,112	0	53,818	51,529	0	0	0	0	0	53,987
35-39	0	0	0	0	59,880	54,350	0	60,361	0	0	0	0	56,857
40-44	0	46,730	43,856	64,390	0	65,651	0	53,982	97,238	0	0	0	60,482
45-49	0	0	54,060	72,024	59,197	59,989	69,475	60,747	72,359	65,359	0	0	65,163
50-54	0	59,169	92,124	88,748	49,637	61,557	62,541	69,197	65,289	77,643	73,617	0	71,880
55-59	46,367	0	0	35,061	0	58,533	0	53,579	66,356	137,503	60,886	76,669	65,841
60-64	0	0	48,468	0	0	0	72,413	0	0	71,348	0	0	62,409
65-69	0	0	0	0	0	0	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	46,367	52,364	59,603	67,444	56,978	59,902	64,507	60,555	72,939	79,913	71,071	76,669	65,240



Service Age	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	1	0	0	0	0	0	0	0	0	0	0	0	1
25-29	0	2	0	0	0	0	0	0	0	0	0	0	2
30-34	3	0	1	0	0	1	0	0	0	0	0	0	5
35-39	1	0	1	1	0	1	0	0	0	0	0	0	4
40-44	0	0	0	0	0	1	0	1	1	0	0	0	3
45-49	0	0	0	0	0	0	2	0	2	1	0	0	5
50-54	0	0	0	0	0	1	1	3	0	0	1	0	6
55-59	1	0	0	1	0	2	0	0	0	0	0	0	4
60-64	0	1	0	0	0	0	0	0	0	0	1	0	2
65-69	0	0	0	0	0	0	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	3	2	2	0	6	3	4	3	1	2	0	32



Service	0	1	2	3	4	5-9	10-14	15-19	20-24	25-29	30-34	35+	Total
Age													
0-19	0	0	0	0	0	0	0	0	0	0	0	0	0
20-24	23,575	0	0	0	0	0	0	0	0	0	0	0	23,575
25-29	0	29,296	0	0	0	0	0	0	0	0	0	0	29,296
30-34	24,694	0	33,522	0	0	29,689	0	0	0	0	0	0	27,459
35-39	23,575	0	35,333	34,111	0	32,686	0	0	0	0	0	0	31,426
40-44	0	0	0	0	0	44,712	0	29,402	36,256	0	0	0	36,790
45-49	0	0	0	0	0	0	32,439	0	45,843	34,362	0	0	38,185
50-54	0	0	0	0	0	29,807	35,088	39,826	0	0	41,403	0	37,629
55-59	25,053	0	0	28,686	0	30,153	0	0	0	0	0	0	28,511
60-64	0	24,856	0	0	0	0	0	0	0	0	32,716	0	28,786
65-69	0	0	0	0	0	0	0	0	0	0	0	0	0
70+	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	24,381	27,816	34,428	31,399	0	32,867	33,322	37,220	42,647	34,362	37,060	0	32,620

### Changes in Plan Membership Drivers

	Actives	Vested Terminations	Disabled	Retired	DROP	Beneficiaries	Total Participants
January 1, 2004	553	109	104	214	14	65	1,059
New Entrants	66	-	-	-	-	-	66
Rehires	4	(1)	-	-	-	-	3
Disabilities	(2)	(1)	3	-	-	-	0
Retirements/DROP	(8)	(2)	-	24	(14)	-	0
Vested Terminations	(15)	15	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	(1)	-	(1)	-	2	0
Transfers	(2)	-	-	-	-	-	( 2)
Died, Without Beneficiary, and Other Terminations	(44)	-	(3)	(12)	-	-	( 59)
Beneficiary Deaths	-	-	-	-	-	(1)	( 1)
Data Corrections	-	1	-	-	-	1	2
January 1, 2005	552	120	104	225	0	67	1,068

### Changes in Plan Membership Mechanics

	Actives	Vested Terminations	Disabled	Retired	Beneficiaries	Total Participants
January 1, 2004	191	47	15	37	14	304
New Entrants	52	-	-	-	-	52
Rehires	-	-	-	-	-	0
Disabilities	(2)	-	2	-	-	0
Retirements	(2)	-	-	2	-	0
Vested Terminations	(3)	3	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	-	-	-	-	0
Transfers	(5)	-	-	-	-	( 5)
Died, Without Beneficiary, and Other Terminations	(34)	-	(3)	-	-	( 37)
Beneficiary Deaths	-	-	-	-	-	0
Data Corrections	-	1	-	(1)	-	0
January 1, 2005	197	51	14	38	14	314

### Changes in Plan Membership Clerical

	Actives	Vested Terminations	Disabled	Retired	Beneficiaries	Total Participants
January 1, 2004	33	16	4	24	2	79
New Entrants	12	-	-	-	-	12
Rehires	-	-	-	-	-	0
Disabilities	-	-	-	-	-	0
Retirements	-	(1)	-	1	-	0
Vested Terminations	(2)	2	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	-	-	-	-	0
Transfers	(1)	-	-	-	-	( 1)
Died, Without Beneficiary, and Other Terminations	(10)	-	-	-	-	( 10)
Beneficiary Deaths	-	-	-	-	-	0
Data Corrections	-	-	-	-	-	0
January 1, 2005	32	17	4	25	2	80



**Changes in Plan Membership  
Non-Contract**

	<b>Actives</b>	<b>Vested Terminations</b>	<b>Disabled</b>	<b>Retired</b>	<b>Beneficiaries</b>	<b>Total Participants</b>
January 1, 2004	<b>106</b>	<b>29</b>	<b>3</b>	<b>55</b>	<b>16</b>	<b>209</b>
New Entrants	1	-	-	-	-	1
Rehires	-	-	-	-	-	0
Disabilities	-	-	-	-	-	0
Retirements	(7)	(4)	-	11	-	0
Vested Terminations	(1)	1	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	-	-	(1)	1	0
Transfers	8	-	-	-	-	8
Died, Without Beneficiary, and Other Terminations	(7)	-	-	(3)	-	( 10)
Beneficiary Deaths	-	-	-	-	-	0
Data Corrections	-	1	-	1	-	2
January 1, 2005	<b>100</b>	<b>27</b>	<b>3</b>	<b>63</b>	<b>17</b>	<b>210</b>

**Changes in Plan Membership  
Chula Vista**

	<b>Actives</b>	<b>Vested Terminations</b>	<b>Disabled</b>	<b>Retired</b>	<b>Beneficiaries</b>	<b>Total Participants</b>
January 1, 2004	0	14	0	3	0	17
New Entrants	-	-	-	-	-	0
Rehires	-	-	-	-	-	0
Disabilities	-	-	-	-	-	0
Retirements	-	-	-	-	-	0
Vested Terminations	-	-	-	-	-	0
Died, With Beneficiaries' Benefit Payable	-	-	-	-	-	0
Transfers	-	-	-	-	-	0
Died, Without Beneficiary, and Other Terminations	-	(1)	-	-	-	( 1)
Beneficiary Deaths	-	-	-	-	-	0
Data Corrections	-	-	-	-	-	0
January 1, 2005	0	13	0	3	0	16

**Changes in Plan Membership**  
**Total of All Groups**

	<b>Actives</b>	<b>Vested Terminations</b>	<b>Disabled</b>	<b>Retired</b>	<b>DROP</b>	<b>Beneficiaries</b>	<b>Total Participants</b>
January 1, 2004	<b>883</b>	<b>215</b>	<b>126</b>	<b>333</b>	<b>14</b>	<b>97</b>	<b>1,668</b>
New Entrants	131	-	-	-	-		131
Rehires	4	(1)	-	-	-		3
Disabilities	(4)	(1)	5	-	-		0
Retirements	(17)	(7)	-	38	(14)	-	0
Vested Terminations	(21)	21	-	-	-		0
Died, With Beneficiaries' Benefit Payable	-	(1)	-	(2)	-	3	0
Transfers	-	-	-	-	-		0
Died, Without Beneficiary, and Other Terminations	(95)	(1)	(6)	(15)	-		( 117)
Beneficiary Deaths	-	-	-	-	-	(1)	( 1)
Data Corrections	-	3	-	-	-	1	4
January 1, 2005	<b>881</b>	<b>228</b>	<b>125</b>	<b>354</b>	<b>0</b>	<b>100</b>	<b>1,688</b>

### **1.3: Actuarial Methods and Assumptions**

#### **Actuarial Method**

Annual contributions to the Retirement Plans of San Diego Transit Corporation (the Plan) are computed under the Aggregate Entry Age Actuarial Cost Method.

Under this Cost Method, Plan benefits are assumed to accrue ratably over the years from each Participant's Plan entry date to date of retirement, termination, disability, or death. At each valuation date, the actuarial present value of the benefits accrued to date is computed. This comprises the Actuarial Accrued Liability. The excess of the Actuarial Accrued Liability over Plan assets is the Unfunded Actuarial Accrued Liability, and this liability is amortized over a fixed number of years.

Amounts may be added to or subtracted from the Unfunded Actuarial Accrued Liability due to Plan amendments, changes in actuarial assumptions, and actuarial gains and losses.

The Normal Cost is obtained in three steps as follows:

1. The single sum present value of all future benefit payments to be made by the Plan to its present members and beneficiaries is determined. From this present value is subtracted the sum of:
  - a. The actuarial value of the assets in the Plan Trust Fund,
  - b. The Unfunded Actuarial Accrued Liability, and
  - c. The present value of any future contributions to be made by active members.
2. The remainder is divided by the present value of all future pay that the present members are expected to receive during their future working lifetime. The resulting quotient is a normal cost accrual rate per dollar of active member payroll.
3. The Normal Cost is obtained by multiplying the normal cost accrual rate per dollar of earnings by the total covered payroll projected for the upcoming year and adding any allowance for administrative expense.

The total Plan cost is the sum of the Normal Cost and the amortization of the Unfunded Actuarial Accrued Liability.

In the valuation as of July 1, 1999, the entire Actuarial Accrued Liability had been funded. A new Unfunded Actuarial Accrued Liability was created as of April 1, 2000, primarily as a result of improvements in Plan benefits. Therefore, beginning with the April 1, 2000 actuarial valuation, all sources of the Unfunded Actuarial Accrued Liability are combined and amortized as a level dollar payment over a rolling 30-year period.

Valuation Date

All assets and liabilities are computed as of January 1, 2005.

**Rate of Return** The annual rate of return on all Plan assets is assumed to be 8.00% net of investment expenses. The assumed rate of return has decreased from the 8.50% assumption used for the January 1, 2004 valuation.

**Cost of Living** The cost of living as measured by the Consumer Price Index (CPI) is assumed to increase at the rate of 3.5% per year.

**Pay for Benefits** For the most part, pay for benefits is based on each member's pay during the year preceding the valuation date. Special procedures are used in some cases, as noted below for full-time Participants.

<u>Unit</u>	<u>Pay for Continuing Participants</u>	<u>Pay for New Participants</u>
Drivers	The larger of gross pay or 1,800 hours times the member's hourly rate	
Mechanics	2,150 hours times the member's hourly rate	
Clerical	Gross pay	The larger of gross pay or 2,100 hours times the member's hourly rate
Non-Contract	Gross pay	The larger of gross pay or 2,080 hours times the member's hourly rate

Part-time Participants are assumed to work 1,040 hours in the calculations shown above.

**Plan Expenses** No allowance for Plan administrative expenses has been included in the annual cost calculated.

**Family Composition** All Participants are assumed to be married. Male spouses are assumed to be four years older than their wives.

**Employment Status** No future transfers among member groups are assumed.

Increases in Pay

Assumed pay increases for active Participants consist of increases due to inflation (cost of living adjustments) and those due to longevity and promotion.

Based on an analysis of pay levels and service for the Drivers and Mechanics, we assume that pay increases due to longevity and promotion will be 7.5% per year for the first ten years of service and 0.5% per year thereafter.

Based on an analysis of pay levels and service for the Clerical and Non-Contract Participants, we assume that pay increases due to longevity and promotion will be 1.5% per year.

In addition, annual adjustments in pay due to inflation will equal the CPI, for an additional annual increase of 3.5%.

Active Participant Mortality

Mortality rates were reviewed in the Actuarial Experience Study for 1997-2000.

Rates of mortality for active Drivers and Mechanics are given by the UP-1984 Mortality Table published by the Society of Actuaries.

Rates of mortality for active Clerical and Non-Contract Participants are given by the 1994 Group Annuity Mortality (GAM) Table, weighting male rates by 50% and female rates by 50%.

Retired Participant Mortality

Mortality rates were reviewed in the Actuarial Experience Study for 1997-2000.

Rates of mortality for retired Drivers and Mechanics and their spouses, beneficiaries, and survivors are given by the UP-1984 Mortality Table published by the Society of Actuaries.

Rates of mortality for retired Clerical and Non-Contract Participants and their spouses, beneficiaries, and survivors are given by the 1994 Group Annuity Mortality (GAM) Table, weighting male rates by 50% and female rates by 50%.

Disabled Participant Mortality

Mortality rates were reviewed in the Actuarial Experience Study for 1997-2000.

Rates of mortality for disabled Drivers and Mechanics are given by the PBGC Mortality Table for Members Not Receiving Social Security Benefits, weighting male rates by 75% and female rates by 25%.

Rates of mortality for disabled Clerical and Non-Contract Participants are given by the PBGC Mortality Table for Female Members Receiving Social Security Benefits.

Disability

Disability rates were reviewed in the Actuarial Experience Study for 1997-2000.

Among Drivers and Mechanics, 0.85% of Participants eligible for a disability benefit are assumed to become disabled each year. For Clerical and Non-Contract Participants, the figure is 0.20%.

Disabled Participants are assumed not to return to active service.

Service Retirement

Retirement rates were reviewed in the Actuarial Experience Study for 1997-2000.

Retirement among Participants eligible to retire is assumed to occur at the ages shown in the following table:

<u>Age</u>	<u>Rate*</u>
53	20.0%
54	7.5%
55	7.5%
56	7.5%
57	7.5%
58	7.5%
59	7.5%
60	7.5%
61	7.5%
62	25.0%
63	25.0%
64	25.0%
65	25.0%
66	25.0%
67	25.0%
68	25.0%
69	25.0%
70+	100.0%

\*Previously, separate tables of assumed retirements were employed for ATU/IBEW and for Clerical/Non-Contract members. The ATU/IBEW assumed rates were 0% below age 55 and 1% to 10% for ages 55 through 61.

The recent reduction in early retirement age for the ATU/IBEW groups warranted a modification in assumed retirement rates. Accordingly, until further experience emerges, the Clerical/Non-Contract retirement rates will be assumed for all active members.



## Termination

Termination rates were reviewed in the Actuarial Experience Study for 1997-2000.

Rates of termination for all Participants from causes other than death, disability, and service retirement are shown in the tables below. In each age group, the rate is shown at the central age. The rates are not applied to Participants eligible to retire.

<u>Age</u>	<u>ATU/IBEW Participants</u>	
	<u>Under 3 Years</u>	<u>3+ Years</u>
20-24	25.00%	15.00%
25-29	22.58%	9.65%
30-34	20.17%	6.20%
35-39	17.75%	3.99%
40-44	15.33%	2.57%
45-49	12.91%	1.65%
50-52	10.50%	1.06%
53+	0.00%	0.00%

<u>Age</u>	<u>Non-Contract/Clerical Participants</u>	
	<u>Administrative</u>	<u>Clerical</u>
20-24	8.00%	40.00%
25-29	7.07%	28.43%
30-34	6.25%	20.21%
35-39	5.52%	14.37%
40-44	4.88%	10.21%
45-49	4.31%	7.26%
50-52	0.00%	5.16%
53+	0.00%	0.00%

## Actuarial Value of Plan Assets

Actuarial gains and losses from Plan investments over the four years prior to the valuation date are recognized at the rate of 20% per year in computing the actuarial value of Plan assets. The actuarial value of assets is constrained to within 20% of market value.

## Participant Data

Data on active and inactive Participants and their beneficiaries as of January 1, 2005 was supplied by the Plan Administrator on magnetic media and paper listings. As is usual in studies of this type, Participant data was neither verified nor audited.

**Section 2:**  
**Asset Information**

**2.1: Income Statement: January 1, 2004 through December 31, 2004**

	<u><b>Market</b></u>	<u><b>Expected</b></u>
Balance 1-1-04	\$67,352,844	\$67,352,844
Employer Contributions <sup>1</sup>	76,282,335	76,282,335
Investment Income	9,153,955	6,866,622
Net Benefit Payments	(3,941,949)	(3,941,949)
Other Expenses	(132,883)	(132,883)
Balance 12-31-04	\$148,714,302	\$146,426,969
Estimated Return	11.55%	8.50%

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<sup>1</sup> The employer contribution amount shown above includes the proceeds from a Pension Obligation Bond issued in 2004.

## 2.2: Computation of Actuarial Value of Assets

<u>Plan Year</u>	<u>Assumed Earnings<sup>2</sup></u>	<u>Actual Earnings</u>	<u>Unexpected Earnings<sup>3</sup></u>	<u>Phase-In Factor</u>	<u>Phase-In Adjustment<sup>4</sup></u>
2001	6,308,621	1,617,765	(4,690,856)	0.2	(938,171)
2002	6,400,557	(19,410,938)	(25,811,495)	0.4	(10,324,598)
2003	4,684,162	13,467,800	8,783,638	0.6	5,270,183
2004	6,866,622	9,153,955	2,287,333	0.8	1,829,866
Total Adjustment					(4,162,720)
Market Value 1/1/2005					148,714,302
Actuarial Value 1/1/2005					152,877,022
(Market Value less Total Adjustment, within 80%/120% Corridor of Market Value)					
Ratio to Market Value					102.80%

<sup>2</sup> Computed assuming 8.5% return on market value, all income and expenses assumed to occur mid-year, except for the \$76 million contribution which occurred on October 18, 2004.

<sup>3</sup> Actual earnings less expected earnings

<sup>4</sup> Phase-in factor times unexpected earnings

**Section 3:**  
**Actuarial Computations**

### 3.1: Computation of Annual Contribution as of January 1, 2004

	As Shown in January 1, 2004 <u>Report</u>	Adjusted for <u>Actual Data</u>	After Plan <u>Changes</u>
(1) <u>Active Accrued Liability</u>			
ATU	36,132,291	32,258,669	41,544,678
IBEW	10,159,433	9,946,380	14,671,275
Clerical	1,163,987	1,092,032	1,670,841
Non-Contract	<u>20,097,007</u>	<u>19,873,187</u>	<u>20,520,939</u>
Total	67,552,718	63,170,268	78,407,733
(2) <u>Active Projected Liability</u>			
ATU	48,351,564	42,648,903	52,577,681
IBEW	13,141,485	12,809,933	18,192,418
Clerical	1,421,218	1,367,882	2,038,797
Non-Contract	<u>24,175,825</u>	<u>24,464,615</u>	<u>25,254,163</u>
Total	87,090,092	81,291,333	98,063,059
(3) <u>Inactive Liability</u>			
ATU	38,502,932	39,767,320	39,813,437
IBEW	5,591,371	5,347,619	5,330,285
Clerical	2,020,725	2,026,586	2,013,440
Non-Contract	<u>18,639,307</u>	<u>19,752,918</u>	<u>19,642,244</u>
Total	64,754,335	66,894,443	66,799,406
(4) Total Actuarial Accrued Liability (1) + (3)	132,307,053	130,064,711	145,20
(5) Assets	78,667,471	78,667,471	78,667,471
(6) Unfunded Accrued Liability (4) - (5)	53,639,582	51,397,240	66,539,668
(7) 30-Year Amortization of Unfunded Accrued Liability	4,600,179	4,407,874	5,718,607
(8) Total Projected Liability (2) + (3)	151,844,427	148,185,776	164,862,465
(9) Present Value of Future Normal Costs (8) - (4)	19,537,374	18,121,065	19,655,326
(10) Present Value of Future Member Payroll	322,481,745	296,676,854	271,960,396
(11) Normal Cost (% of Member Payroll) (9) / (10)	6.058%	6.108%	7.227%
(12) Projected Member Payroll	36,236,639	33,564,818	33,329,045
(13) Normal Cost (\$) (11) X (12)	2,195,376	2,050,144	2,408,782
(14) Total Cost (7) + (13)	6,795,555	6,458,018	8,127,389
(15) Total Cost (Interest Adjusted) (14) X 1.05	7,135,333	6,780,919	8,533,758
(16) Cost (% Member Payroll) (15) / (12)	19.691%	20.202%	25.605%

### 3.2: Computation of Annual Contribution as of January 1, 2005

	<u>Expected Assets</u>	<u>Expected Assets with POB Contribution</u>	<u>Actual Assets</u>	<u>Assumption Change</u>
(1) <u>Active Accrued Liability</u>				
ATU	46,072,650	46,072,650	46,072,650	48,965,821
IBEW	14,775,215	14,775,215	14,775,215	15,823,458
Clerical	1,900,341	1,900,341	1,900,341	2,059,597
Non-Contract	<u>20,886,620</u>	<u>20,886,620</u>	<u>20,886,620</u>	<u>22,567,538</u>
Total	83,634,826	83,634,826	83,634,826	89,416,414
(2) <u>Active Projected Liability</u>				
ATU	57,751,714	57,751,714	57,751,714	62,200,560
IBEW	18,467,189	18,467,189	18,467,189	20,050,410
Clerical	2,189,996	2,189,996	2,189,996	2,386,964
Non-Contract	<u>25,234,412</u>	<u>25,234,412</u>	<u>25,234,412</u>	<u>27,564,677</u>
Total	103,643,311	103,643,311	103,643,311	112,202,611
(3) <u>Inactive Liability</u>				
ATU	39,759,905	39,759,905	39,759,905	41,165,244
IBEW	5,630,267	5,630,267	5,630,267	5,847,820
Clerical	2,046,166	2,046,166	2,046,166	2,126,444
Non-Contract	<u>23,145,719</u>	<u>23,145,719</u>	<u>23,145,719</u>	<u>24,323,007</u>
Total	70,582,057	70,582,057	70,582,057	73,462,515
(4) Total Actuarial Accrued Liability (1) + (3)	154,216,883	154,216,883	154,216,883	162,878,929
(5) Assets	88,544,778	158,703,339	152,877,022	152,877,022
(6) Unfunded Accrued Liability (4) - (5)	65,672,105	(4,486,456)	1,339,861	10,001,907
(7) 30-Year Amortization of Unfunded Accrued Liability	5,632,099	(384,763)	114,908	822,633
(8) Total Projected Liability (2) + (3)	174,225,368	174,225,368	174,225,368	185,665,126
(9) Present Value of Future Normal Costs (8) - (4)	20,008,485	20,008,485	20,008,485	22,786,197
(10) Present Value of Future Member Payroll	279,693,004	279,693,004	279,693,004	287,389,543
(11) Normal Cost (% of Member Payroll) (9) / (10)	7.154%	7.154%	7.154%	7.929%
(12) Projected Member Payroll	34,858,941	34,858,941	34,858,941	34,858,941
(13) Normal Cost (\$) (11) X (12)	2,493,715	2,493,715	2,493,715	2,763,854
(14) Total Cost (7) + (13)	8,125,814	2,108,952	2,608,623	3,586,487
(15) Total Cost (Interest Adjusted) (14) X 1.05*	8,532,105	2,214,400	2,739,054	3,873,406
(16) Cost (% Member Payroll) (15) / (12)	24.476%	6.352%	7.858%	11.112%

\* This factor was changed to 1.08 (1 + valuation interest rate) for the final January 1, 2005 valuation results (rightmost column)

**Section 4:**  
**Disclosure Information**



#### 4.1: Schedules of Funding Status and Employer Contributions Required Under GASB Statement No. 25

The Governmental Accounting Standards Board (GASB) Statements No. 25 and 27 relate to the disclosure of pension liabilities on a public employer's financial statements. For accounting periods beginning after June 15, 1996, information required under these statements must be prepared for a public employer who seeks compliance with generally accepted accounting principles (GAAP) on behalf of its public employee retirement system.

GASB Statement No. 25 requires preparation of schedules of funding status and employer contributions, as well as the disclosure of plan provisions, actuarial assumptions, and other information.

The required schedules are shown below. In each case, we have relied upon information from our files and contained in the reports of prior actuaries employed by the employer in completing the schedules. While we have no reason to believe the information in our files or in prior actuaries' reports is inaccurate, we strongly recommend that employer personnel verify the schedules below before they are included in Plan or employer financial statements.

##### Schedule of Funding Status

Actuarial Valuation Date	Actuarial Value of Assets	Actuarial Accrued Liability	Unfunded Actuarial Accrued Liability	Funded Ratio	Covered Payroll	Unfunded Liability as a Percent of Payroll
7/1/94	41,150,550	48,598,130	7,447,580	85%	30,446,521	24%
7/1/95	43,088,223	49,675,115	6,586,892	87%	30,097,199	22%
7/1/96	52,287,086	51,786,729	(500,357)	101%	29,501,808	-2%
7/1/97	61,387,821	54,474,874	(6,912,947)	113%	32,932,552	-21%
7/1/98	65,958,070	62,203,756	(3,754,314)	106%	34,371,069	-11%
7/1/99	70,915,059	70,205,508	(709,551)	101%	36,705,306	-2%
4/1/00	76,603,624	83,858,909	7,255,285	91%	39,890,376	18%
1/1/01	75,196,033	94,343,205	19,147,172	80%	40,510,107	47%
1/1/02	74,859,876	119,777,766	44,917,890	62%	38,245,667	117%
1/1/03	56,330,528	125,584,398	69,253,870	45%	34,944,956	198%
1/1/04	78,667,471	132,307,053	53,639,582	59%	36,236,639	148%
1/1/05	152,877,022	162,878,929	10,001,907	94%	34,858,941	29%

We note in the schedule above that the in the valuation as of January 1, 2002, the Plan's assumptions were modified to incorporate the results of an actuarial experience study for the years 1997-2000. As a result of these assumption changes and a minor benefit improvement, Plan liabilities and costs increased significantly.

In the valuation as of January 1, 2004, the Actuarial Value of Assets was changed from the market value to a five-year smoothing method.

In 2004, a Pension Obligation Bond was issued, and subsequently \$76 million was contributed to the Plan, which is reflected in the January 1, 2005 asset value.

### Schedule of Employer Contributions

Year Ending	Annual Required Contribution	Actual Contribution	Percentage Contributed
6/30/96	1,774,262	1,774,262	100%
6/30/97	986,683	986,683	100%
6/30/98	446,001	446,001	100%
6/30/99	876,786	876,786	100%
6/30/00	1,351,090	1,351,090	100%
12/31/01	3,068,323	3,068,323 (Est)	100%
12/31/02	6,436,083	6,436,083 (Est)	100%
12/31/03	5,880,631	4,691,246	80%
12/31/04	7,135,333*	76,282,335	1,069%

\* Based on 1/1/04  
contribution percentage  
multiplied by 2005  
projected payroll

The table below summarizes certain information about this actuarial report.

Valuation date	January 1, 2005
Actuarial cost method	Aggregate entry age normal
Amortization method	Level dollar open
Remaining amortization period	30 Years (Level dollar open)
Asset valuation method	Market value less unrecognized investment gains or losses during the prior four years, phased in at 20% per year, but required to be within 20% of market value

#### Actuarial assumptions:

Investment rate of return*	8.00%
Projected salary increases*	4.00 – 11.00% for drivers and mechanics 5.00% for administrative and clerical members
*Includes inflation at	3.50%
Cost of living adjustments	Up to 2% annually for certain Non-Contract members only



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San Diego, CA 92101-7490  
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## Agenda

Item No. 31

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

CIP 10494

November 10, 2005

### Subject:

MTS: EAST VILLAGE BUDGET TRANSFERS

### RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to:

1. execute Amendment No. 1 to the East Village Transit Improvements Memorandum of Understanding (MOU) between MTS and the Centre City Development Corporation (CCDC), in substantially the form as shown on Attachment A, pending approval of the CCDC and the Redevelopment Agency Boards. This amendment would increase the CCDC funding for East Village transit and urban improvements up to an amount not to exceed \$2,000,000.
2. transfer the remaining balances in the MTS projects, City College Station Realignment (CIP 10494) and 12th Avenue Corridor Improvements (CIP 11046) and the additional \$2 million from the East Village MOU amendment into the San Diego Association of Governments (SANDAG) East Village CIP Project 10492, as shown on Attachment B. This action funds the construction of rail and urban improvements for G Street to C Street on Park Boulevard, urban improvements on C Street between Park and 11th Avenue, and rail construction through the Smart Corner development, as shown in Attachment B.

### Budget Impact

Budget impacts are shown in Attachment D.



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

## DISCUSSION:

MTS and CCDC have a cooperative MOU covering funding, design, construction, and administration for development of East Village rail and urban improvements mostly along Park Boulevard. A portion of these rail and urban improvements were completed under MTS contracts from K Street to G Street on Park Boulevard, including the reconstruction of the Park & Market Station.

With the consolidation, SANDAG Engineering staff has continued to manage the remaining design for construction of improvements from G Street to Broadway on Park Boulevard, including realignment of rail through the Smart Corner Project being developed in the block that included the former City College Station. The East Village work was originally phased in five separate projects. Two of these projects are complete. These two projects are improvements at the Gaslamp Station and reconstruction of the Park & Market Station. Due to high construction costs, only two of the remaining three projects can be funded. These two projects are rail and urban improvements from G Street to Broadway and reconstruction of rail through the Smart Corner development. The Orange to Blue Line Connection Project is being deferred.

At consolidation, one of the three remaining projects was included in the SANDAG capital budget and the other two remained at MTS. SANDAG, working with MTS and CCDC, is ready to bid a project that would complete the rail and urban improvements from G Street to C Street, including rail work through Smart Corner as shown on Attachment C. In order to manage the project budget through construction, we recommend that the remaining project balance be consolidated into one project at SANDAG, under the SANDAG project number 1049200 as shown on Attachment B.

In addition, the engineers' estimate includes urban improvements in the blocks from Broadway to C Street and on C Street from Park Boulevard to 11th Avenue. This work was not included in the original budget estimates for the East Village Projects. However, this work is an important component to completing Park Boulevard improvements. Since this is vital to CCDC, CCDC is proposing to amend the MOU with MTS to fund up to an additional \$2 million for improvements. Pending approval of the CCDC and Redevelopment Agency Boards, these funds would flow into the SANDAG project through MTS.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Eric Adams, [ead@sandag.org](mailto:ead@sandag.org), 619.699.1974

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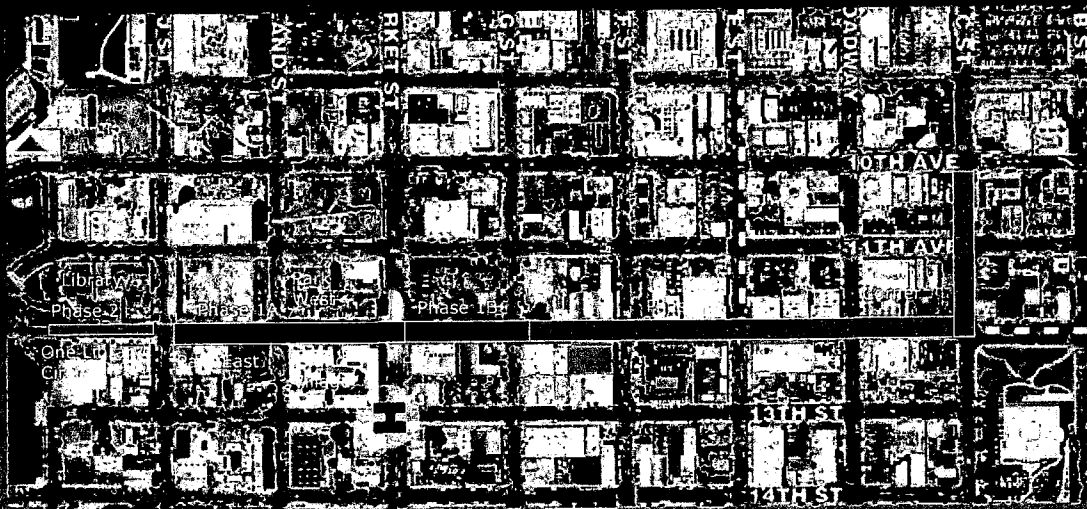
- Attachments:
- A. East Village Improvements MOU – Amendment No. 1
  - B. East Village Improvements Budget Change Summary
  - C. Park Boulevard Improvements Map
  - D. Budget Impact Summary

} To be furnished at  
the meeting

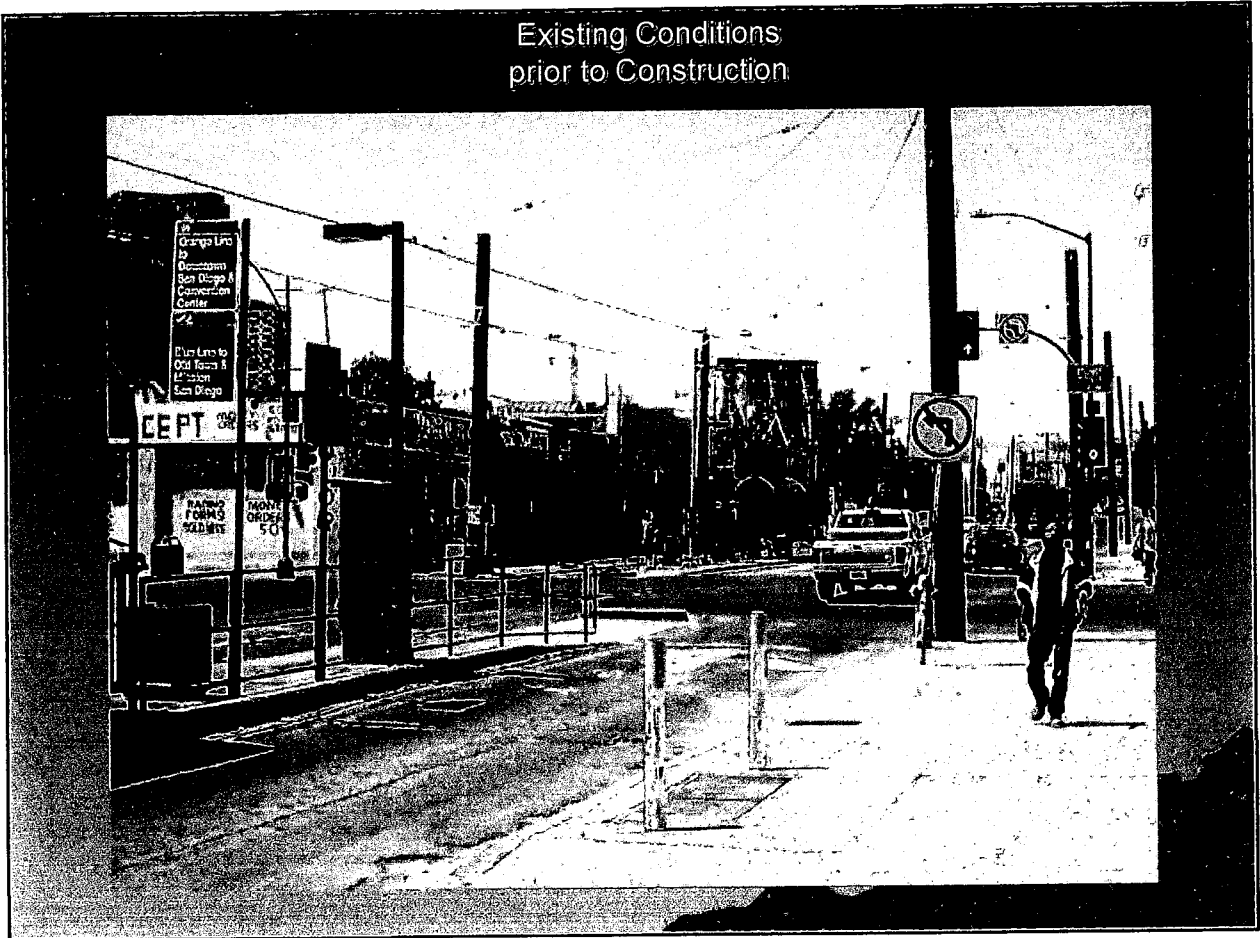
# EAST VILLAGE PROJECT

- Status Update
- Recommendations

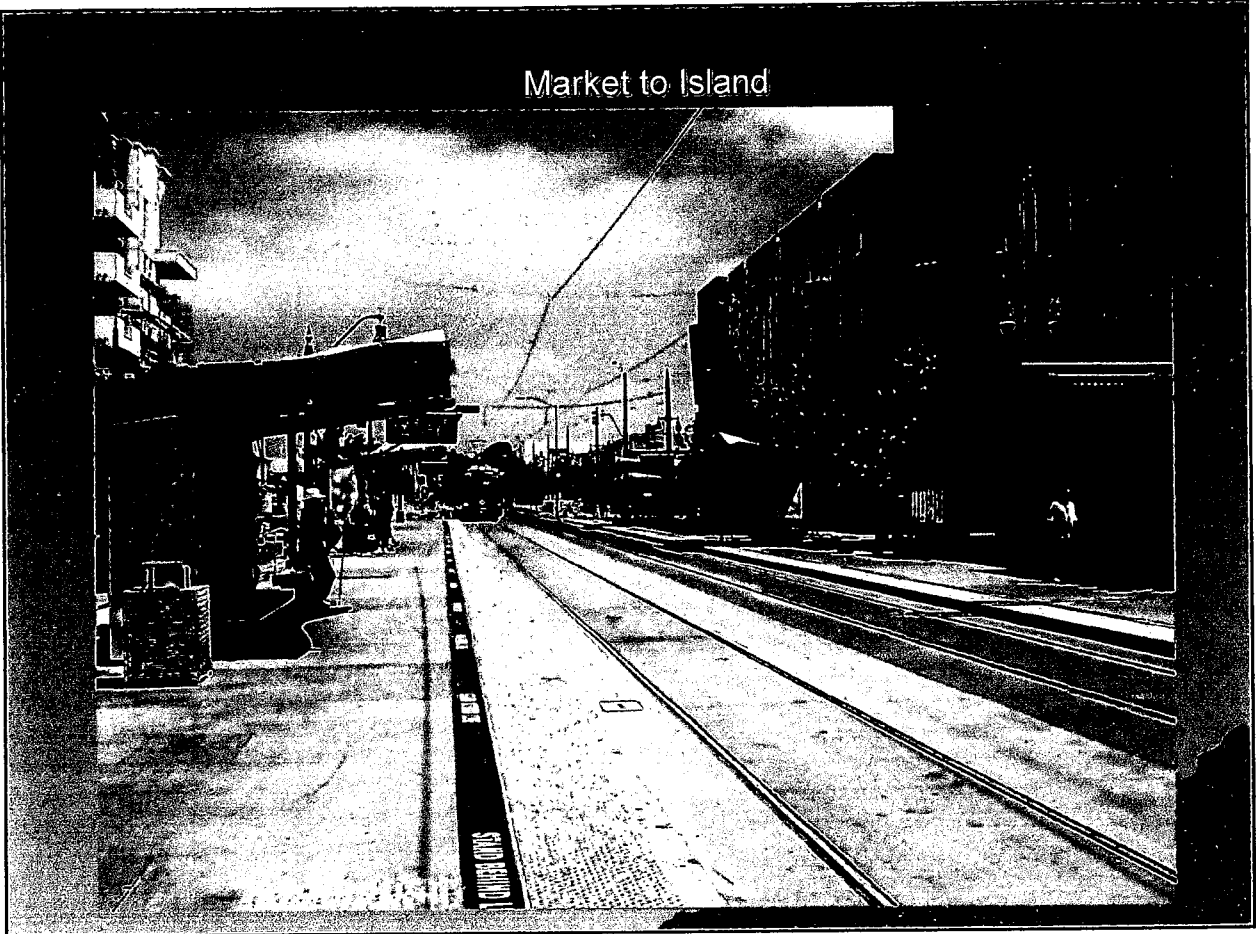
# Project Limits



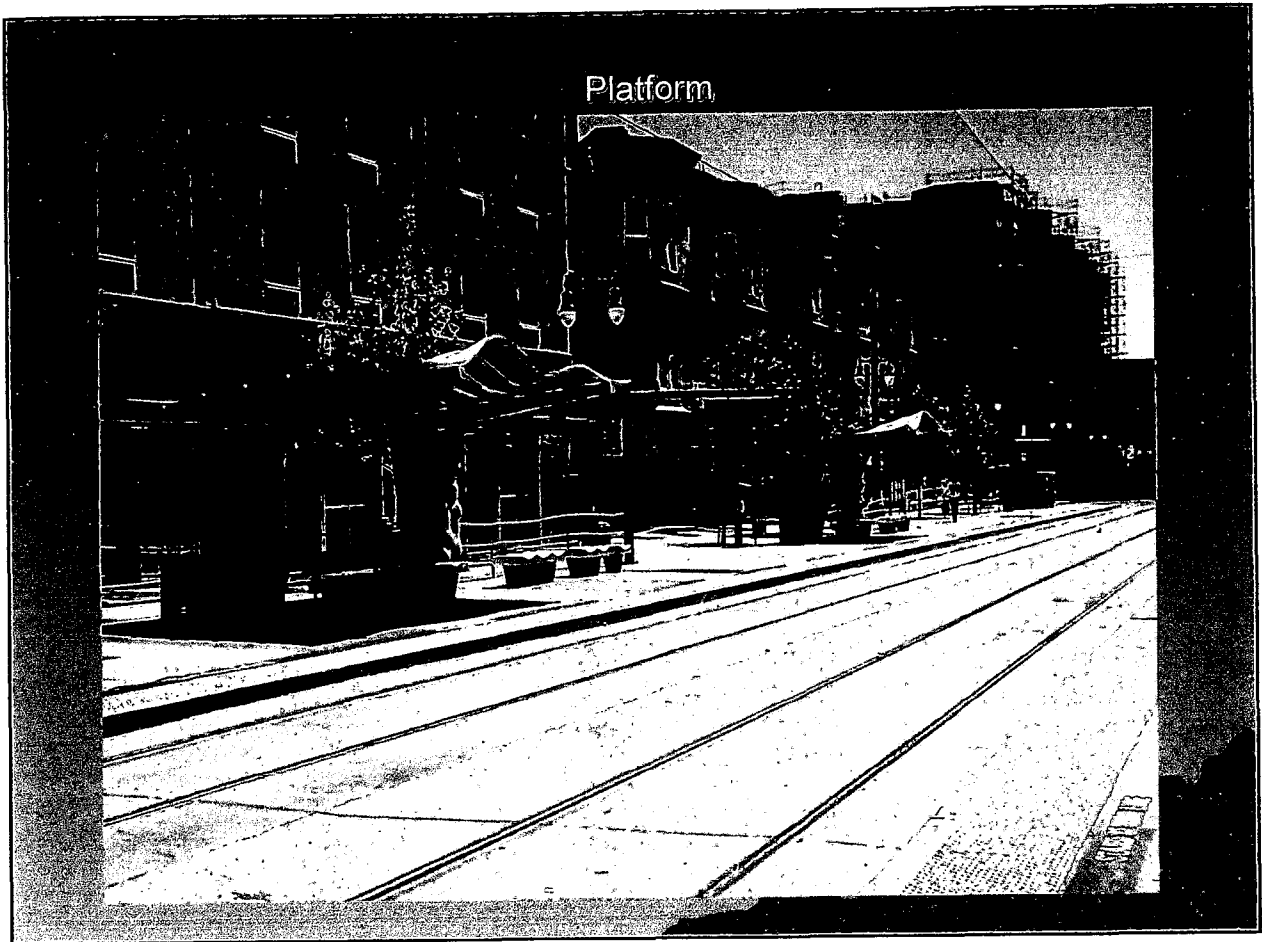
Existing Conditions  
prior to Construction



Market to Island

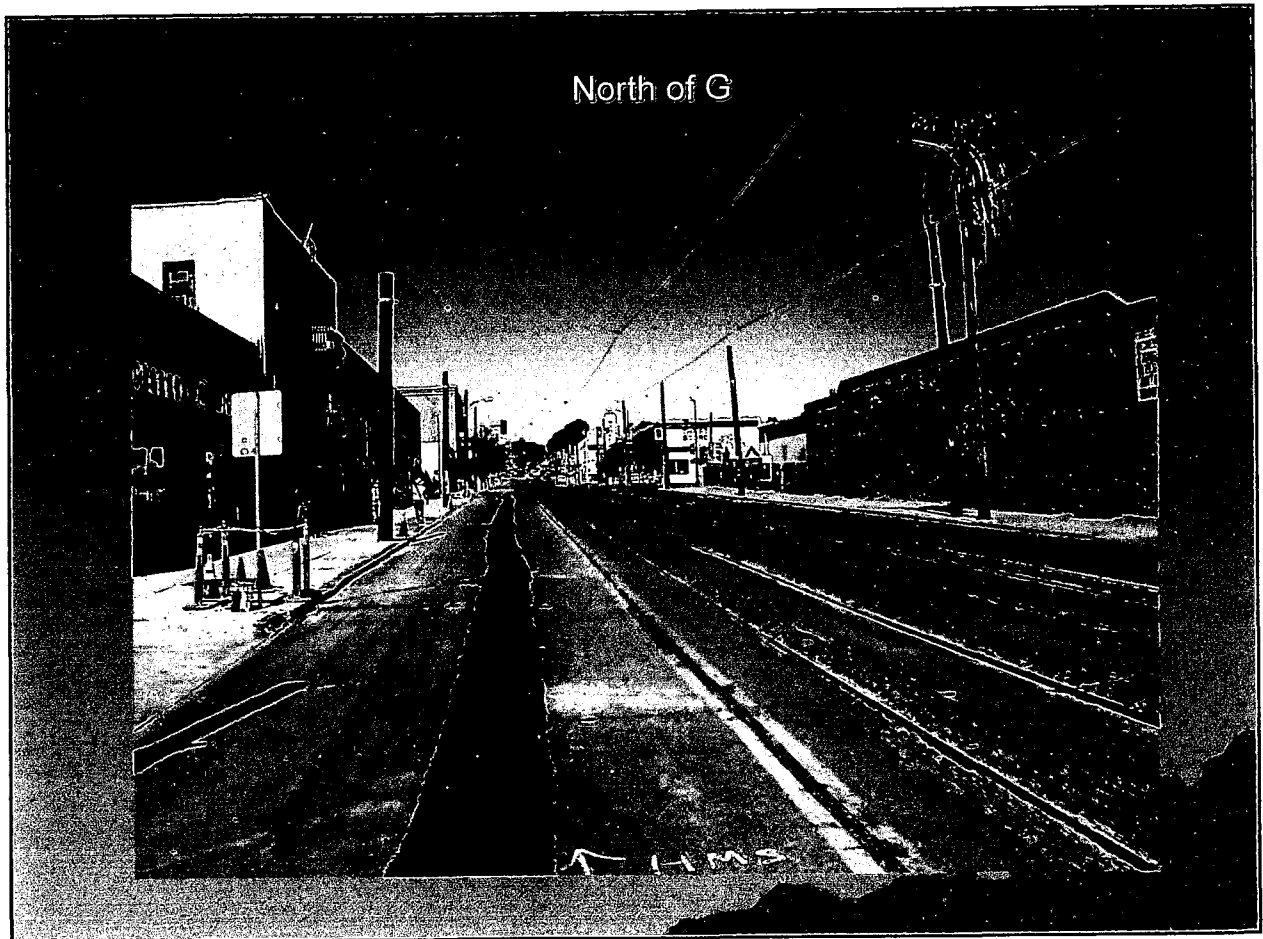






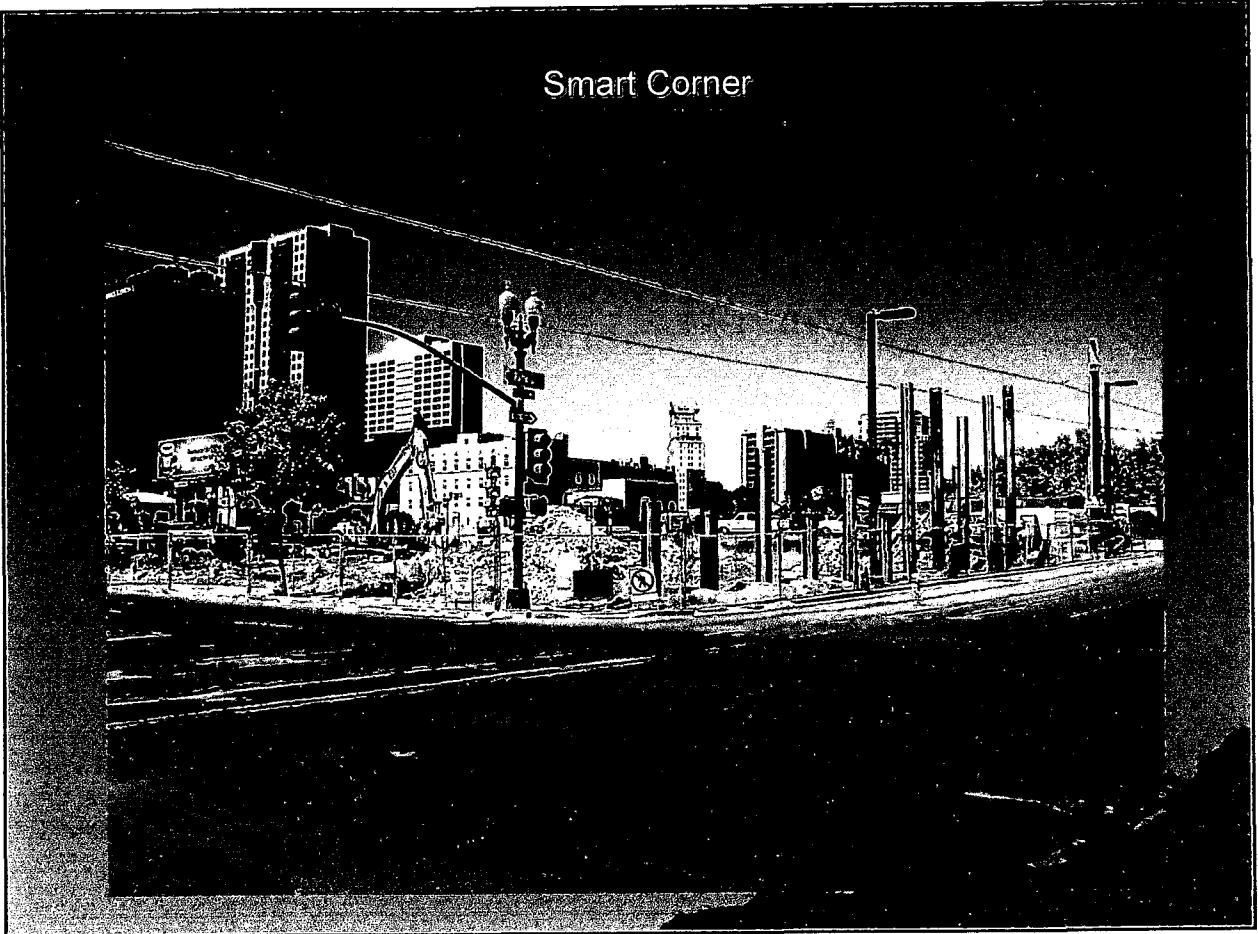
Market to G



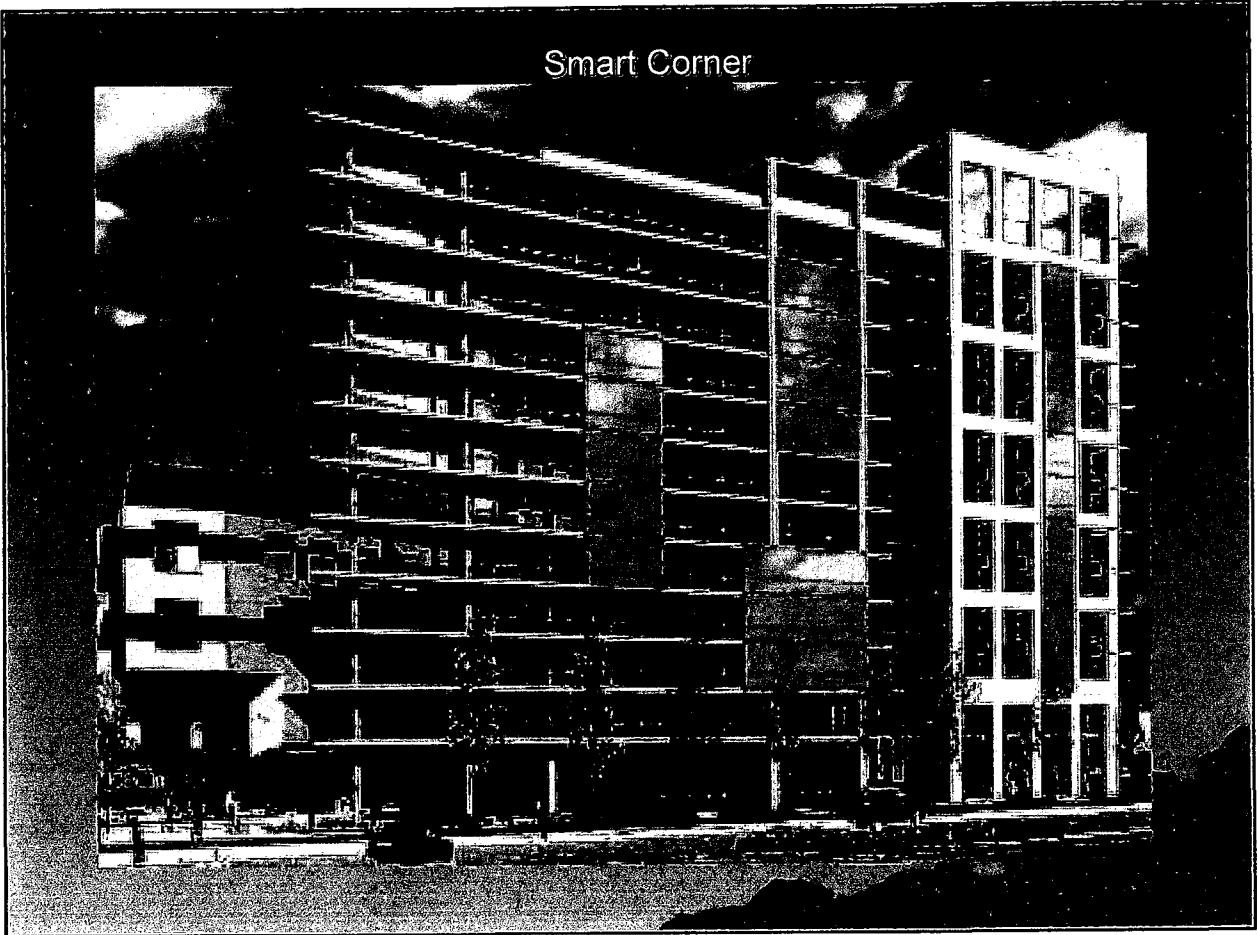


Project Limits

## Smart Corner



## Smart Corner



**EAST VILLAGE INTERMODAL IMPROVEMENTS PROJECT**  
**Budget Consolidation**

PROJECT	CIP No.	CURRENT		PROPOSED		STATUS
		Funding	Agency	Funding	Agency	
Gaslamp Station Modifications	10491	\$ 575,000	MTS	\$ 575,000	MTS	Project complete; no budget change.
Orange Line to Blue Line Connection	10492	\$ 5,998,000	SANDAG	\$ 850,000	SANDAG	Project deferred; reduce project budget to \$850K to cover design costs; transfer remainder of funds to CIP #10494.
12th & Market Station	10493	\$ 7,555,000	MTS	\$ 9,700,000	MTS	Project complete; MTS approved a budget increase to cover outstanding costs.
City College Station Realignment East Village Smart Corner Improvements	10494	\$ 6,189,000	MTS	\$ 14,283,000	SANDAG	Consolidate remainder of work and funds from CIP #10492 and CIP #11046 into CIP #10494 and rename project.
12th Avenue Corridor Improvement	11046	\$ 5,991,000	MTS	\$ 900,000	MTS	MTS approved a budget change to \$900K to cover outstanding costs; transfer remaining work and funding to CIP #10494.
<b>TOTAL</b>		\$ 26,308,000		\$ 26,308,000		

FIRST AMENDED MEMORANDUM OF UNDERSTANDING BETWEEN THE  
METROPOLITAN TRANSIT DEVELOPMENT BOARD,  
REDEVELOPMENT AGENCY OF THE CITY OF SAN DIEGO, AND  
THE CENTRE CITY DEVELOPMENT CORPORATION  
FOR THE EAST VILLAGE INTERMODAL TRANSIT IMPROVEMENTS  
BROADWAY TO IMPERIAL AVENUE

The Metropolitan Transit Development Board, a California public agency also known as the Metropolitan Transit System (MTS), the Redevelopment Agency of the City of San Diego (Agency), and the Centre City Development Corporation (CCDC), hereby amend the Memorandum of Understanding between MTS, Agency, and CCDC for the East Village Transit Improvements from Broadway to Imperial Avenue as follows:

Section 2.1.1 is amended as follows:

SOURCE OF FUNDS	AMOUNT
Centre City Redevelopment Area Budget	\$4,917,000 (7)
PROJECT FUNDING TOTAL	\$30,541,000
PROPOSED STIP INFILL	\$684,000
PROJECT COSTS	\$31,225,000

Footnote 7 in Section 2.1.1 is amended to add the following language:

*\$2,000,000 for other project-related costs to construct.*

Section 2.1.4 is added to the agreement:

*2.1.4 Each party recognizes that project expenses have escalated due to increases in construction costs, delay in project implementation, and other factors outside the control of the parties. In order to complete all the improvements as originally agreed to by the parties, the Agency shall contribute an additional \$2,000,000 to the project for the completion of Park Boulevard Transit and Non-Transit improvements, including rail placement at City College Station inside the Smart Corner Development Project.*

Section 2.2.5 is added to the agreement:

*2.2.5 MTS hereby accepts the additional \$2,000,000 from the Agency and agrees to complete the Park Boulevard Transit and Non-Transit improvements, including rail placement at City College Station inside the Smart Corner Development Project. MTS agrees that these additional Agency funds shall be expended after the expenditure of all other funds available to complete the Project and that upon completion of the Project, any remaining unused monies from the additional \$2,000,000 contribution shall be returned to the Agency. MTS shall provide Agency with an accounting detailing what the additional \$2,000,000 was utilized for within 90 days of completion of the Project.*



Section 2.3.6 is added to the agreement:

2.3.6 *CCDC as the administrator of the Agency funds shall seek approval from the Agency for the contribution of an amount not to exceed \$2,000,000 for the completion of the Park Boulevard Transit and Non-Transit improvements, including rail placement at City College Station inside the Smart Corner Development Project. Agency funds shall be expended after the expenditure of all other funds available. Upon completion of the project, any remaining unused monies from the additional \$2,000,000 contribution shall be returned to the Agency.*

Section 2.4.6 is added to the agreement:

2.4.6 *CCDC has no objection to the Agency contributing and MTS accepting the additional \$2,000,000 to complete the Park Boulevard Transit and Non-Transit improvements, including rail placement at City College Station inside the Smart Corner Development Project.*

The parties each agree to the foregoing amendments and where necessary shall seek approval from their respective governing boards in order to execute this First Amended Memorandum of Understanding.

Executed on this \_\_\_\_ day of November 2005.

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

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

REDEVELOPMENT AGENCY OF THE CITY OF SAN DIEGO

By: \_\_\_\_\_  
Debra Fischle-Faulk  
Deputy Executive Director

CENTRE CITY DEVELOPMENT CORPORATION

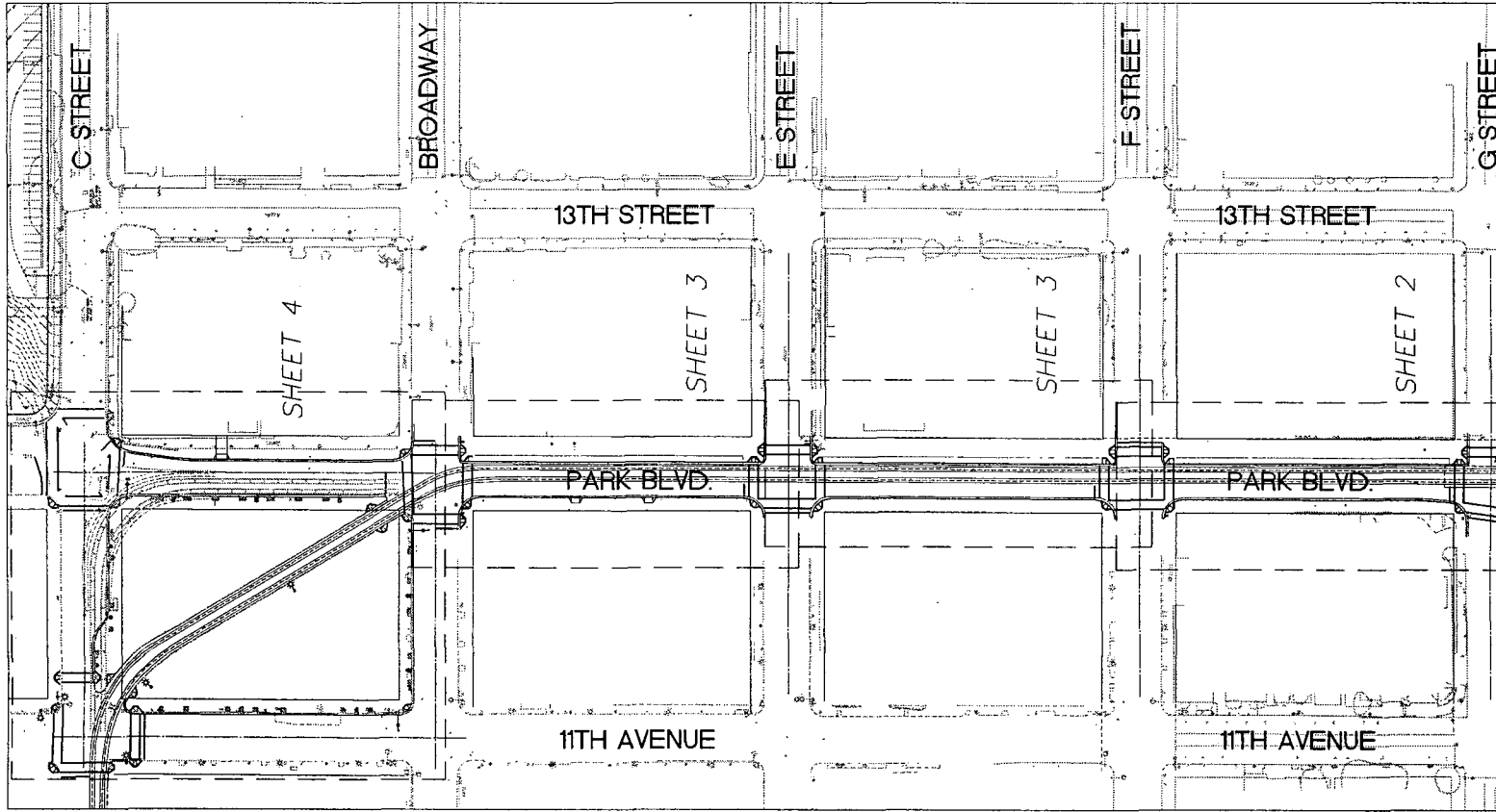
By: \_\_\_\_\_  
Nancy Graham  
President and Chief Operating Officer

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## EAST VILLAGE BUDGET CONSOLIDATION

PROJECT	CIP	CURRENT		PROPOSED	
		\$	AGENCY	\$	AGENCY
Gaslamp Station Modifications	10491	\$ 575,000	MTS	\$ 575,000	MTS
Orange Line to Blue Line	10492	\$ 5,998,000	SANDAG	\$ 850,000	SANDAG
12th & Market Station	10493	\$ 7,555,000	MTS	\$ 9,700,000	MTS
East Village Smart Corner Improvements	10494	\$ 6,189,000	MTS	\$ 14,283,000	SANDAG
12th Avenue Corridor Improvement	11046	\$ 5,991,000	MTS	\$ 900,000	MTS
<b>TOTAL</b>		<b>\$ 26,308,000</b>		<b>\$ 26,308,000</b>	

# PARK TO BAY LINK



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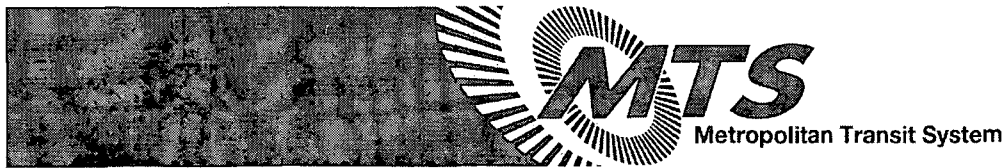
SHEET 1

**PARK BOULEVARD  
PARK TO BAY LINK -  
PHASE II**

## EAST VILLAGE BUDGET IMPACT

PROJECT	CIP	REVISED BUDGET	*REMAINING BALANCE
Gaslamp Station Modifications	10491	\$ 575,000	\$ -
12th & Market Station	10493	\$ 9,700,000	\$ 611,000
12th Avenue Corridor Improvement	11046	\$ 900,000	\$ 557,000

\*Estimated remaining balance required to close out the project budget encumbrances.



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## Agenda

## Item No. 32

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

FIN 310.1 (PC 50902)

November 10, 2005

### Subject:

MTS: TEN-YEAR CAPITAL FINANCIAL ANALYSIS

### RECOMMENDATION:

That the Board of Directors receive this report and give direction to staff regarding additional information required, format for presentation, and discuss the next steps for achieving sufficient capital funding.

#### Budget Impact

None.

#### Executive Committee Recommendation

At its meeting on November 3, 2005, the Executive Committee recommended forwarding this item to the Board for approval.

### DISCUSSION:

In development of the FY 2006 Capital Improvement Program (CIP), the organization submitted some \$73 million in capital projects. After reprioritizing a number of previously funded projects, \$22 million was made available. In FY 2007, a total of \$94 million in projects was submitted and it is that likely only about \$27 million can be funded.

The status of our capital infrastructure (buses, rail vehicles, rail infrastructure, and facilities) is approaching a critical state. Paratransit vehicles due for replacement after



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.

five years of service are approaching eight years of age. Rail vehicles now 25 years old should have been rehabilitated after 20 years of service. Addressing this critical area of our operation cannot be deferred indefinitely or our service will begin to degrade with more regularity and parts for certain vehicles will simply not be available.

As you will see, the difference in projected revenue against the projected capital needs exceeds \$30 million per year or a total of more than \$300 million over the period FY 2007 to FY 2016. Options for addressing this issue will be presented at the conclusion of this report.

## FINANCIAL PLANNING PROCESS

A ten-year period was used to project our capital needs. This time frame was chosen so that fleet vehicle replacements, rail car rehabilitation, etc. could be entirely programmed.

Our capital needs were broken down into four basic components by MTS functional area: (1) MTS Contract Services, buses, facilities, and equipment; (2) San Diego Transit buses and equipment; (3) trolley system infrastructure, including rail, power, stations, and equipment; and finally (4) rail vehicles. Additionally, under the rail vehicles category, we developed five different scenarios for fleet replacement and rehabilitation taking into account introduction of low-floor vehicles into the system.

1. Metropolitan Transit System (MTS) Contract Services  
It is estimated that nearly \$205 million will be needed over the next ten years to replace over 400 full-size, mid-size, and paratransit vehicles for our contracted services, Chula Vista and National City. Included in this amount is approximately \$30 million to expand and renovate the South Bay and East County facilities, purchase fare collection equipment not programmed in the Regional Fare Collection Project, and required rehabilitation to various transit centers.
2. San Diego Transit Corporation (SDTC) Transit Services  
Our internal bus operations operated by SDTC will require over \$127 million in the ten-year period, primarily for vehicle replacement, equipment, and some facility rehabilitation.
3. Trolley Infrastructure  
The most complex aspect of this capital plan was determining the capital needs for Trolley. The nearly \$1.25 billion in infrastructure was segregated into its functional areas to determine what level of capital investment over the next ten years will be needed to maintain the integrity of the rail, signal, and power systems, as well as station rehabilitation. Approximately \$158 million will be needed simply to maintain the existing rail infrastructure.
4. Rail Vehicles  
Trolley currently has 134 rail vehicles in its fleet. While the Green Line needs approximately 25 vehicles, including spares to operate, only 11 new S70 trolley cars were purchased. This deficiency severely limits Trolley's capability to serve major events.

The U2 rail cars (71) are the oldest in the fleet with 14 cars now 25 years old. In order for rail cars to last 35-40 years, a mid-life rehabilitation is required. An aggressive rehabilitation program of the U2 vehicles will take approximately six years. As the cost of a rehab is estimated to be about one-third the cost of a new vehicle, it is likely we will need to proceed due to funding constraints.

In keeping with the Board's policy to proceed with the introduction of low-floor vehicles throughout the system, other scenarios were developed and costs projected to phase in new low-floor vehicles system wide.

#### Scenario 1 – Status Quo

This scenario would require the purchase of a minimum of 12 S70 cars to operate the current Green Line with all low-floor vehicles. It would include the rehabilitation of all 71 U2 vehicles and lease ten UTDC cars to use as temporary fleet replacements while the rehabilitation of cars is in process. This would require a capital investment of \$125,600,000. This could be accomplished by 2012. The total fleet would be 146 vehicles.

#### Scenario 2 – Expanded Green Line

This option would extend the Green Line south of Old Town to Imperial Avenue eliminating the Old Town transfer. It would require the modification of stations south of Old Town along Bayside to Imperial Avenue. It would require the purchase of 24 new S70 vehicles. This would potentially free up some vehicles currently used on the Blue Line to service downtown to Old Town for special-event service. The rehabilitation of all 71 U2 cars as well as leasing of cars to conduct the rehabilitation would also proceed. This scenario is projected to cost \$170 million and would increase the fleet to 158 vehicles to add special-event capacity.

#### Scenario 3 – Low-Floor Capacity System Wide

The operating scenario presented here would, through the U2 rehabilitation program, make U-2 cars capable of running in mixed consists with the low-floor S70 cars. Thirty-five S70 cars would be purchased so that one low-floor car could be operated in each train consist system wide. Under this option, only 60 U2 cars would need to be rehabilitated, but all stations system wide would need platform modifications to accept the S70 car. No lease cars would be needed as the U2 fleet reduction would be used to carry out the rehabilitation. The cost of this option is \$261 million and would increase the total fleet to 158.

#### Scenario 4 – Green and Orange Line 100 Percent Low-Floor Vehicles

Under this scenario, the extended Green Line and Orange Line would operate with 100 percent low-floor vehicles. All stations, except for the southern portion of the Blue Line, would have station modifications to accept low-floor vehicles. This would require the purchase of 60 S70 cars as well as the rehabilitation of 35 U2 cars and the modification of 23 station platforms. This option also expands the fleet to 158 cars adding additional capacity for special events. Cost is estimated at \$266 million.

### Scenario 5 – Low-Floor Vehicles 100 Percent System Wide

This scenario assumes replacement of all cars with low-floor vehicles making the entire system 100 percent low-floor with modifications to all station platforms. The cost for this option in 2005 dollars would be approximately \$535 million. While this financial analysis assumes a 10-year implementation period, it is likely that it would take a minimum of 15 years to achieve as the SD 100 cars are 10 years old; the minimum replacement age is 25 years.

### Summary of Costs – 10-Year Period Totals

MTS Contracted Services	\$204,921,498	
SDTC Transit Services	127,142,500	
Trolley Infrastructure	157,511,923	
Rail Vehicles (Scenarios 1-5):	125,600,000	- 535,400,000
TOTAL	\$615,175,921	- \$1,024,975,921

Minimum Cost Per Year: \$61.5 million

### REVENUE

Two primary sources of capital revenue are federal dollars generated from the Section 5307 formula program as well as the Section 5309 Rail Modernization Program.

As this entire financial review is stated in FY 2006 dollars, we have projected only expected growth in these two programs. Over the next ten years, we project receiving \$275,400,247.

### SHORTFALLS

Balancing bus and rail infrastructure needs combined with Scenario 1 (Status Quo), rail vehicle purchase, and rehabilitation, our shortfall is estimated to be approximately \$340 million in FY 2006 dollars or approximately \$34 million per year. The following lists the dollar shortfall for each of the five scenarios.

Scenario 1:	(\$340,000,000)	\$34.0 million/year
Scenario 2:	(\$384,000,000)	\$38.4 million/year
Scenario 3:	(\$475,000,000)	\$47.5 million/year
Scenario 4:	(\$480,000,000)	\$48.0 million/year
Scenario 5:	(\$750,000,000)	\$75.0 million/year – Over 15 years: \$50 million/year

### POTENTIAL FUNDING SOLUTIONS


1. Reduce service to generate dollars for capital.
2. Seek extended commitment (after FY 2008) for Congestion Mitigation and Air Quality (CMAQ) funds (at least \$15 million per year: available region-wide total: \$60 million a year).



3. Designate a portion of the \$350 million in TransNet II for Orange and Blue Line low-floor cars and signal and station improvements as Early Action Items.
4. Aggressively seek federal earmarks.
5. Seek potential Proposition 42 or other state funding.

#### CONCLUSION

Under the status quo option, the MTS system will require approximately \$30 million to \$35 million additional capital dollars per year for the next ten years to maintain its infrastructure.



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Paul C. Jablonski  
Chief Executive Officer

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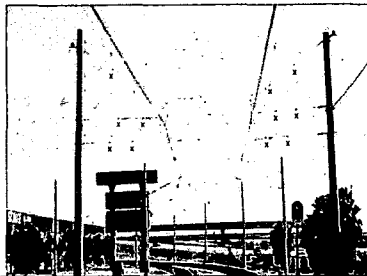
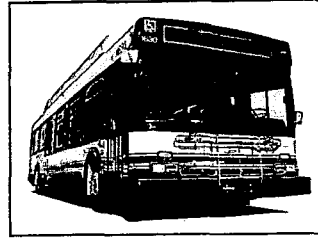
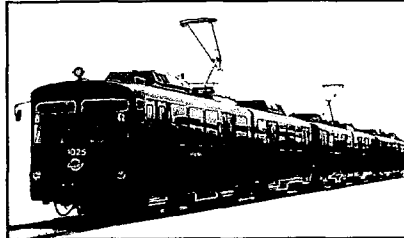
Attachment: A. Capital Financial Analysis

Capital Funding Projections																						
FUNDING	TOTAL FY07 - FY16		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16										
Federal 5307/5309	\$	565,018,439	\$	50,908,617	\$	53,373,407	\$	54,828,880	\$	55,596,485	\$	56,374,835	\$	57,164,083	\$	57,964,380	\$	58,775,882	\$	59,598,744	\$	60,433,126
Preventative Maintenance		(290,000,000)		(29,000,000)		(29,000,000)		(29,000,000)		(29,000,000)		(29,000,000)		(29,000,000)		(29,000,000)		(29,000,000)		(29,000,000)		(29,000,000)
Debt Service Obligations		(11,469,350)		(3,828,000)		(7,641,350)		-		-		-		-		-		-		-		-
Federal TSA Funding		4,516,640		1,916,640		-		650,000		-		650,000		-		650,000		-		650,000		-
Non Recurring Funding		5,090,034		5,090,034		-		-		-		-		-		-		-		-		-
Project Funding Reallocation		2,264,484		2,264,484		-		-		-		-		-		-		-		-		-
Subtotal Capital Funding	\$	275,420,247	\$	27,351,774	\$	16,732,057	\$	26,478,880	\$	26,596,485	\$	28,024,835	\$	28,164,083	\$	29,614,380	\$	29,775,882	\$	31,248,744	\$	31,433,126
Federal CMAQ Funding																						
TransNet 2 Bonding																						
Grand Total Capital Funding	\$	275,420,247	\$	27,351,774	\$	16,732,057	\$	26,478,880	\$	26,596,485	\$	28,024,835	\$	28,164,083	\$	29,614,380	\$	29,775,882	\$	31,248,744	\$	31,433,126

Capital Needs Projections																						
CATEGORY	TOTAL FY07 - FY16		FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	FY16										
San Diego Trolley, Inc.																						
Light Rail Vehicle Equipment	\$	20,339,927	\$	3,359,976	\$	2,759,976	\$	2,759,976	\$	2,540,008	\$	2,540,008	\$	2,540,008	\$	360,000	\$	360,000	\$	360,000	\$	360,000
Non-Revenue Vehicles		2,910,000		280,000		330,000		280,000		330,000		280,000		330,000		280,000		330,000		280,000		190,000
Non-Revenue Equipment		23,466,000		30,000		508,000		7,916,500		4,311,500		287,000		218,500		672,000		251,000		7,710,000		
Wayside Signal Equipment		7,046,920		216,000		722,240		749,240		849,240		849,240		849,240		831,240		818,740		312,500		
Overhead Catenary System		19,980,000		2,060,000		3,405,000		4,055,000		4,055,000		3,905,000		500,000		500,000		500,000		500,000		500,000
Traction Power Substations		10,694,500		731,500		1,390,000		2,871,000		1,586,000		1,586,000		636,000		636,000		786,000		236,000		236,000
Rail and Trackway Improvements		34,238,600		-		1,616,200		6,807,600		5,966,400		5,966,400		3,531,400		3,081,400		2,756,400		2,506,400		2,006,400
Track Drainage		2,000,000		-		-		-		250,000		-		1,500,000		-		-		250,000		-
Facilities and Buildings		2,160,000		650,000		220,000		500,000		150,000		225,000		-		190,000		-		150,000		75,000
Communications Equipment		5,905,976		949,992		560,000		564,000		555,000		560,000		974,992		555,000		555,000		575,000		56,992
Stations (Shelters and Structures)		10,150,000		300,000		2,600,000		2,150,000		1,850,000		1,850,000		750,000		200,000		450,000		-		-
Signal / Track Enhancements		14,000,000		10,000,000		4,000,000		-		-		-		-		-		-		-		-
Bus Shelters		3,120,000		405,000		405,000		395,000		395,000		395,000		375,000		375,000		375,000		-		-
Asphalt and Concrete Repairs		1,500,000		187,500		187,500		187,500		187,500		187,500		187,500		187,500		187,500		-		-
Total San Diego Trolley, Inc.	\$	157,511,923	\$	19,169,968	\$	18,703,916	\$	29,235,816	\$	20,495,616	\$	22,655,648	\$	12,461,140	\$	9,612,648	\$	7,803,140	\$	5,927,140	\$	11,446,892
San Diego Transit Corporation																						
Heavy-Duty Mid-Size Buses	\$	114,988,000	\$	100,000	\$	11,435,000	\$	11,376,000	\$	9,400,000	\$	9,780,000	\$	10,180,000	\$	10,580,000	\$	11,300,000	\$	16,557,000	\$	24,280,000
Security		2,254,500		2,051,000		58,500		145,000		-		-		-		-		-		-		-
Facility Expansion and Remodeling		6,100,800		3,656,300		483,000		335,000		1,086,500		540,000		-		-		-		-		-
Non-Revenue Vehicles		250,000		122,000		-		62,000		-		-		-		66,000		-		-		-
Non-Revenue Equipment		116,400		43,200		49,100		6,500		17,600		-		-		-		-		-		-
IT Equipment		290,900		151,800		32,300		33,800		35,600		37,400		-		-		-		-		-
Miscellaneous Capital		3,142,000		250,000		262,000		275,000		289,000		304,000		319,000		335,000		352,000		369,000		387,000
Total San Diego Transit Corporation	\$	127,142,600	\$	6,374,300	\$	12,319,900	\$	12,233,300	\$	10,828,700	\$	10,661,400	\$	10,499,000	\$	10,981,000	\$	11,652,000	\$	16,926,000	\$	24,667,000
MTS Contracted Bus Operations																						
Heavy Duty Buses	\$	77,786,500	\$	50,000	\$	40,657,500	\$	-	\$	-	\$	-	\$	12,216,000	\$	24,863,000	\$	-	\$	-	\$	-
Mid-Size Buses		11,140,000		2,400,000		3,140,000		-		5,600,000		-		-		-		-		-		-
Small Buses (Minibus/Paratransit)		28,005,000		4,200,000		2,800,000		685,000		2,420,000		500,000		500,000		7,100,000		7,000,000		2,800,000		-
Chula Vista Transit Heavy Duty Buses		14,625,000		-		1,700,000		-		-		-		7,635,000		5,290,000		-		-		-
National City Transit Heavy Duty Buses		8,464,000		-		-		-		-		-		-		8,464,000		-		-		-
Non-Revenue Vehicles		1,227,998		276,333		111,333		36,333		226,333		-		-		157,500		193,833		226,333		-
Non-Revenue Equipment		8,116,000		1,350,000		2,345,000		655,000		525,000		465,000		485,000		506,000		627,000		568,000		590,000
Revenue Equipment		9,150,000		1,150,000		-		-		-		8,000,000		-		-		-		-		-
Security		4,185,000		4,185,000		-		-		-		-		-		-		-		-		-
South Bay Maintenance Facility		14,980,000		4,340,000		4,175,000		3,080,000		2,025,000		380,000		25,000		130,000		325,000		175,000		325,000
East County Bus Maintenance Facility		13,280,000		4,000,000		4,000,000		3,000,000		2,000,000		-		230,000		-		-		-		50,000
Multimodal Building 3		217,000		81,000		16,000		120,000		-		-		-		-		-		-		-
Communications Equipment		1,445,000		-		150,000		460,000		-		-		-		685,000		150,000		-		-
Regional Transit Centers & System Improvements		6,800,000		515,000		580,000		665,000		675,000		710,000		715,000		720,000		735,000		740,000		745,000
Bus Transit Centers Development		5,500,000		100,000		2,100,000		1,800,000		1,500,000		-		-		-		-		-		-
Total MTS Contracted Bus Operations	\$	204,921,498	\$	22,647,333	\$	61,774,833	\$	10,501,333	\$	14,971,333	\$	10,055,000	\$	21,806,000	\$	47,915,500	\$	9,030,833	\$	4,509,333	\$	1,710,000
Subtotal System Needs	\$	489,576,021	\$	48,191,601	\$	92,798,649	\$	51,970,449	\$	46,295,649	\$	43,372,048	\$	44,766,140	\$	68,509,148	\$	28,485,973	\$	27,362,473	\$	37,823,892
Funding Deficit	\$	(214,155,774)	\$	(20,839,827)	\$	(76,066,592)	\$	(25,491,569)	\$	(19,699,164)	\$	(15,347,212)	\$	(16,602,057)	\$	(38,894,767)	\$	1,289,909	\$	3,886,271	\$	(6,390,766)

SDTI Rehabilitation / Purchase Options																						
Scenario 1 - Status Quo		125,600,000		16,400,000		33,600,000		33,600,000		14,400,000		14,400,000		13,200,000		-		-		-		-
Funding Deficit Including Scenario 1	\$	(339,755,774)	\$	(37,239,827)	\$	(109,666,592)	\$	(59,091,569)	\$	(34,099,164)	\$	(29,747,212)	\$	(29,802,057)	\$	(38,894,767)	\$	1,289,909	\$	3,886,271	\$	(6,390,766)
Scenario 2 - Expanded Green Line		170,000,000		22,400,000		40,000,000		40,000,000		40,000,000		14,400,000		13,200,000		-		-		-		-
Funding Deficit Including Scenario 2	\$	(384,155,774)	\$	(43,239,827)	\$	(116,066,592)	\$	(65,491,569)	\$	(59,699,164)	\$	(29,747,212)	\$	(29,802,057)	\$	(38,894,767)	\$	1,289,909	\$	3,886,271	\$	(6,390,766)
Scenario 3 - Low Floor Capacity System Wide		261,000,000		49,300,000		74,900,000		42,400,000		42,400,000		42,400,000		9,600,000		-		-		-		-
Funding Deficit Including Scenario 3	\$	(475,155,774)	\$	(70,139,827)	\$	(150,966,592)	\$	(67,891,569)	\$	(62,099,164)	\$	(57,747,212)	\$	(26,202,057)	\$	(38,894,767)	\$	1,289,909	\$	3,886,271	\$	(6,390,766)
Scenario 4 - Green and Orange Line 100% Low Floor		266,000,000		31,200,000		61,600,000		45,200,000		32,000,000		32,000,000		32,000,000		32,000,000		-		-		-
Funding Deficit Including Scenario 4	\$	(480,155,774)	\$	(52,039,827)	\$	(137,666,592)	\$	(70,691,569)	\$	(51,699,164)	\$	(47,347,212)	\$	(48,602,057)	\$	(70,894,767)	\$	1,289,909	\$	3,886,271	\$	(6,390,766)
Scenario 5 - Low Floor 100% System Wide		535,400,000		32,500,000		86,900,000		54,400,000		54,400,000		54,400,000		54,400,000		54,400,000		54,400,000		54,400,000		35,200,000
Funding Deficit Including Scenario 5	\$	(749,555,774)	\$	(53,339,827)	\$	(162,966,592)	\$	(79,891,569)	\$	(74,099,164)	\$	(69,747,212)	\$	(71,002,057)	\$	(93,294,767)	\$	(53,110,091)	\$	(50,513,729)	\$	(41,590,766)

## MTS Capital Needs FY 2007 – FY 2016



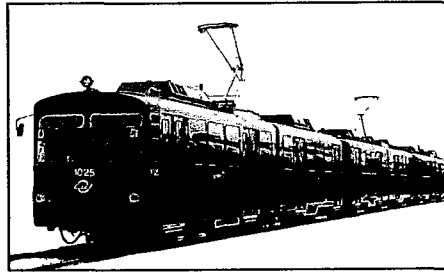
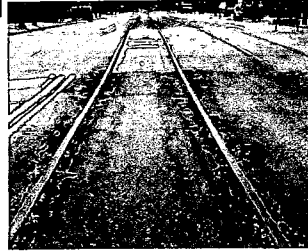
## Capital Improvement Program FY06/FY07

(in million \$)

	FY 2006	FY 2007
Total Available Funding	\$ 22	\$ 27
Total Needs	73	94
Total Unfunded Needs	\$ (51)	\$ (67)

## Infrastructure

- U-2 Vehicles now 25 years old
- 5-year Paratransit Vehicles now 8 years old
- Bus Purchase Needs: 50/year
- Actual Bus Purchases: 50 in 3 years
- Pavement Deterioration
- Station Roofs Showing Corrosion

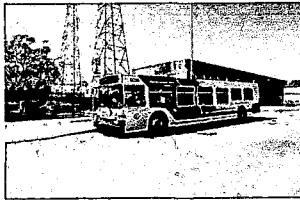


## Additional Funding Needs

- Minimal Needs: Approx \$34M New Dollars per Year
- For Low Floor System: Approx \$47M - \$48M New Dollars per Year

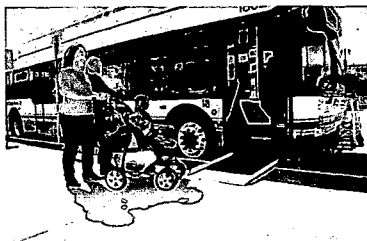
## MTS Contracted Bus Operations, Chula Vista Transit, National City Transit Capital Needs

- Total Contracted Bus Capital Needs - \$205M.
- Over 400 Full, Mid Sized, Paratransit Vehicles - \$140M
- South Bay/East County Operating Facilities - \$29M
- Transit Center Rehab/Development - \$12M
- Fare Collection Equipment - \$10M
- Other - \$14M



## SDTC Bus Operations Capital Needs

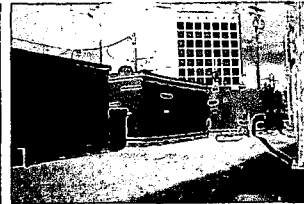
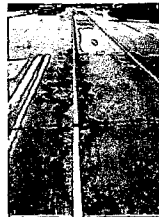
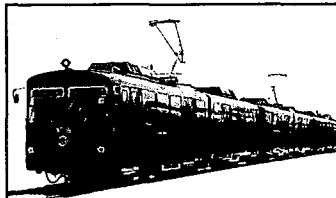
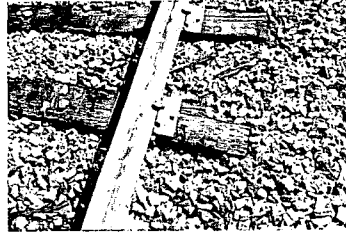
- Total SDTC Bus Operations Capital Needs - \$127M
- Heavy Duty Mid-Size Vehicles - \$115M
- Facility Rehabilitation - \$6M
- Shop Equipment - \$3M
- Security - \$2M
- Other - \$1M



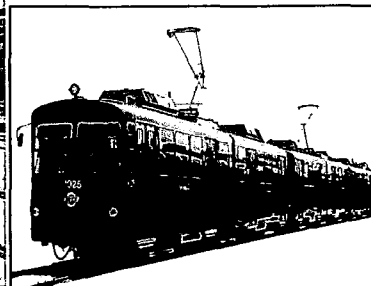
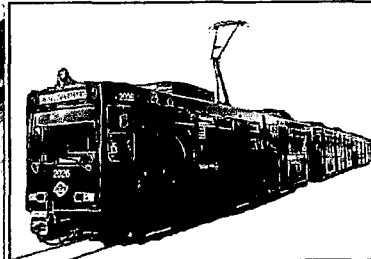
## SDTI Rail Operations Capital Needs

- Total SDTI Rail Operations Capital Needs - \$158M

- Rail and Trackway Improvements - \$34M
- Equipment - \$23M
- Vehicle Major Components - \$20M
- Catenary - \$20M
- Signal / Track Enhancements - \$14M
- Traction Power Substations - \$11M
- Station Rehabilitation - \$10M
- Signals - \$7M
- Communication Equipment - \$6M
- Drainage Improvements - \$2M
- Other - \$10M

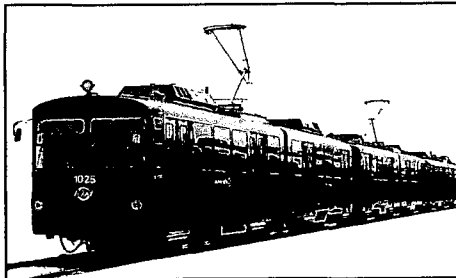


## Light Rail Vehicles - Scenarios



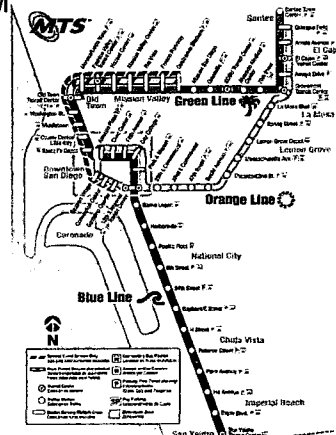
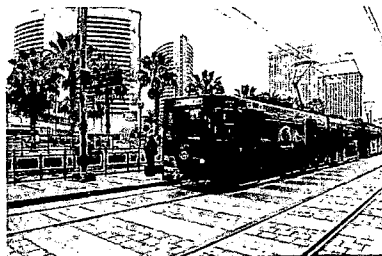
## LRV Scenario 1 – Status Quo

- 10 Year Funding Requirements - \$125.6M
- 71 U-2 Vehicles Rehabilitated - \$85.2M
- 12 New S70 Vehicles - \$38.4M
- 10 Leased Vehicles - \$2.0M
- 146 Vehicles Total



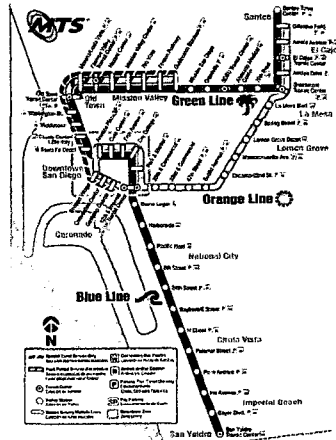
## LRV Scenario 2 – Expanded Green Line

- 10 Year Funding Requirements - \$170.0M
- 71 U-2 Vehicles Rehabilitated - \$85.2M
- 24 New S70 Vehicles - \$76.8M
- Modify Stations South of Old Town - \$6.0M
- 10 Leased Vehicles - \$2.0M
- 158 Vehicles Total



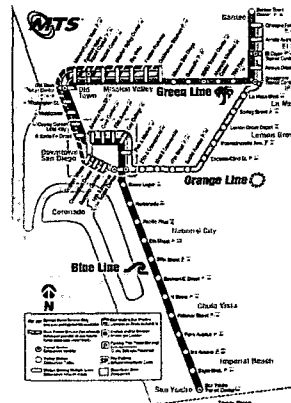
## LRV Scenario 3 – Low Floor Capacity System Wide

- 10 Year Funding Requirements - \$261.0M
- 35 New S70 Vehicles - \$112.0M
- 60 U-2 Vehicles Rehabilitated - \$84.0M
- Modify All Stations System-Wide - \$65.0M
- 158 Vehicles Total



## LRV Scenario 4 – Green / Orange Line 100% Low Floor

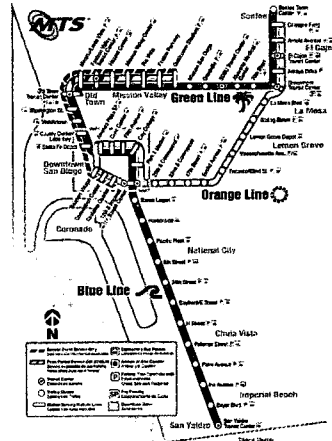
- 10 Year Funding Requirements - \$266.0M
- 60 New S70 Vehicles - \$192.0M
- 32 U-2 Vehicles Rehabilitated - \$42.0M
- 23 Stations Modified - \$32.0M





## LRV Scenario 5 – 100% System-Wide Low Floor

- 10 Year Funding Requirements - \$535.0M
- 147 New S70 Vehicles - \$470.4M
- All Stations Modified - \$65.0M
- 15 – 20 Years



## Capital Funding Available

- Federal 5307 / 5309:
  - Annual Federal Funding - \$27M - \$31M
  - Ten Year Total - \$275M

## Capital Needs Summary

(in million \$)

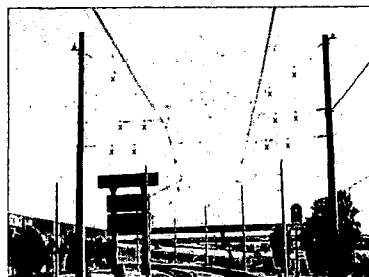
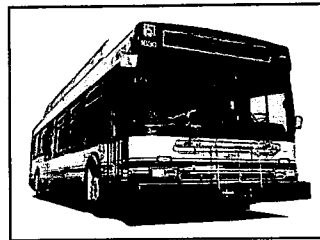
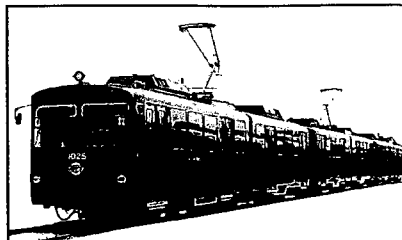
Scenarios

	1	2	3	4	5
MTS Contracted Bus Ops	204.9	204.9	204.9	204.9	204.9
SDTC Bus Operations	127.1	127.1	127.1	127.1	127.1
SDTI Infrastructure	157.5	157.5	157.5	157.5	157.5
Total Unfunded Needs	489.6	489.6	489.6	489.6	489.6
Light Rail Vehicles	125.6	170.0	261.0	266.0	535.4
Total Capital Needs	615.2	659.6	750.6	755.6	1,025.0
Less Revenue	275.4	275.4	275.4	275.4	275.4
Total Needed	(339.8)	(384.2)	(475.2)	(480.2)	(749.6)

## Funding Options

- Reduce Service
  - \$29M toward Preventative Maintenance
- CMAQ/STP
  - \$60M Regionally
- TransNet II
  - \$350M Blue/Orange Line
- Federal Earmarks
- State Funding

# MTS Capital Needs FY 2007 – FY 2016





1255 Imperial Avenue, Suite 1000  
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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.

FIN 310.1 (PC 50601)

November 10, 2005

### SUBJECT:

SDTC: PENSION INVESTMENT PERFORMANCE FOR THIRD QUARTER 2005

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact


None at this time.

### DISCUSSION:

This report summarizes the investment performance of San Diego Transit Corporation's (SDTC's) pension plan through the third quarter ending September 30, 2005.

SDTC's pension plan has outperformed the required rates of return through September 30, 2005. These positive impacts include both the Pension Plan returns and the investments of the pension obligation bonds. The overall performance of SDTC's pension plan since inception has outperformed the actuarial long-term goal of 8% at 11.38%. The performance of the pension obligation bond investment has exceeded the required rate of return of 5% at 13.07%.

Bruno Gramaldi from R.V. Kuhns & Associates, Inc. will be present the report in detail, the plan performance, and each manager's performance.



Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Cliff Telfer, 619-557-4532, [Cliff.Telfer@sdmts.com](mailto:Cliff.Telfer@sdmts.com)

NOV10-05.45.PENSION3RDQTR.LMARINESI



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

**San Diego Transit Corporation**

**Pension Plan Performance  
Through Third Quarter 2005**

Prepared by:

Bruno G. Grimaldi  
Andrew W. Lui

**R.V. Kuhns & Associates, Inc.**  
2 Penn Plaza, Suite 1500  
New York, NY 10121  
Tel: (212) 292-5635  
Fax: (212) 292-5643

**San Diego Transit Corporation Pension Plan**  
**As of September 30, 2005**

The San Diego Transit Corporation Pension Plan's expected rates of returns are:

- **Actuarial rate of assumption: 8%**
  - Since inception, the Pension Plan has *outperformed* the required rate of return
- **Pension Obligation Bond (P.O.B.) rate: 5%**
  - Since the inception of the P.O.B., the Pension Plan has *outperformed* the required rate of return

**San Diego Transit Corporation  
Comparative Performance  
As of September 30, 2005**

	<b>1 Quarter</b>	<b>2 Quarters Ending Sep-2005</b>	<b>3 Quarters Ending Sep-2005</b>	<b>1 Year</b>	<b>3 Years</b>	<b>5 Years</b>	<b>Since Inception</b>	<b>Inception Date</b>
<b>Westwood Large Cap</b>	7.24	10.40	13.45	22.36	19.50	5.49	12.74	1986-07-01
<b>Russell 1000 Value Index</b>	3.88	5.62	5.71	16.68	20.48	5.75	12.19	
Difference	3.36	4.78	7.74	5.68	-0.98	-0.26	0.55	
<b>TCW Investment Management</b>	5.24	9.33	-1.02	10.09	23.54	N/A	4.85	2002-01-01
<b>Russell 1000 Growth Index</b>	4.01	6.58	2.23	11.60	14.75	-8.64	0.45	
Difference	1.23	2.75	-3.25	-1.51	8.79	N/A	4.40	
<b>Kayne Anderson</b>	3.28	3.49	-1.22	11.67	12.20	N/A	3.20	2001-12-01
<b>Custom Hybrid Index</b>	3.56	8.24	4.83	19.75	24.38	7.66	12.43	
Difference	-0.28	-4.75	-6.05	-8.08	-12.18	N/A	-9.23	
<b>Vanguard Explorer Fund (Admiral)</b>	5.58	9.73	6.42	21.80	N/A	N/A	21.80	2004-10-01
<b>Russell 2500 Growth Index</b>	6.29	10.07	5.31	21.02	24.11	-2.07	21.02	
Difference	-0.71	-0.34	1.11	0.78	N/A	N/A	0.78	
<b>Cohen &amp; Steers REIT Fund</b>	4.15	20.23	N/A	N/A	N/A	N/A	18.56	2005-03-01
<b>DJW REIT Index</b>	4.09	19.85	11.21	29.01	26.56	19.69	18.21	
Difference	0.06	0.38	N/A	N/A	N/A	N/A	0.35	
<b>Brandes Investment Partners</b>	9.42	10.42	7.36	22.96	26.39	N/A	12.41	2001-12-01
<b>MSCI World Index - Gross</b>	7.09	7.74	6.66	19.52	21.00	0.73	7.75	
Difference	2.33	2.68	0.70	3.44	5.39	N/A	4.66	
<b>Nicholas Applegate</b>	8.72	11.68	11.36	24.66	16.93	N/A	6.34	2001-12-01
<b>MSCI World Index - Gross</b>	7.09	7.74	6.66	19.52	21.00	0.73	7.75	
Difference	1.63	3.94	4.70	5.14	-4.07	N/A	-1.41	

Returns for periods greater than one year are annualized.

Returns are expressed as percentages.

Custom Hybrid Index = Russell 2500 through Jun-2005 linked to Russell 2500 Value from Jul-2005 onwards.

**RVKuhns**

► ► ► & ASSOCIATES, INC.

**San Diego Transit Corporation  
Comparative Performance  
As of September 30, 2005**

	1 Quarter	2 Quarters Ending Sep-2005	3 Quarters Ending Sep-2005	1 Year	3 Years	5 Years	Since Inception	Inception Date
<b>JP Morgan Core Bond Trust</b>	-0.54	2.69	2.31	3.30	N/A	N/A	3.28	2003-06-01
<b>LB Aggregate Bond Index</b>	-0.68	2.31	1.83	2.80	3.96	6.63	2.62	
Difference	0.14	0.38	0.48	0.50	N/A	N/A	0.66	
<b>PIMCO Total Return Fund (Inst'l)</b>	-0.41	2.81	2.43	3.95	N/A	N/A	3.85	2003-05-01
<b>LB Aggregate Bond Index</b>	-0.68	2.31	1.83	2.80	3.96	6.63	3.31	
Difference	0.27	0.50	0.60	1.15	N/A	N/A	0.54	
<b>Loomis Sayles Global Bond Fund</b>	-0.31	-0.68	-2.78	3.99	12.29	12.13	8.54	1998-05-01
<b>Citigroup World Government Bond Index</b>	-1.12	-2.54	-5.05	3.02	8.04	8.24	6.18	
Difference	0.81	1.86	2.27	0.97	4.25	3.89	2.36	
<b>San Diego Transit Total Fund</b>	3.57	7.11	4.88	13.07	14.18	4.04	11.38	1982-10-01
<b>Policy Index</b>	2.62	5.55	4.03	11.72	13.86	3.70	11.54	
Difference	0.95	1.56	0.85	1.35	0.32	0.34	-0.16	
<b>San Diego Transit Total Fund (POB)</b>	3.57	7.11	4.88	13.07	N/A	N/A	13.07	2004-10-01
<b>Policy Index (POB)</b>	2.62	5.55	4.03	11.72	N/A	N/A	11.72	
Difference	0.95	1.56	0.85	1.35	N/A	N/A	1.35	

Returns for periods greater than one year are annualized.  
Returns are expressed as percentages.



**San Diego Transit Corporation Pension Plan  
As of September 30, 2005**

**Total Pension Plan:**

- The Pension Plan has *outperformed* its customized benchmark for all time periods measured

**Large Cap Managers:**

- Westwood has *outperformed* its style benchmark since inception
- TCW has *outperformed* its style benchmark since inception

**SMid Cap Managers:**

- Kayne Anderson has significantly *underperformed* its style benchmark since inception
- Vanguard Explorer has *outperformed* its style benchmark since inception

**Real Estate Manager:**

- Cohen & Steers has *outperformed* its style benchmark since inception

**San Diego Transit Corporation Pension Plan  
As of September 30, 2005**

**International Equity Managers:**

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- Nicholas Applegate has *underperformed* its benchmark since inception

**Domestic Fixed Income Managers:**

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**Global Fixed Income Managers:**

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**San Diego Transit Corporation Pension Plan  
As of September 30, 2005**

The Trustees have two managers currently on “watch status” due to poor performance:

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# **San Diego Transit Corporation**

## **Pension Plan Performance Through Third Quarter 2005**

Prepared by

Bruno G. Grimaldi  
Andrew W. Lui

**R.V. Kuhns & Associates, Inc.**

2 Penn Plaza, Suite 1500

New York, NY 10121

Tel: (212) 292-5635

Fax: (212) 292-5643

AI 45, 11/10/05, FIN 310.1

## San Diego Transit Corporation Pension Plan As of September 30, 2005

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**San Diego Transit Corporation  
Comparative Performance  
As of September 30, 2005**

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Difference	-0.28	-4.75	-6.05	-8.08	-12.18	N/A	-9.23	
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Difference	-0.71	-0.34	1.11	0.78	N/A	N/A	0.78	
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<b>MSCI World Index - Gross</b>	7.09	7.74	6.66	19.52	21.00	0.73	7.75	
Difference	2.33	2.68	0.70	3.44	5.39	N/A	4.66	
<b>Nicholas Applegate</b>	8.72	11.68	11.36	24.66	16.93	N/A	6.34	2001-12-01
<b>MSCI World Index - Gross</b>	7.09	7.74	6.66	19.52	21.00	0.73	7.75	
Difference	1.63	3.94	4.70	5.14	-4.07	N/A	-1.41	

Returns for periods greater than one year are annualized.

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Custom Hybrid Index = Russell 2500 through Jun-2005 linked to Russell 2500 Value from Jul-2005 onwards.

**San Diego Transit Corporation  
Comparative Performance  
As of September 30, 2005**

	1 Quarter	2 Quarters Ending Sep-2005	3 Quarters Ending Sep-2005	1 Year	3 Years	5 Years	Since Inception	Inception Date
<b>JP Morgan Core Bond Trust</b>	<b>-0.54</b>	<b>2.69</b>	<b>2.31</b>	<b>3.30</b>	<b>N/A</b>	<b>N/A</b>	<b>3.28</b>	<b>2003-06-01</b>
<b>LB Aggregate Bond Index</b>	<b>-0.68</b>	<b>2.31</b>	<b>1.83</b>	<b>2.80</b>	<b>3.96</b>	<b>6.63</b>	<b>2.62</b>	
Difference	0.14	0.38	0.48	0.50	N/A	N/A	0.66	
<b>PIMCO Total Return Fund (Inst'l)</b>	<b>-0.41</b>	<b>2.81</b>	<b>2.43</b>	<b>3.95</b>	<b>N/A</b>	<b>N/A</b>	<b>3.85</b>	<b>2003-05-01</b>
<b>LB Aggregate Bond Index</b>	<b>-0.68</b>	<b>2.31</b>	<b>1.83</b>	<b>2.80</b>	<b>3.96</b>	<b>6.63</b>	<b>3.31</b>	
Difference	0.27	0.50	0.60	1.15	N/A	N/A	0.54	
<b>Loomis Sayles Global Bond Fund</b>	<b>-0.31</b>	<b>-0.68</b>	<b>-2.78</b>	<b>3.99</b>	<b>12.29</b>	<b>12.13</b>	<b>8.54</b>	<b>1998-05-01</b>
<b>Citigroup World Government Bond Index</b>	<b>-1.12</b>	<b>-2.54</b>	<b>-5.05</b>	<b>3.02</b>	<b>8.04</b>	<b>8.24</b>	<b>6.18</b>	
Difference	0.81	1.86	2.27	0.97	4.25	3.89	2.36	
<b>San Diego Transit Total Fund</b>	<b>3.57</b>	<b>7.11</b>	<b>4.88</b>	<b>13.07</b>	<b>14.18</b>	<b>4.04</b>	<b>11.38</b>	<b>1982-10-01</b>
<b>Policy Index</b>	<b>2.62</b>	<b>5.55</b>	<b>4.03</b>	<b>11.72</b>	<b>13.86</b>	<b>3.70</b>	<b>11.54</b>	
Difference	0.95	1.56	0.85	1.35	0.32	0.34	-0.16	
<b>San Diego Transit Total Fund (POB)</b>	<b>3.57</b>	<b>7.11</b>	<b>4.88</b>	<b>13.07</b>	<b>N/A</b>	<b>N/A</b>	<b>13.07</b>	<b>2004-10-01</b>
<b>Policy Index (POB)</b>	<b>2.62</b>	<b>5.55</b>	<b>4.03</b>	<b>11.72</b>	<b>N/A</b>	<b>N/A</b>	<b>11.72</b>	
Difference	0.95	1.56	0.85	1.35	N/A	N/A	1.35	

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## San Diego Transit Corporation Pension Plan As of September 30, 2005

### **Total Pension Plan:**

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## San Diego Transit Corporation Pension Plan

### As of September 30, 2005

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## **San Diego Transit Corporation Pension Plan As of September 30, 2005**

The Trustees have two managers currently on “watch status” due to poor performance:

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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 50601)

November 10, 2005

### Subject:

MTS: OPERATIONS BUDGET STATUS REPORT FOR SEPTEMBER 2005

### RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operations Budget Status Report for September fiscal year 2006.

#### Budget Impact

None at this time.

### DISCUSSION:

This report summarizes MTS operating results for September 2005. Attachment A-1 summarizes top-level operating expenditures and includes other expenditures compared to budget for September 2005. Attachment A-2 details the September 2005 combined operations results, and Attachments A-3 to A-10 present budget comparisons for each MTS operation. Attachment A-11 details budget comparisons for MTS Administration and A-12 provides September 2005 results for MTS other activities (Taxicab/San Diego and Arizona Eastern (SD&AE) Railway Company/debt service).

### MTS NET OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, September 2005 produced an unfavorable net-operating subsidy of \$350,000 (-3.0%). The MTS operating divisions produced a \$432,000 unfavorable net-operating subsidy variance while the administrative area had an \$82,000 positive net-operating subsidy variance.



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.

Year-to-date through September 2005, the MTS net-operating subsidy favorable variance totaled \$153,000 (0.4%). Operations produced a \$3,000 unfavorable variance, and the administrative area contributed a \$156,000 positive variance.

## MTS OPERATIONS

### Revenues

Fare Revenue – September 2005. Attachment A-2 provides a summary of combined operating results. Combined fare revenue for September 2005 was \$6,234,000 compared to the budget of \$6,332,000, representing a \$98,000 (-1.5%) unfavorable variance. Internal bus operations produced a positive variance of \$175,000 (10.3%). Compared to the budget, rail operations had a \$194,000 (-7.4%) unfavorable variance. Contract services/fixed-route had a \$129,000 (-8.4%) unfavorable variance. All other year-to-date bus-related operations were \$51,000 over budget (11.2%).

Total passengers for the month ending September 2005 totaled 7,386,087 for all MTS operations compared to budgeted ridership total of 6,897,995, representing a 488,092 (7.1%) favorable variance in ridership. The average fare for the month totaled \$.844 while the budgeted average fare was \$.911.

Fare Revenue – Year-to-Date September 2005. Combined fare revenue for September 2005 year-to-date was \$18,681,000 compared to the year-to-date budget of \$18,536,000, representing a \$144,000 (0.8%) favorable year-to-date variance. From a year-to-date perspective, internal bus operations produced a positive variance of \$458,000 (8.9%). Compared to the budget, rail operations and contract services/fixed-route had a year-to-date unfavorable variance of \$265,000 (-3.3%) and \$83,000 (-2.0%), respectively. All other year-to-date bus-related operations were \$34,000 over budget (2.6%).

Passengers for the first three months of the 2006 fiscal year totaled 21,495,073 for all MTS operations compared to year-to-date budgeted ridership totaling 20,743,250, representing a 751,823 (3.6%) favorable variance in ridership. The average fare for the year-to-date totaled \$.869 while the budgeted average fare was projected at \$.895.

Other Revenue. Other revenues for September 2005 were \$123,000 compared to the budget of \$91,000, representing a \$33,000 (36.3%) favorable variance.

Year-to-date other revenues through September 2005 were \$378,000 compared to the year-to-date budget of \$287,000, representing a \$92,000 (32.1%) favorable variance. This primarily represents higher-than-expected advertising demand within bus and rail operations.

### Expenses

Personnel Costs. Total personnel-related costs for September 2005 were \$7,017,000 compared to the budget of \$7,117,000, resulting in a \$98,000 (1.4%) favorable variance. Year-to-date personnel-related costs totaled \$21,414,000 compared to a year-to-date budgetary figure of \$21,686,000, producing a favorable variance of \$272,000 (1.3%).

Outside Services and Purchased Transportation. Total outside services expenses totaled \$5,325,000 compared to a budgetary figure of \$5,272,000, resulting in an unfavorable expense variance of \$52,000 (-1.0%). Engine/transmission rebuild (\$9,000; 9.9%), other outside services (\$63,000; 23.4%), and purchased transportation (\$21,000; 0.5%) all contributed positive variances, while security (\$2,000; -0.3%) and repair/maintenance services (\$144,000; -49.6%) offset these favorable variances for the month of September 2005. Rail operations contributed \$143,000 of the total repair/maintenance variance primarily due to the finalization of a two-year intensive interior-cleaning project and more-than-expected cleaning for special events. In addition, vandalism repairs were over budget by \$93,000 due to graffiti removal on newly painted light rail vehicles.

Total outside services for the first three months of the fiscal year totaled \$16,130,000 compared to a budget of \$16,220,000, resulting in a year-to-date positive variance of \$90,000 (0.6%). Total security-related expenses, system wide, were over budget for the year by approximately \$204,000. This is primarily due to an increased level in security services after the London bombings and the Homeland Security level changing from yellow to orange in July 2005.

Materials and Supplies. Total combined materials and supplies costs were \$665,000 for September 2005 compared to the budget of \$658,000, resulting in an unfavorable expense variance of \$7,000 (-1.1%). Year-to-date materials and supplies expenses totaled \$2,032,000 compared to a budgetary figure of \$1,924,000, resulting in an unfavorable expense variance of \$108,000 (-5.6%).

Energy – September 2005. Total September 2005 costs were \$2,307,000 compared to the budget of \$1,798,000, resulting in an unfavorable variance of \$509,000 (-28.3%). This unfavorable variance of is the result of higher-than-expected diesel fuel costs of \$657,000 versus a budget of \$486,000 (\$171,000; -35.1%), compressed natural gas (CNG) fuel costs of \$713,000 compared to a budget of \$562,000 (\$150,000; -26.7%), and electricity costs primarily within rail operations totaling \$937,000 versus a budget of \$749,000 (\$188,000; -25.0%). September 2005 diesel prices averaged \$2.457 per gallon compared to the annual budgetary rate of \$1.80 per gallon. July 2005 CNG prices averaged \$1.292 per gallon compared to the annual budgetary rate of \$1.06 per gallon.

Energy – Year-to-Date September 2005. Total year-to-date energy costs were \$6,378,000 compared to the budget of \$5,703,000, resulting in a year-to-date unfavorable variance of \$675,000 (-11.8%). Year-to-date diesel fuel expenses were over budget by \$293,000 (-18.9). CNG fuel costs were over budget by \$149,000 (-7.9%), and electricity costs primarily within rail operations were over budget by \$233,000 (-10.3%). Year-to-date diesel prices averaged \$2.189 per gallon compared to the annual budgetary rate of \$1.800 per gallon. Year-to-date CNG prices averaged \$1.163 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Risk Management. Risk management costs were \$368,000 for September 2005 compared to a \$401,000 budgetary figure, resulting in a favorable variance of \$33,000 (8.2%). Year-to-date expenses for risk management were \$83,000 (7.4%) under budget.

General and Administrative. General and administrative costs were \$30,000 (53.6%) under budget totaling \$25,000 for September 2005 compared to a budget of \$56,000. Year-to-date general and administrative costs were \$44,000 (28.0%) under budget totaling \$113,000 through September 2005 compared to a year-to-date budget of \$157,000.


Other Expenditures. Attachments A-11 and A-12 summarize total nonoperating other expenditures. Total September 2005 expenses totaled \$2,856,000 compared to a budget of \$2,933,000, resulting in a positive variance of \$77,000. Total year-to-date expenses totaled \$8,920,000 compared to a year-to-date budget of \$9,087,000, resulting in a positive variance of \$167,000 through September 2005.

#### MONTH-END SUMMARY

The total unfavorable net-operating subsidy variance of \$350,000 for the month of September 2005 was produced by a couple of main factors. Total energy costs were \$509,000 over budget for the month of September. Diesel and CNG prices continued to rise well above the budgeted amount of \$1.80 per gallon during the month. Electricity usage is also much higher than we projected in the Mission Valley East stations (and a conservative estimate was calculated at budget time). We will continue to monitor this issue, and rail operations are looking into alternatives into decorative-lighting reduction during the early-morning hours. Repair and maintenance expenses had a combined unfavorable variance of \$144,000. Rail operations contributed \$143,000 of the total, which is primarily due to the finalization of a two-year intensive interior cleaning project and more-than-expected cleaning for special events. In addition, vandalism repairs were over budget by \$93,000 due to the removal of graffiti on the newly painted light rail vehicles. These unfavorable variances were partially offset by favorable variances within personnel costs, risk management, and general expenses.

#### YEAR-TO-DATE SUMMARY

The September 2005 year-to-date net operating subsidy totaled a favorable variance of \$153,000 (0.4%) primarily due to operating revenues higher than projected coupled with lower personnel expenses, other outside services, purchased transportation, and risk management. These favorable variances were partially offset by higher-than-expected security, energy, materials costs, and maintenance/repair services.



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Paul C. Jablonski  
Chief Executive Officer

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NOV10-05.46.BUDGETSEPT05.LMARINESI

Attachment: A. Comparison to Budget

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

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

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	3,827	4,135	308	7.4%
Rail Operations	2,169	1,659	(510)	-30.7%
Contracted Bus Operations - Fixed Route	2,118	1,760	(359)	-20.4%
Contracted Bus Operations - Para Transit	819	843	24	2.8%
Other Operators	424	529	105	19.8%
Total MTS Net Operating Subsidy	9,357	8,926	(432)	-4.8%
Other Expenditures				
MTS Administration	980	1,038	58	5.6%
Other Activities	1,816	1,840	24	1.3%
Grand Total Expenditures	12,153	11,804	(350)	-3.0%

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	11,611	12,168	558	4.6%
Rail Operations	5,764	5,018	(746)	-14.9%
Contracted Bus Operations - Fixed Route	6,676	6,471	(205)	-3.2%
Contracted Bus Operations - Para Transit	2,405	2,507	102	4.1%
Other Operators	1,613	1,902	288	15.1%
Total MTS Net Operating Subsidy	28,069	28,066	(3)	0.0%
Other Expenditures				
MTS Administration	3,289	3,401	112	3.3%
Other Activities	5,448	5,492	44	0.8%
Grand Total Expenditures	36,806	36,959	153	0.4%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CONSOLIDATED**  
**OPERATIONS**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 6,234	\$ 6,332	\$ (98)	-1.5%
Other Revenue	124	91	33	36.3%
<b>Total Operating Revenue</b>	<b>\$ 6,358</b>	<b>\$ 6,423</b>	<b>\$ (65)</b>	<b>-1.0%</b>
Subsidy	\$ 10,349	\$ 10,349	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 10,349</b>	<b>\$ 10,349</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 16,707</b>	<b>\$ 16,772</b>	<b>\$ (65)</b>	<b>-0.4%</b>
Personnel	\$ 7,017	\$ 7,117	\$ 98	1.4%
Services	1,278	1,204	(73)	-6.1%
Purchased Transportation	4,047	4,068	21	0.5%
Materials and Supplies	665	658	(7)	-1.1%
Energy	2,307	1,798	(509)	-28.3%
Risk Management	368	401	33	8.2%
General and Administrative	25	56	30	53.6%
Debt Service	-	-	-	-
Vehicle/Facility Lease	9	49	39	79.6%
<b>Total Costs</b>	<b>\$ 15,716</b>	<b>\$ 15,350</b>	<b>\$ (366)</b>	<b>-2.4%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 991</b>	<b>\$ 1,422</b>	<b>\$ (431)</b>	<b>-30.3%</b>
<b>Net Operating Subsidy</b>	<b>\$ (9,358)</b>	<b>\$ (8,927)</b>	<b>\$ (431)</b>	<b>-4.8%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 18,681	\$ 18,536	\$ 144	0.8%
Other Revenue	378	287	92	32.1%
<b>Total Operating Revenue</b>	<b>\$ 19,059</b>	<b>\$ 18,823</b>	<b>\$ 236</b>	<b>1.3%</b>
Subsidy	\$ 36,692	\$ 36,692	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 36,692</b>	<b>\$ 36,692</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 55,751</b>	<b>\$ 55,515</b>	<b>\$ 236</b>	<b>0.4%</b>
Personnel	\$ 21,414	\$ 21,686	\$ 272	1.3%
Services	3,654	3,580	(74)	-2.1%
Purchased Transportation	12,476	12,640	164	1.3%
Materials	2,032	1,924	(108)	-5.6%
Energy	6,378	5,703	(675)	-11.8%
Risk Management	1,036	1,119	83	7.4%
General and Administrative	113	157	44	28.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	25	80	54	67.5%
<b>Total Costs</b>	<b>\$ 47,128</b>	<b>\$ 46,889</b>	<b>\$ (239)</b>	<b>-0.5%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 8,623</b>	<b>\$ 8,626</b>	<b>\$ (3)</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (28,069)</b>	<b>\$ (28,066)</b>	<b>\$ (3)</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**INTERNAL BUS OPERATIONS**  
**(SAN DIEGO TRANSIT CORPORATION)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
**(in \$000's)**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,872	\$ 1,698	\$ 175	10.3%
Other Revenue	71	66	4	6.1%
<b>Total Operating Revenue</b>	<b>\$ 1,943</b>	<b>\$ 1,764</b>	<b>\$ 179</b>	<b>10.1%</b>
Subsidy	\$ 4,649	\$ 4,649	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 4,649</b>	<b>\$ 4,649</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 6,592</b>	<b>\$ 6,413</b>	<b>\$ 179</b>	<b>2.8%</b>
Personnel	\$ 4,535	\$ 4,524	\$ (10)	-0.2%
Services	166	219	53	24.2%
Purchased Transportation	-	-	-	-
Materials and Supplies	301	359	58	16.2%
Energy	595	583	(12)	-2.1%
Risk Management	161	187	26	13.9%
General and Administrative	10	19	10	52.6%
Debt Service	-	-	-	-
Vehicle/Facility Lease	3	8	5	62.5%
<b>Total Costs</b>	<b>\$ 5,770</b>	<b>\$ 5,900</b>	<b>\$ 129</b>	<b>2.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 821</b>	<b>\$ 513</b>	<b>\$ 308</b>	<b>60.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (3,827)</b>	<b>\$ (4,135)</b>	<b>\$ 308</b>	<b>7.4%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,605	\$ 5,146	\$ 458	8.9%
Other Revenue	279	212	68	32.1%
<b>Total Operating Revenue</b>	<b>\$ 5,884</b>	<b>\$ 5,358</b>	<b>\$ 526</b>	<b>9.8%</b>
Subsidy	\$ 15,789	\$ 15,789	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 15,789</b>	<b>\$ 15,789</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 21,673</b>	<b>\$ 21,147</b>	<b>\$ 526</b>	<b>2.5%</b>
Personnel	\$ 13,748	\$ 13,586	\$ (160)	-1.2%
Services	356	570	214	37.5%
Purchased Transportation	-	-	-	-
Materials	1,053	1,044	(9)	-0.9%
Energy	1,854	1,744	(110)	-6.3%
Risk Management	445	511	66	12.9%
General and Administrative	30	47	17	36.2%
Debt Service	-	-	-	-
Vehicle/Facility Lease	8	23	14	60.9%
<b>Total Costs</b>	<b>\$ 17,495</b>	<b>\$ 17,527</b>	<b>\$ 31</b>	<b>0.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 4,178</b>	<b>\$ 3,620</b>	<b>\$ 558</b>	<b>15.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (11,611)</b>	<b>\$ (12,168)</b>	<b>\$ 558</b>	<b>4.6%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**RAIL OPERATIONS**  
**(SAN DIEGO TROLLEY, INC.)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
**(in \$000's)**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,445	\$ 2,638	\$ (194)	-7.4%
Other Revenue	53	25	29	116.0%
<b>Total Operating Revenue</b>	<b>\$ 2,498</b>	<b>\$ 2,663</b>	<b>\$ (165)</b>	<b>-6.2%</b>
Subsidy	\$ 1,942	\$ 1,942	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 1,942</b>	<b>\$ 1,942</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 4,440</b>	<b>\$ 4,605</b>	<b>\$ (165)</b>	<b>-3.6%</b>
Personnel	\$ 2,257	\$ 2,360	\$ 103	4.4%
Services	932	778	(154)	-19.8%
Purchased Transportation	-	-	-	-
Materials and Supplies	359	283	(76)	-26.9%
Energy	918	701	(217)	-31.0%
Risk Management	181	174	(7)	-4.0%
General and Administrative	13	18	6	33.3%
Debt Service	-	-	-	-
Vehicle/Facility Lease	7	7	-	0.0%
<b>Total Costs</b>	<b>\$ 4,667</b>	<b>\$ 4,322</b>	<b>\$ (344)</b>	<b>-8.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (227)</b>	<b>\$ 283</b>	<b>\$ (510)</b>	<b>-180.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (2,169)</b>	<b>\$ (1,659)</b>	<b>\$ (510)</b>	<b>-30.7%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 7,699	\$ 7,963	\$ (265)	-3.3%
Other Revenue	98	75	24	32.0%
<b>Total Operating Revenue</b>	<b>\$ 7,797</b>	<b>\$ 8,038</b>	<b>\$ (241)</b>	<b>-3.0%</b>
Subsidy	\$ 6,136	\$ 6,136	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 6,136</b>	<b>\$ 6,136</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 13,933</b>	<b>\$ 14,174</b>	<b>\$ (241)</b>	<b>-1.7%</b>
Personnel	\$ 6,901	\$ 7,239	\$ 338	4.7%
Services	2,688	2,282	(405)	-17.7%
Purchased Transportation	-	-	-	-
Materials	960	832	(128)	-15.4%
Energy	2,409	2,124	(285)	-13.4%
Risk Management	515	493	(22)	-4.5%
General and Administrative	72	65	(7)	-10.8%
Debt Service	-	-	-	-
Vehicle/Facility Lease	17	21	4	19.0%
<b>Total Costs</b>	<b>\$ 13,561</b>	<b>\$ 13,056</b>	<b>\$ (506)</b>	<b>-3.9%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 372</b>	<b>\$ 1,118</b>	<b>\$ (746)</b>	<b>-66.7%</b>
<b>Net Operating Subsidy</b>	<b>\$ (5,764)</b>	<b>\$ (5,018)</b>	<b>\$ (746)</b>	<b>-14.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CONTRACT SERVICES**  
**FIXED ROUTE**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
**(in \$000's)**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,410	\$ 1,539	\$ (129)	-8.4%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 1,410</b>	<b>\$ 1,539</b>	<b>\$ (129)</b>	<b>-8.4%</b>
Subsidy	\$ 2,289	\$ 2,289	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 2,289</b>	<b>\$ 2,289</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 3,699</b>	<b>\$ 3,828</b>	<b>\$ (129)</b>	<b>-3.4%</b>
Personnel	\$ 23	\$ 33	\$ 10	30.3%
Services	109	91	(20)	-22.0%
Purchased Transportation	2,835	2,843	9	0.3%
Materials and Supplies	-	2	2	-
Energy	561	319	(241)	-75.5%
Risk Management	-	-	-	-
General and Administrative	1	1	-	0.0%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	10	10	-
<b>Total Costs</b>	<b>\$ 3,528</b>	<b>\$ 3,298</b>	<b>\$ (230)</b>	<b>-7.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 171</b>	<b>\$ 529</b>	<b>\$ (359)</b>	<b>-67.9%</b>
<b>Net Operating Subsidy</b>	<b>\$ (2,118)</b>	<b>\$ (1,760)</b>	<b>\$ (359)</b>	<b>-20.4%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 4,033	\$ 4,116	\$ (83)	-2.0%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 4,033</b>	<b>\$ 4,116</b>	<b>\$ (83)</b>	<b>-2.0%</b>
Subsidy	\$ 8,979	\$ 8,979	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 8,979</b>	<b>\$ 8,979</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 13,012</b>	<b>\$ 13,095</b>	<b>\$ (83)</b>	<b>-0.6%</b>
Personnel	\$ 68	\$ 98	\$ 31	31.6%
Services	228	251	23	9.2%
Purchased Transportation	8,919	8,983	64	0.7%
Materials	-	5	5	-
Energy	1,493	1,237	(256)	-20.7%
Risk Management	-	-	-	-
General and Administrative	1	3	1	33.3%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	10	10	-
<b>Total Costs</b>	<b>\$ 10,709</b>	<b>\$ 10,587</b>	<b>\$ (122)</b>	<b>-1.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 2,304</b>	<b>\$ 2,508</b>	<b>\$ (205)</b>	<b>-8.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (6,676)</b>	<b>\$ (6,471)</b>	<b>\$ (205)</b>	<b>-3.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CONTRACT SERVICES**  
**PARA TRANSIT**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
**(in \$000's)**

	MONTH			%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
Fare Revenue	\$ 148	\$ 122	\$ 25	20.5%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 148</b>	<b>\$ 122</b>	<b>\$ 25</b>	<b>20.5%</b>
Subsidy	\$ 904	\$ 904	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 904</b>	<b>\$ 904</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 1,052</b>	<b>\$ 1,026</b>	<b>\$ 25</b>	<b>2.4%</b>
Personnel	\$ 22	\$ 23	\$ 2	8.7%
Services	30	43	13	30.2%
Purchased Transportation	781	778	(3)	-0.4%
Materials and Supplies	-	-	-	-
Energy	134	88	(46)	-52.3%
Risk Management	-	8	8	-
General and Administrative	-	1	1	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	24	24	-
<b>Total Costs</b>	<b>\$ 967</b>	<b>\$ 965</b>	<b>\$ (2)</b>	<b>-0.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 85</b>	<b>\$ 61</b>	<b>\$ 24</b>	<b>39.3%</b>
<b>Net Operating Subsidy</b>	<b>\$ (819)</b>	<b>\$ (843)</b>	<b>\$ 24</b>	<b>2.8%</b>

	YEAR TO DATE			%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
Fare Revenue	\$ 375	\$ 366	\$ 8	2.2%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 375</b>	<b>\$ 366</b>	<b>\$ 8</b>	<b>2.2%</b>
Subsidy	\$ 3,184	\$ 3,184	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 3,184</b>	<b>\$ 3,184</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 3,559</b>	<b>\$ 3,551</b>	<b>\$ 8</b>	<b>0.2%</b>
Personnel	\$ 39	\$ 69	\$ 30	43.5%
Services	113	127	14	11.0%
Purchased Transportation	2,284	2,357	73	3.1%
Materials	-	-	-	-
Energy	343	268	(76)	-28.4%
Risk Management	-	24	24	-
General and Administrative	-	2	1	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	26	26	-
<b>Total Costs</b>	<b>\$ 2,780</b>	<b>\$ 2,873</b>	<b>\$ 93</b>	<b>3.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 779</b>	<b>\$ 678</b>	<b>\$ 102</b>	<b>15.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (2,405)</b>	<b>\$ (2,507)</b>	<b>\$ 102</b>	<b>4.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CHULA VISTA TRANSIT - CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 244	\$ 227	\$ 17	7.5%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 244</b>	<b>\$ 227</b>	<b>\$ 17</b>	<b>7.5%</b>
Subsidy	\$ 404	\$ 404	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 404</b>	<b>\$ 404</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 648</b>	<b>\$ 631</b>	<b>\$ 17</b>	<b>2.7%</b>
Personnel	\$ 69	\$ 63	\$ (7)	-11.1%
Services	12	32	19	59.4%
Purchased Transportation	421	436	15	3.4%
Materials and Supplies	-	-	-	-
Energy	71	79	8	10.1%
Risk Management	-	-	-	-
General and Administrative	-	3	2	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 574</b>	<b>\$ 612</b>	<b>\$ 38</b>	<b>6.2%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 74</b>	<b>\$ 19</b>	<b>\$ 55</b>	<b>289.5%</b>
<b>Net Operating Subsidy</b>	<b>\$ (330)</b>	<b>\$ (385)</b>	<b>\$ 55</b>	<b>14.3%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 635	\$ 620	\$ 16	2.6%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 635</b>	<b>\$ 620</b>	<b>\$ 16</b>	<b>2.6%</b>
Subsidy	\$ 1,616	\$ 1,616	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 1,616</b>	<b>\$ 1,616</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 2,251</b>	<b>\$ 2,236</b>	<b>\$ 16</b>	<b>0.7%</b>
Personnel	\$ 149	\$ 180	\$ 31	17.2%
Services	30	74	45	60.8%
Purchased Transportation	1,240	1,266	26	2.1%
Materials	-	-	-	-
Energy	195	246	51	20.7%
Risk Management	-	-	-	-
General and Administrative	2	7	5	71.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 1,616</b>	<b>\$ 1,773</b>	<b>\$ 158</b>	<b>8.9%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 636</b>	<b>\$ 462</b>	<b>\$ 173</b>	<b>37.4%</b>
<b>Net Operating Subsidy</b>	<b>\$ (980)</b>	<b>\$ (1,154)</b>	<b>\$ 173</b>	<b>15.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**NATIONAL CITY TRANSIT**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
(in \$000's)

	MONTH			%
	ACTUAL	BUDGET	VARIANCE	
Fare Revenue	\$ 116	\$ 108	\$ 8	7.4%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 116</b>	<b>\$ 108</b>	<b>\$ 8</b>	<b>7.4%</b>
Subsidy	\$ 150	\$ 150	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 150</b>	<b>\$ 150</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 266</b>	<b>\$ 258</b>	<b>\$ 8</b>	<b>3.1%</b>
Personnel	\$ 111	\$ 112	\$ 1	0.9%
Services	26	42	16	38.1%
Purchased Transportation	-	-	-	-
Materials and Supplies	5	14	10	71.4%
Energy	30	28	(1)	-3.6%
Risk Management	25	31	6	19.4%
General and Administrative	2	14	12	85.7%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 199</b>	<b>\$ 242</b>	<b>\$ 43</b>	<b>17.8%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 67</b>	<b>\$ 17</b>	<b>\$ 50</b>	<b>294.1%</b>
<b>Net Operating Subsidy</b>	<b>\$ (83)</b>	<b>\$ (133)</b>	<b>\$ 50</b>	<b>37.6%</b>

	YEAR TO DATE			%
	ACTUAL	BUDGET	VARIANCE	
Fare Revenue	\$ 335	\$ 325	\$ 9	2.8%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 335</b>	<b>\$ 325</b>	<b>\$ 9</b>	<b>2.8%</b>
Subsidy	\$ 599	\$ 599	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 599</b>	<b>\$ 599</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 934</b>	<b>\$ 924</b>	<b>\$ 9</b>	<b>1.0%</b>
Personnel	\$ 321	\$ 324	\$ 3	0.9%
Services	84	120	36	30.0%
Purchased Transportation	-	-	-	-
Materials	19	43	24	55.8%
Energy	83	85	1	1.2%
Risk Management	75	90	15	16.7%
General and Administrative	7	33	27	81.8%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 589</b>	<b>\$ 695</b>	<b>\$ 106</b>	<b>15.3%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 344</b>	<b>\$ 229</b>	<b>\$ 115</b>	<b>50.2%</b>
<b>Net Operating Subsidy</b>	<b>\$ (255)</b>	<b>\$ (370)</b>	<b>\$ 115</b>	<b>31.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CORONADO FERRY**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
**(in \$000's)**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ 11	\$ 11	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 11</b>	<b>\$ 11</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 11</b>	<b>\$ 11</b>	<b>\$ -</b>	<b>0.0%</b>
Personnel	\$ -	\$ -	\$ -	-
Services	-	-	-	-
Purchased Transportation	11	11	-	0.0%
Materials and Supplies	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
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>
<b>Net Operating Subsidy</b>	<b>\$ (11)</b>	<b>\$ (11)</b>	<b>\$ -</b>	<b>0.0%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ 45	\$ 45	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 45</b>	<b>\$ 45</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 45</b>	<b>\$ 45</b>	<b>\$ -</b>	<b>0.0%</b>
Personnel	\$ -	\$ -	\$ -	-
Services	-	-	-	-
Purchased Transportation	34	34	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 34</b>	<b>\$ 34</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 11</b>	<b>\$ 11</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Net Operating Subsidy</b>	<b>\$ (34)</b>	<b>\$ (34)</b>	<b>\$ -</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**ADMINISTRATION PASS THRU**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
(in \$000's)

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ -	\$ -	\$ -	-
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel	\$ -	\$ -	\$ -	-
Services	-	-	-	-
Purchased Transportation	-	-	-	-
Materials and Supplies	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Net Operating Subsidy</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ 344	\$ 344	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 344</b>	<b>\$ 344</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 344</b>	<b>\$ 344</b>	<b>\$ -</b>	<b>0.0%</b>
Personnel	\$ 189	\$ 189	\$ -	0.0%
Services	156	156	-	0.0%
Purchased Transportation	-	-	-	-
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 344</b>	<b>\$ 344</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Net Operating Subsidy</b>	<b>\$ (344)</b>	<b>\$ (344)</b>	<b>\$ -</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**ADMINISTRATION**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2006**  
**SEPTEMBER 30, 2005**  
**(in \$000's)**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Subsidy	\$ 514	\$ 514	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 514</b>	<b>\$ 514</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 514</b>	<b>\$ 514</b>	<b>\$ -</b>	<b>0.0%</b>
Personnel	\$ 603	\$ 643	\$ 41	6.4%
Services	237	229	(8)	-3.5%
Purchased Transportation	-	-	-	-
Materials and Supplies	1	4	3	75.0%
Energy	17	24	7	29.2%
Risk Management	38	50	12	24.0%
General and Administrative	85	87	3	3.4%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 980</b>	<b>\$ 1,038</b>	<b>\$ 58</b>	<b>5.6%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (467)</b>	<b>\$ (524)</b>	<b>\$ 58</b>	<b>11.1%</b>
<b>Net Operating Subsidy</b>	<b>\$ (980)</b>	<b>\$ (1,038)</b>	<b>\$ 58</b>	<b>5.6%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	24	(24)	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ 24</b>	<b>\$ (24)</b>	<b>-</b>
Subsidy	\$ 1,755	\$ 1,755	\$ -	0.0%
Other Non Operating Income	-	-	-	-
<b>Total Non Operating Revenue</b>	<b>\$ 1,755</b>	<b>\$ 1,755</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 1,755</b>	<b>\$ 1,779</b>	<b>\$ (24)</b>	<b>-1.3%</b>
Personnel	\$ 1,713	\$ 1,820	\$ 107	5.9%
Services	494	487	(7)	-1.4%
Purchased Transportation	-	-	-	-
Materials	1	12	11	91.7%
Energy	29	39	10	25.6%
Risk Management	120	135	15	11.1%
General and Administrative	931	932	1	0.1%
Debt Service	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 3,289</b>	<b>\$ 3,425</b>	<b>\$ 136</b>	<b>4.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ (1,534)</b>	<b>\$ (1,646)</b>	<b>\$ 112</b>	<b>6.8%</b>
<b>Net Operating Subsidy</b>	<b>\$ (3,289)</b>	<b>\$ (3,401)</b>	<b>\$ 112</b>	<b>3.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**OTHER ACTIVITIES  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2006  
SEPTEMBER 30, 2005  
(in \$000's)**

	MONTH			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	60	55	5	9.1%
<b>Total Operating Revenue</b>	<b>\$ 60</b>	<b>\$ 55</b>	<b>\$ 5</b>	<b>9.1%</b>
Subsidy	\$ 2,471	\$ 2,471	\$ -	0.0%
Other Non Operating Income	858	858	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 3,329</b>	<b>\$ 3,329</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 3,389</b>	<b>\$ 3,384</b>	<b>\$ 5</b>	<b>0.1%</b>
Personnel	\$ (118)	\$ (105)	\$ 13	-12.4%
Services	6	11	6	54.5%
Purchased Transportation	-	-	-	-
Materials and Supplies	1	-	(1)	100.0%
Energy	1	1	-	0.0%
Risk Management	8	7	-	0.0%
General and Administrative	1	2	1	50.0%
Debt Service	1,979	1,979	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 1,876</b>	<b>\$ 1,895</b>	<b>\$ 19</b>	<b>1.0%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 1,513</b>	<b>\$ 1,489</b>	<b>\$ 24</b>	<b>-1.6%</b>
<b>Net Operating Subsidy</b>	<b>\$ (1,816)</b>	<b>\$ (1,840)</b>	<b>\$ 24</b>	<b>1.3%</b>

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	183	170	13	7.6%
<b>Total Operating Revenue</b>	<b>\$ 183</b>	<b>\$ 170</b>	<b>\$ 13</b>	<b>7.6%</b>
Subsidy	\$ 3,051	\$ 3,051	\$ -	0.0%
Other Non Operating Income	2,575	2,575	-	0.0%
<b>Total Non Operating Revenue</b>	<b>\$ 5,626</b>	<b>\$ 5,626</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Revenue</b>	<b>\$ 5,809</b>	<b>\$ 5,796</b>	<b>\$ 13</b>	<b>0.2%</b>
Personnel	\$ (357)	\$ (346)	\$ 11	-3.2%
Services	21	34	13	38.2%
Purchased Transportation	-	-	-	-
Materials	1	-	(1)	100.0%
Energy	3	4	1	25.0%
Risk Management	23	22	-	0.0%
General and Administrative	(842)	(835)	8	-1.0%
Debt Service	6,782	6,782	-	0.0%
Vehicle/Facility Lease	-	-	-	-
<b>Total Costs</b>	<b>\$ 5,631</b>	<b>\$ 5,662</b>	<b>\$ 31</b>	<b>0.5%</b>
<b>Total Revenue Less Total Costs</b>	<b>\$ 178</b>	<b>\$ 134</b>	<b>\$ 44</b>	<b>-32.8%</b>
<b>Net Operating Subsidy</b>	<b>\$ (5,448)</b>	<b>\$ (5,492)</b>	<b>\$ 44</b>	<b>0.8%</b>

# Metropolitan Transit System FY 2006 - September 2005 Financial Review

MTS Board of Directors Meeting  
November 10, 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	(432)	(3)
General Fund	82	156
Total Combined Net Operating Subsidy Variance	<u>(350)</u>	<u>153</u>



<b>SAN DIEGO METROPOLITAN TRANSIT SYSTEM</b> <b>COMBINED MTS TRANSIT OPERATORS</b> <b>COMPARISON TO AMENDED BUDGET - FY 2006</b> <b>YEAR TO DATE, SEPTEMBER 30, 2005</b> <b>(in \$000's)</b>				
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$18,681	\$18,536	\$144	0.8%
Other Revenue	378	287	92	32.1%
<b>Total Operating Revenue</b>	<b>19,059</b>	<b>18,823</b>	<b>236</b>	<b>1.3%</b>
Wages/Fringes	21,414	21,686	272	1.3%
Purchased Transportation	12,476	12,640	164	1.3%
Energy	6,378	5,703	(675)	-11.8%
Other Expenses	6,860	6,860	(1)	0.0%
<b>Total Costs</b>	<b>47,128</b>	<b>46,889</b>	<b>(239)</b>	<b>-0.5%</b>
<b>Net Operating Subsidy</b>	<b>(\$28,069)</b>	<b>(\$28,066)</b>	<b>(\$3)</b>	<b>0.0%</b>








<b>Net Operating Subsidy Variance Summary</b> <b>September 2005</b>	
	Year to Date Variance
• Personnel Expenses	\$ 272
• Combined Operating Revenue	236
• Other Outside Services	190
• Purchased Transportation	164
• Combined Energy Expenses	(675)
• SDTI Security	(204)
• All Other Net Operations	14
<b>Overall net operating subsidy favorable variance</b>	<b>\$ (3)</b>



SAN DIEGO METROPOLITAN TRANSIT SYSTEM			
Fiscal Year 2006			
Energy Impact on Operations			
Average annual cost per \$0.01 increase in price			
Diesel		CNG	
27,919		66,763	
Annual budgetary impact (increased cost) at annual average prices			
Diesel		CNG	
Average Annual Price	Annual Budgetary Impact	Average Annual Price	Annual Budgetary Impact
1.800	-	1.060	-
1.950	418,785	1.090	200,289
2.100	837,570	1.120	400,578
2.189	1,086,049	1.163	687,659
2.250	1,256,355	1.180	801,156
2.400	1,675,140	1.220	1,068,208
2.550	2,093,925	1.250	1,268,497
2.700	2,512,710	1.280	1,468,786

\*\* Budget rates for Diesel and CNG are \$1.80 and \$1.06 respectively





# Metropolitan Transit System FY 2006 - September 2005 Financial Review

MTS Board of Directors Meeting  
November 10, 2005





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

## Agenda

Item No. 47

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

OPS 920.1, 960.5,  
970.5 (PC 50451)

November 10, 2005

### Subject:

MTS: AUGUST AND SEPTEMBER MONTHLY PERFORMANCE INDICATORS

### RECOMMENDATION:

That the 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 August and September 2005, months two and three of FY 2006. For the month of August, there were 23 operational weekdays and 8 weekend days of service, while September had 21 weekdays and 9 weekend days of service. For Labor Day, September 5, a holiday service schedule was operated.

#### Service Statistics

The following are the relevant service statistics for August and September 2005, categorized by performance indicator. Charts based on the statistics are provided in Attachments A through D. Both months will be presented in separate paragraphs where appropriate for ease of review.

- Service Effectiveness

- In August, the MTS system carried 6,613,440 passengers with 3,644,915 traveling on MTS buses and 2,968,525 passengers traveling on MTS rail. MTS rail carried 193.14 passengers per revenue hour, while MTS bus system carried 23.08 passengers per revenue hour.



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- In September, The MTS system carried 6,913,362 passengers with 3,766,574 traveling on MTS buses and 3,146,788 passengers traveling on MTS rail. MTS rail carried 210.37 passengers per revenue hour, while MTS bus carried 25.93 passengers per revenue hour.

- Service Reliability

- On-time Performance. Data for the MTS system could not be calculated due to the absence of data for MTS bus. This information will be reported in the next monthly report. MTS rail reported 97.3% of its trips on time in August, and 96.5% of its trips on time in September.
- Mean Distance Between Failures (MDBF). MTS bus was 12,908 miles overall for the month of August. There were no major failures on MTS rail; the MDBF was 749,720 car miles.
- MTS bus was 12,483 miles overall for the month of September. There were no major failures on MTS rail; the MDBF was 726,555 car miles.

- Quality of Service

- MTS bus had 2.90 total collisions per 100,000 miles in the month of August. MTS rail had no collisions.  
  
MTS bus had 2.59 total collisions per 100,000 miles. MTS rail had 3 collisions with a rate of 0.41 collisions per 100,000 miles.
- Non-Americans with Disabilities (ADA) customer complaints reported 11.14 complaints per 100,000 passengers in August. There were 21 ADA complaints, which represented 0.07% of total ADA ridership.  
  
Non-ADA customer complaints reported 11.69 complaints per 100,000 passengers in September. There were also 21 ADA complaints, which represented 0.07% of total ADA ridership.



Paul G. Jablonski  
Chief Executive Officer

Key Staff Contact: Anika Smart, 619.595.4901, [anika.smart@sdmts.com](mailto:anika.smart@sdmts.com)

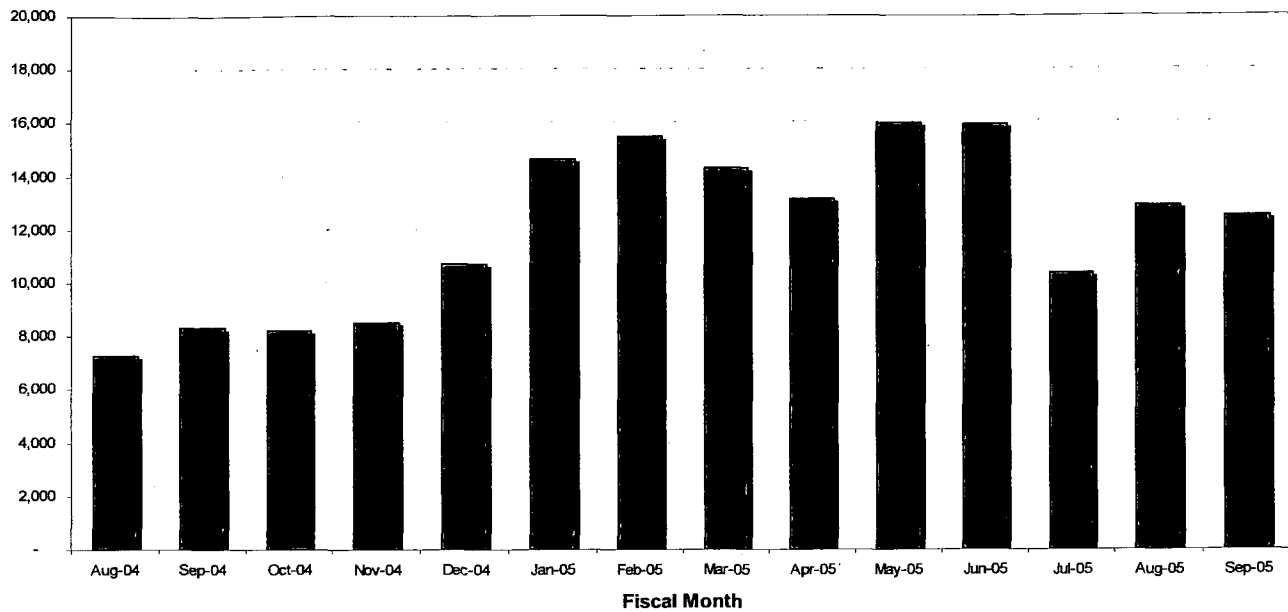
NOV10-05.47.MONTHLYPERF.ASMART

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)

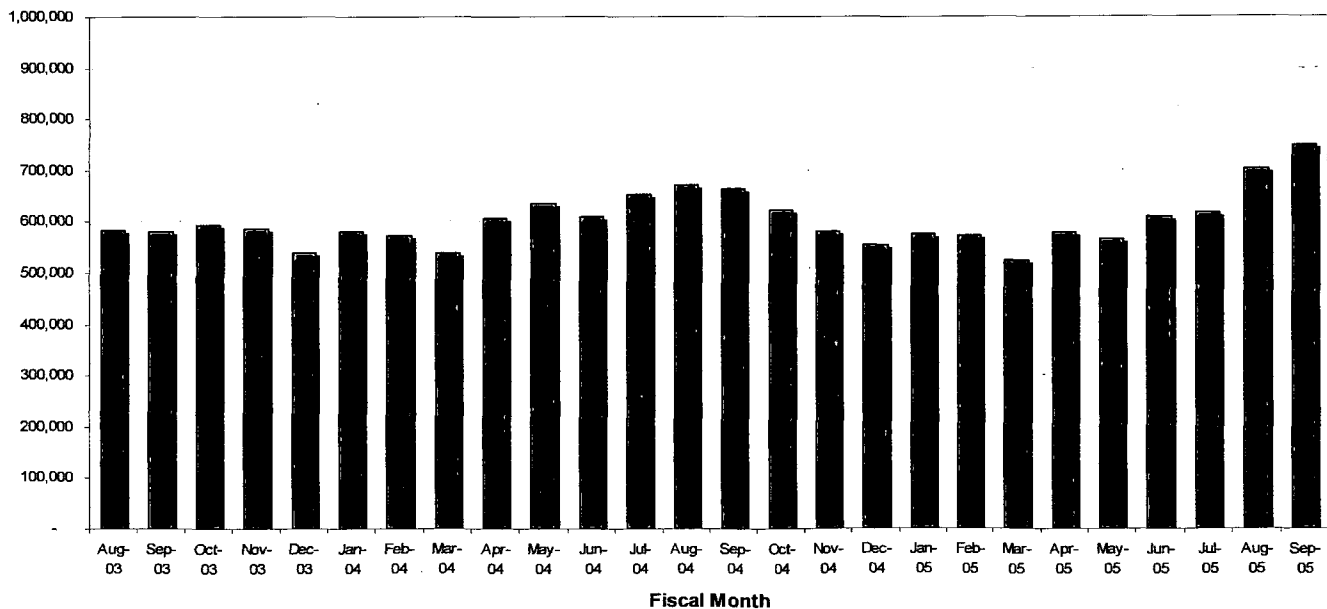
# MEAN DISTANCE BETWEEN MECHANICAL FAILURES

Att. A, AI 47, 11/10/05,  
OPS 920.1, 960.5, 970.5

**Bus Mean Distance Between Failures  
FY 2004 to Present**



**Rail Mean Distance Between Failures  
FY 2004 to Present**

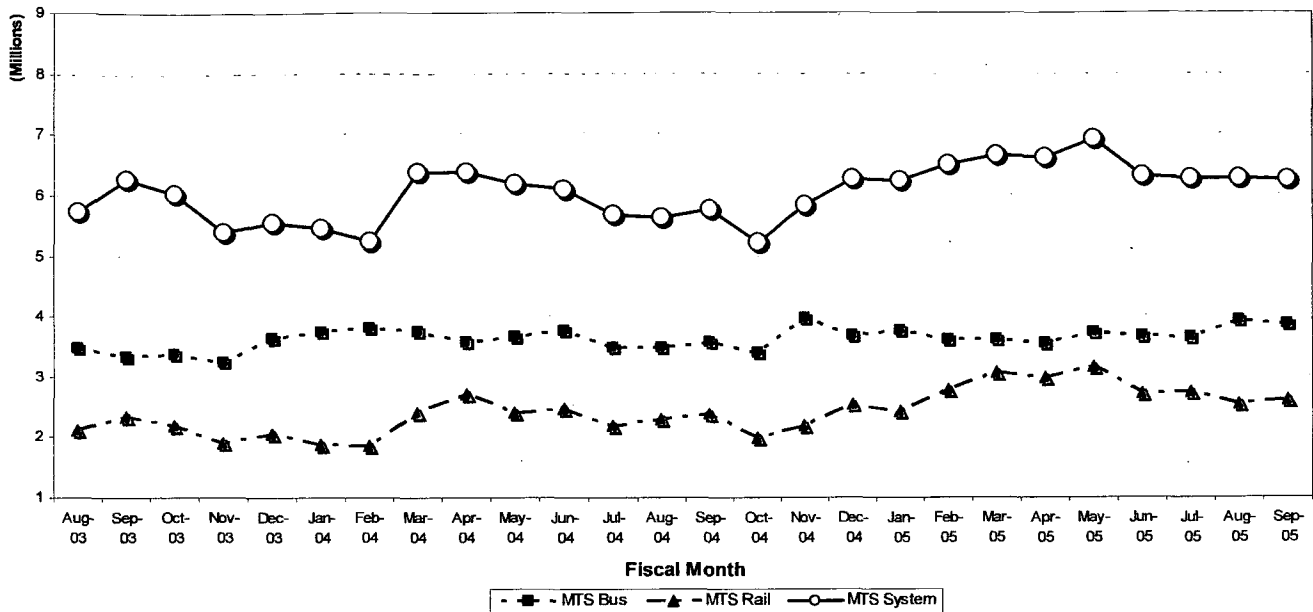




# RIDERSHIP

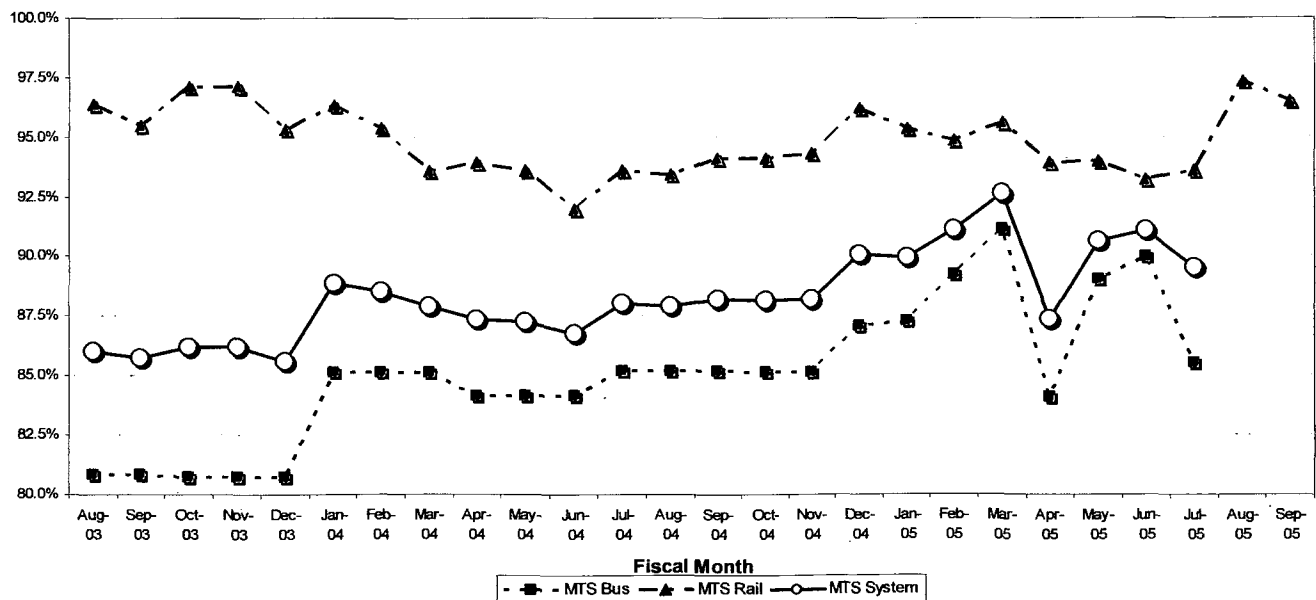
Att. B, AI 47, 11/10/05,  
OPS 920.1, 960.5, 970.5

**System Ridership  
FY 2004 to Present**



# ON TIME PERFORMANCE

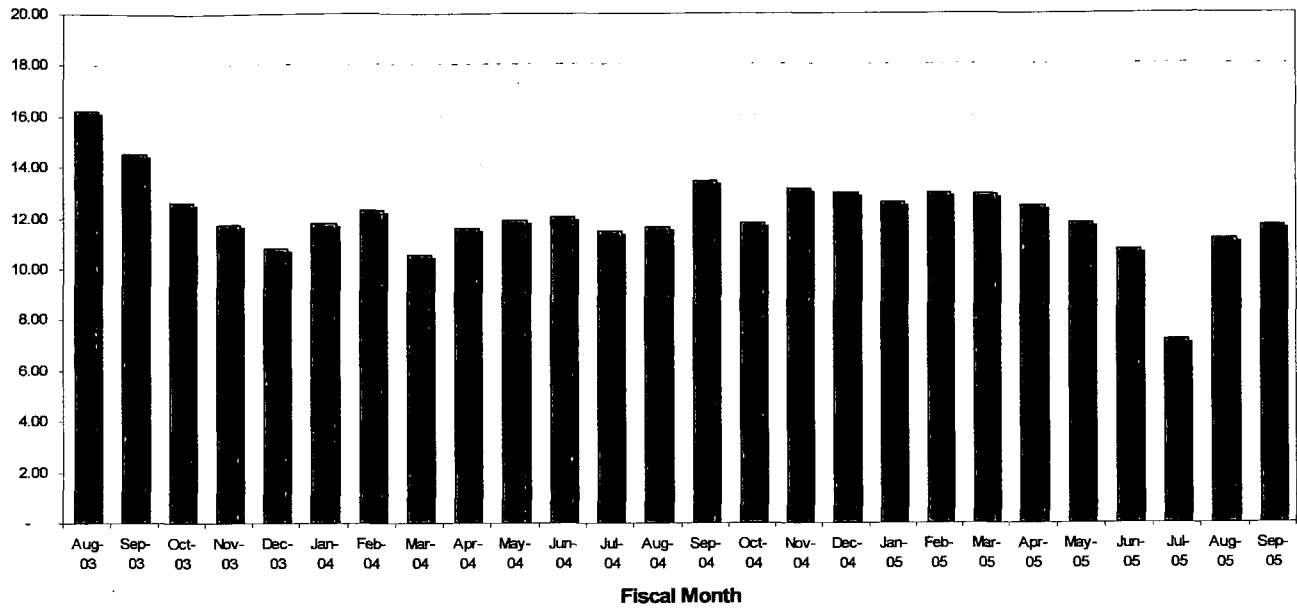
**System On Time Performance  
FY 2004 to Present**



# CUSTOMER COMPLAINTS

Att. C, AI 47, 11/10/05,  
OPS 920.1, 960.5, 970.5

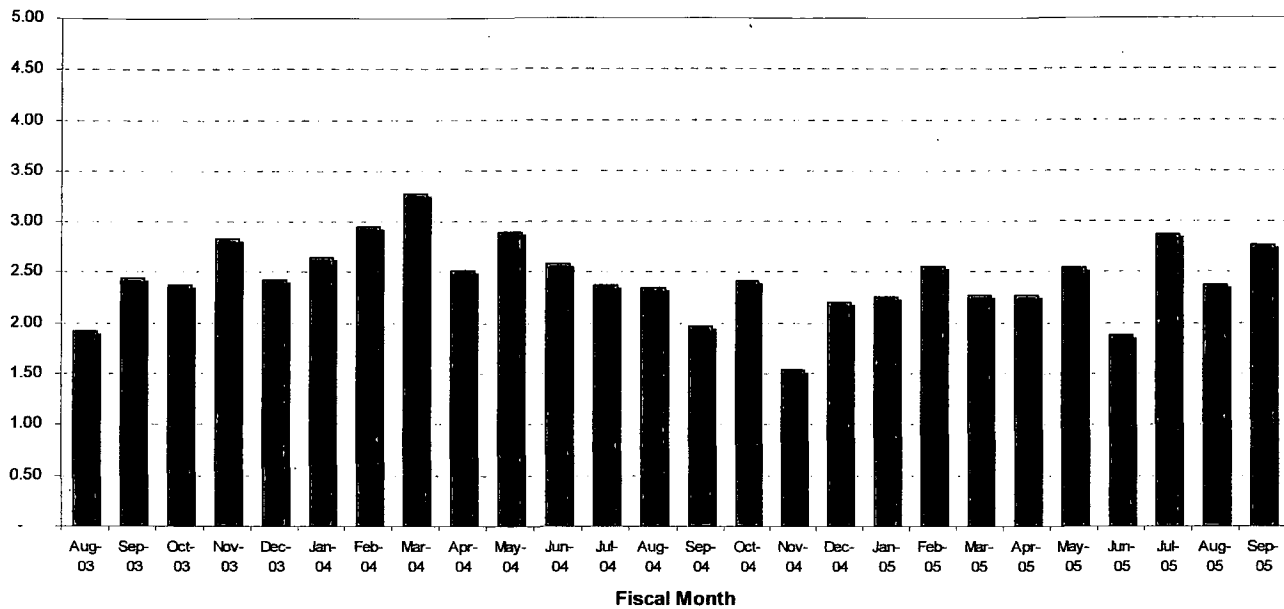
**Bus Non-ADA Customer Complaints (per 100,000 Passengers)  
FY 2004 to Present**



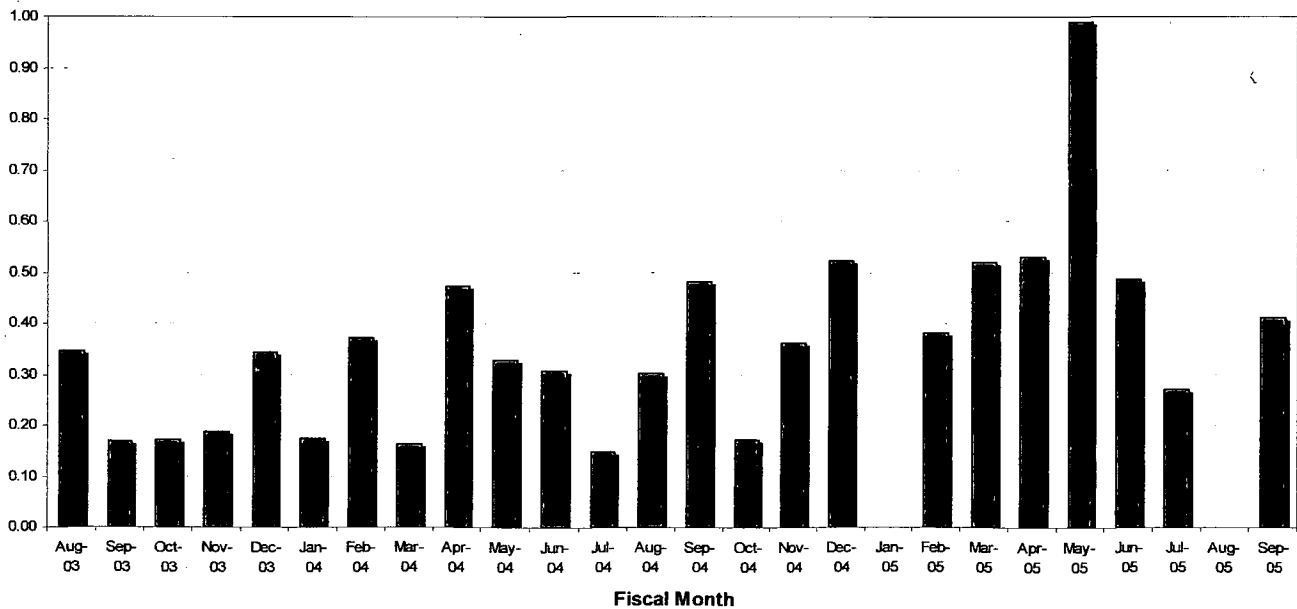
# TOTAL COLLISION ACCIDENTS (PER 100,000 MILES)

Att. D, AI 47, 11/10/05,  
OPS 920.1, 960.5, 970.5

**Bus Total Collision Accidents (per 100,000 Miles)  
FY 2004 to Present**



**Rail Total Collision Accidents (per 100,000 Miles)  
FY 2004 to Present**



## Metropolitan Transit System

### August and September 2005 Monthly Performance Indicators

November 10, 2005

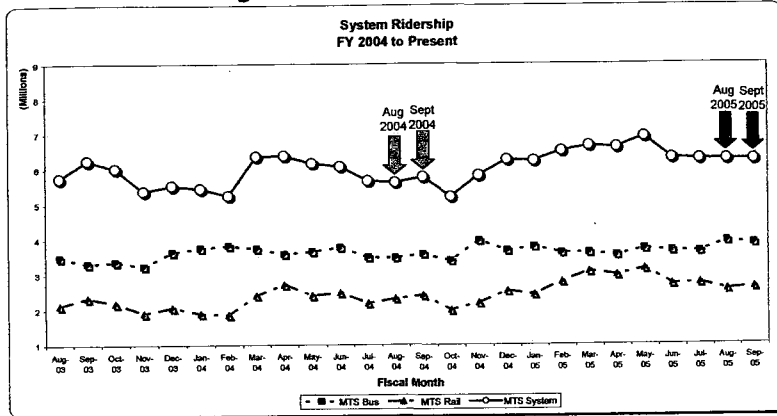


### Operating Environment

- **Special Events**
  - Two exhibition games and two home games of Chargers football played in August and September
  - Twenty-six Padres games played at Petco Park in August and September
  - August 31 - First day of fall semester at SDSU
  - September 5<sup>th</sup> – Labor Day holiday – Sunday level service operated



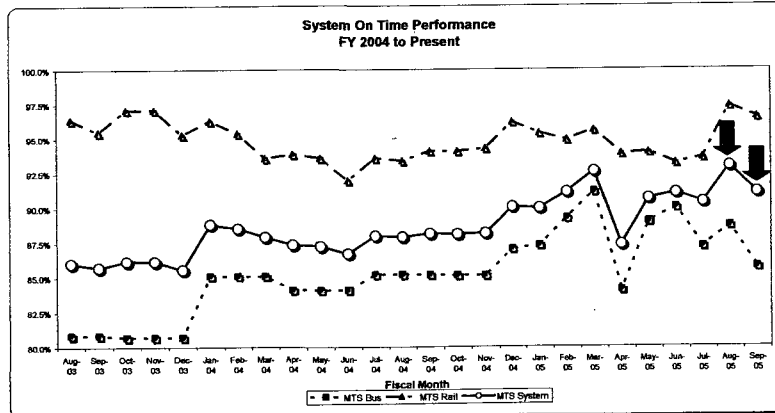
## System Ridership



Month	MTS Bus	MTS Rail	MTS System
August	3,644,915	2,968,525	6,613,440
September	3,766,574	3,146,788	6,913,362



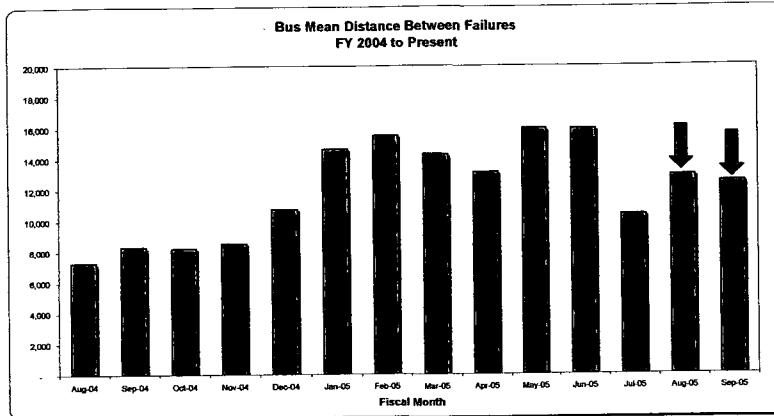
## On Time Performance



Month	MTS Bus	MTS Rail	MTS System
August	88.7%	97.3%	93.0%
September	85.7%	96.5%	91.1%



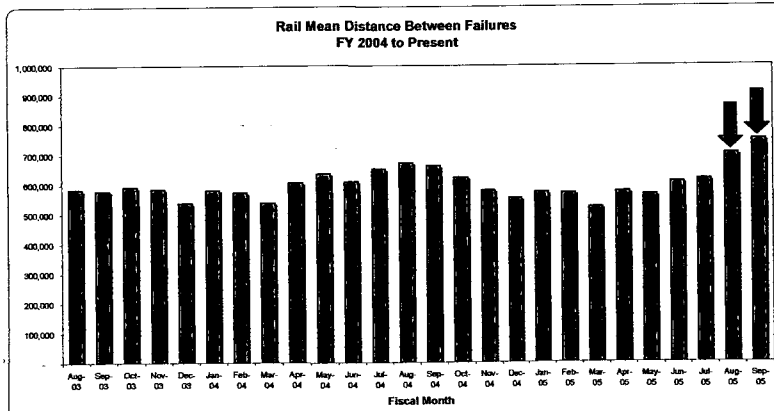
## Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 12,908 miles in August and 12,483 miles in September.



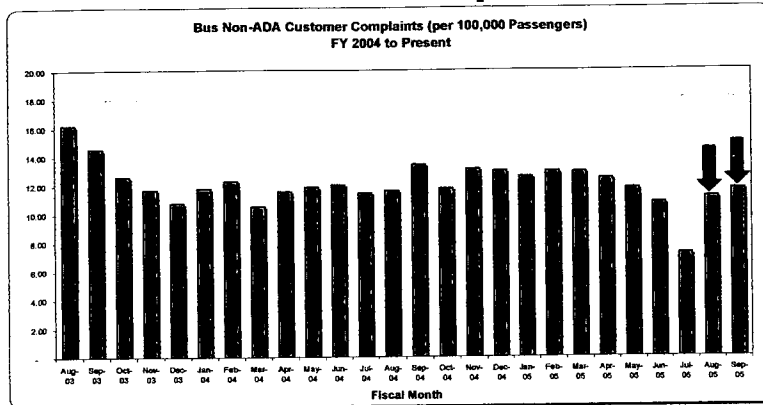
## Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 749,720 car miles in August and 726,555 car miles in September, with no major failures in either month.



## Customer Complaints



- Non-ADA complaints were reported at 11.14 and 11.69 complaints per 100,000 passengers for August and September, respectively.
- ADA services reported 21 complaints in each of August and September, which represented 0.07% of ADA ridership.



## Collision Accidents

- MTS Bus collision rate was 2.90 collisions per 100,000 miles in August, and 2.59 collisions per 100,000 miles in September.
- MTS Rail had no collisions in August, and three collision accidents in September. The collision rate for September was 0.41 collisions per 100,000 miles.



**Conclusion of Report  
August and September 2005**







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## Agenda

Item No. **48**

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

OPS 970.2 (CIP 11425)

November 10, 2005

Subject:

SDTI: CENTRALIZED TRAIN CONTROL STATUS REVIEW

### RECOMMENDATION:

That the Board of Directors receive this report for information.

#### Budget Impact

None.

### DISCUSSION:

Over the last several years, and as a direct result of operating experiences gained by significant regional special events; i.e., Super Bowls, Holiday Bowls, World Series, etc., the MTS Board of Directors directed staff to implement a system-wide capability referred to as Centralized Train Control (CTC). The CTC was intended to provide trolley operations staff with the capability to monitor and control all field elements, including train location/status, traction power substation components, trackside switches and signals, and train-route selection from one centralized location. These features would also provide a historical data record that could be utilized for evaluation of significant events or service interruptions and investigations. With this technology fully implemented, trolley staff would be capable of providing significantly enhanced management of all field operations.

The enhanced capability was determined to be essential as part of the relocation of existing central control staff to the new Operations Control Center (OCC). In order to achieve this capability, Macro Corporation was selected as the consultant to develop a comprehensive specification. Macro was also directed to utilize state-of-the-art technology to the extent possible and to ensure complete interface with existing trolley



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field equipment such that controls and status monitoring capability could be performed by staff from individual computer workstations at the OCC. This same capability is also technically referred to as Supervisory Control and Data Acquisition (SCADA), although the common reference is CTC.

Funding for the CTC will be incorporated into the annual Capital Improvement Program (CIP) and will be phased in order to complete the project by specific line segments. The first line segment will be the Green Line, which will extend from Santee Town Center to the Santa Fe Depot. The phased approach will allow for a consistent application of the technology applied to the CTC system while also providing the necessary funding to be established from future CIP budget years.

In order to provide the Board with an understanding of the concepts being applied to the CTC program and to demonstrate the functionality of the technology, Macro staff will present an overview of the project and a PowerPoint presentation that illustrates the features and capabilities that will be utilized.



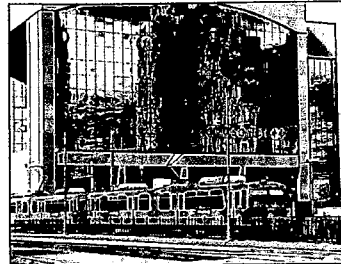
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Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Peter Tereschuck, 619.595.4902, [peter.tereschuck@sdmts.com](mailto:peter.tereschuck@sdmts.com)

JGarde  
NOV10-05.48.TRAINCTRL.PTERES  
8/30/05

## San Diego Trolley CTC System Project

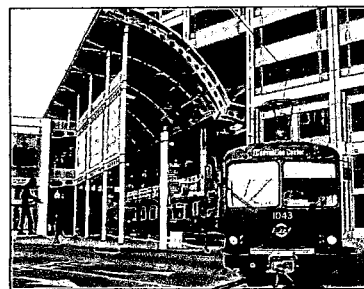


Board Meeting  
September 22, 2005



## A Brief Overview of SDTI's New CTC System

1. What is the purpose and benefits of this system?
2. How will it affect SDTI operations?
3. How will it be commissioned?



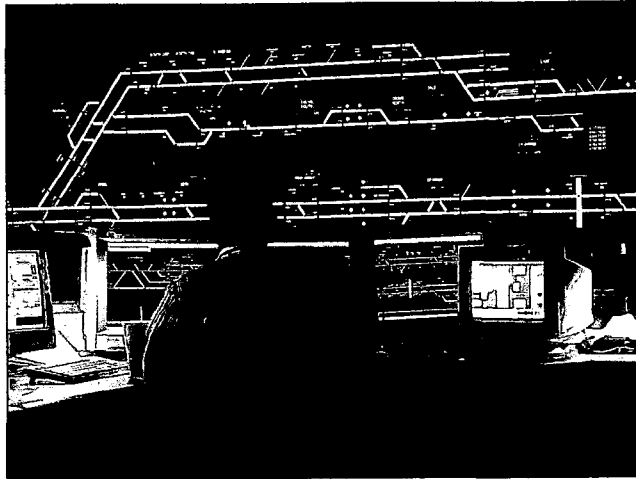
*First...A look at some new train control centers...*

September 22, 2005

Slide 2



## Typical Rail Control Center

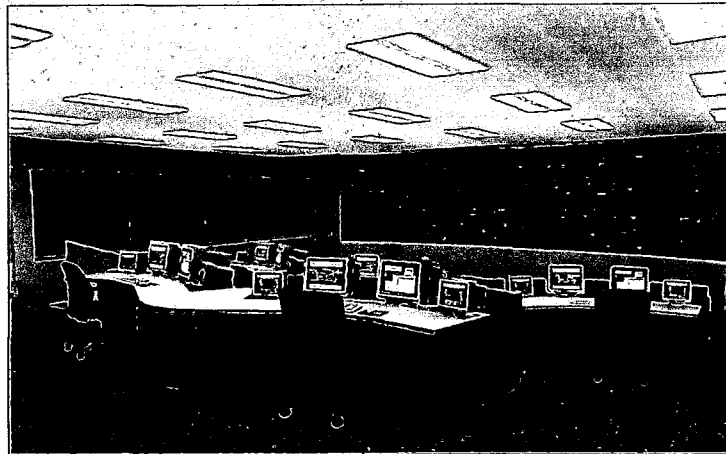


September 22, 2005

Slide 3



## DART Control Center



September 22, 2005

Slide 4



## Purpose of the Centralized Train Control (CTC) System

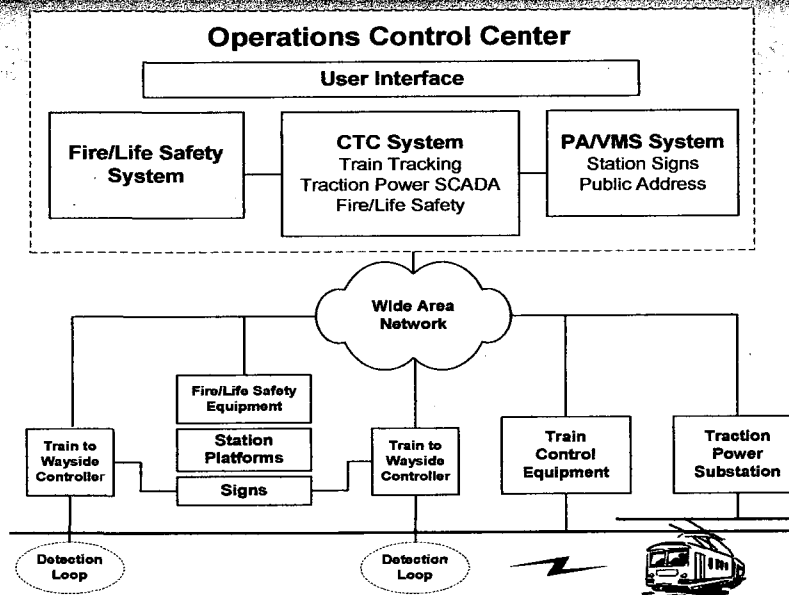
- Monitoring and control of Trolley Line
- Improves safety and efficiency of Trolley operations
- Major functions include:
  - ❖ “CTC” – Centralized Traffic Control
  - ❖ “SCADA” – Supervisory Control And Data Acquisition
  - ❖ Passenger Information - provides advanced train arrival information
  - ❖ Fire Life Safety – integrates train location with FLS

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Slide 5



## CTC System Overview Diagram

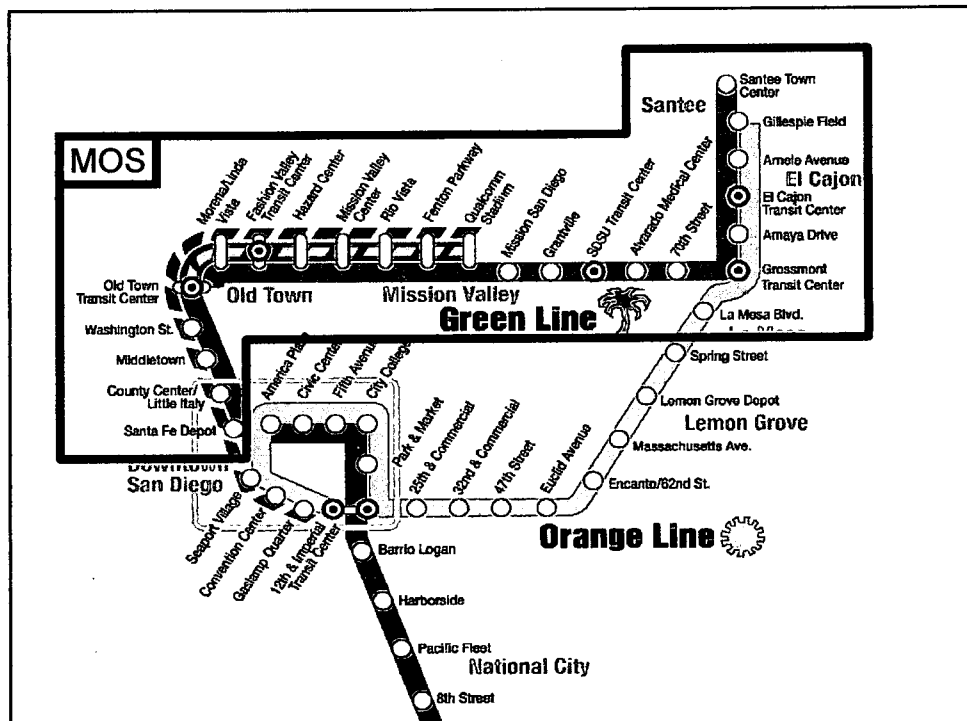


## What's Included in the Initial CTC Delivery?

- A train control system for the *entire* Trolley line
- Critical stations needed to improve the efficiency of Trolley operations:
  - ❖ The "Minimum Operating Segment" (MOS)
- The MOS has been defined to include:
  - ❖ Green Line
  - ❖ Broadway Wye to Old Town
  - ❖ Spring Street to Baltimore Jct.

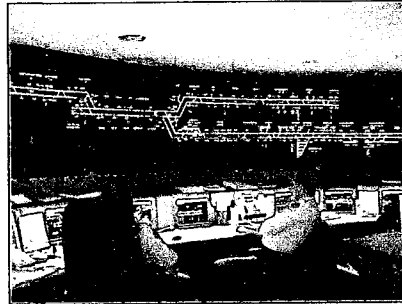
September 22, 2005

Slide 7



## Train Control Features Provide:

1. Tracking and identification of trains
2. Control of train routes from OCC
3. Integration with Fire Life Safety function
4. Modern user interface
5. Advanced reporting features
6. Better handling of emergency situations



September 22, 2005

Slide 9



## Traction Power Features Provide:

1. Monitoring of traction power
2. Remote control of traction power
3. Integration with CTC to allow train dispatchers to view traction power status



September 22, 2005

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## Fire/Life Safety Integration with CTC Provides:

1. Integrated management of tunnel fire/smoke emergencies
2. Operator displays with indication of:
  - Train location relative to event
  - Status of traction power
  - Planned direction of egress of passengers
3. Improved coordination with local public safety officers



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Slide 11

**SANDAG**

## Interface to Passenger Information Display System Provides:

1. Advanced indication of train arrivals at stations
2. Information to other regional traveler information systems



September 22, 2005

Slide 12

**SANDAG**



## Schedule to Commissioning

- CTC will be commissioned in several stages
  - ❖ *Phase 1*, the Minimum Operating Segment, will be commissioned 3Q 2007
  - ❖ *Phase 2*, covering the remaining segments, is phased over the following 18 months
- Significant field work is planned
  - ❖ Signal boxes, T/P substations, TWCs and communications to be upgraded
- All work is included in the 2006/07/08 CIP

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*Thank You...Questions?*



September 22, 2005

Slide 14



## 2007 CIP for Trolley CTC System

Project	Proposed \$\$ X 000	Allowed \$\$ X 000	Comments
Office System Phase 2	753	000	Delays project additional year
Train tracking And Identification	1,066	1,066	Provides for MOS
Traction Power SCADA 14 sites	1,481	498	Provides for 6 sites
Amaya TPSS Communications	46	40	
PA/VMS	540	000	Not provided
Integrated F/LS	100	100	Common controls from CC
Phase 2 field engineering	483	000	Delays project additional year

September 22, 2005

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## Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 50101)

November 10, 2005

### Minor Contract Actions

- Partner Press, Inc. for the printing of the October 2005 MTS Newsletter.
- Promo Karts for promotional mini light rail vehicles.
- Univision for 60-second radio spots.
- San Diegan Magazine for a 2006 ad and editorial package.
- Accessible San Diego for two full-page ads for their 2006/2007 Access Guide.
- Bordeaux Printers, Inc. for San Diego Trolley timetables.
- U. S. Postal Service to resupply postage meter.
- R. Martin Bohl for legal services related to joint developments.

### Contract Matters

There were no Contract Matters

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



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