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Agenda

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

October 7, 2004

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 - September 23, 2004 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion Items. If you have a report to present, please furnish a copy to the Clerk of the Board.
4. Presentation of Employee Awards Receive



Metropolitan Transit System (MTS) is 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.

5. Closed Session Items

Possible Action

- a. SDTI: CONFERENCE WITH LEGAL COUNSEL -
ANTICIPATED LITIGATION Initiation of Litigation Pursuant to
Subdivision (c) Section 54956.9 (One Potential Case)

Oral Report of Final Actions Taken in Closed Session

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

- | | | |
|-------|---|---------|
| * 6. | <u>MTDB: March 2004 and June 2004 Quarterly Investment Reports</u>
Action would receive this report for information. | Receive |
| * 7. | <u>MTDB: Transportation Development Act Claim Amendment</u>
Action would adopt Resolution No. 04-12 amending FY 2003
Transportation Development Act (TDA) Article 4.0, Claim No. 253, for
the City of El Cajon. | Approve |
| * 8. | <u>MTDB: Receive SD&IV, PSRMA, and CZRY Quarterly Reports, and
Ratify Actions Taken by the SD&AE Railway Company Board of
Directors</u>
Action would (1) receive the SD&IV, PSRMA, and CZRY Quarterly
Reports; and (2) ratify actions taken by the SD&AE Railway Company
Board of Directors on July 27, 2004. | Approve |
| * 9. | <u>MTDB: Transportation Development Act/State Transit Assistance
Claims</u>
Action would adopt Resolution Nos. 04-7, 04-8, 04-9, and 04-10
approving Fiscal Year 05 Transportation Development Act and
State Assistance claims. | Approve |
| * 10. | <u>MTDB: Increased Authorization for Legal Services</u>
Action would authorize the CEO to enter into a contract amendment
with Robert Heft of the law firm Daley & Heft, LLP, and Richard
Castillo of the law firm Morris, Polich & Purdy, for general liability
services and ratify amendments entered into under the CEO's and/or
previous General Manager's authority(ies). | Approve |
| * 11. | <u>SDTI: Parts Procurement for Accident Damage Repair on Light Rail
Vehicles</u>
Action would authorize the President-General Manager to issue
Work Order No. 04-03, under contract No. C.O.007.0-04, to
Siemens Transportation Systems, Inc., for parts necessary to repair
light rail vehicle Nos. 1010, 1026, and 1040. | Approve |

- * 12. MTDB/SDTC: State of California Treasurer's Office Local Agency Investment Fund Approve
Action would adopt Resolution Nos. 04-13 and 04-14 approving authorization of MTDB and San Diego Transit Corporation Finance staffs to make deposits or withdrawals from the Local Agency Investment Fund (LAIF).

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

30. SDTI: 2004 Street Scene Summary Report Receive
Action would receive this report for information.
31. MTS: Operations Status Reports Receive
Action would receive this report for information.
32. SDTI: Semiannual MTS Security Report (January through June 2004) Receive
Action would receive this report for information.
33. MTDB: Mission Valley East Light Rail Transit Project Interim Community Outreach and Marketing Plan Approve
Action would approve the Interim Community Outreach and Marketing Plan for Mission Valley East (MVE) start-up communications and marketing activities.
44. Chairman's Report Possible Action
45. Chief Executive Officer's Report Information
46. Board Member Communications
47. Additional Public Comments Not on the Agenda Possible Action
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.
50. Next Meeting Date: October 28, 2004
60. Adjournment

JGarde

AGENDAS EC 9-30-04 BD 10-7-04

10/1/2004

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 10/07/04

CALL TO ORDER (TIME): 9:12 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:24 a.m.

RECONVENE: 9:33 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:06 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:20 a.m. during employee awards	
CLABBY	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Santos) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		11:05 a.m. just prior to adjournment
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>	9:19 a.m. during employee awards	
MORRISON	<input type="checkbox"/> (Ungab) <input type="checkbox"/>		<input checked="" type="checkbox"/>
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>	9:15 a.m. during employee awards	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>		10:45 a.m. during AI 32
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	10:03 a.m. during AI 31	
RYAN	<input checked="" type="checkbox"/> (Dale) <input type="checkbox"/>	9:19 a.m. during employee awards	
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:50 a.m. after vote on AI 32

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jeffrey Thompson

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

September 23, 2004

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

MINUTES

1. Roll Call

Chairman Williams called the meeting to order at 9:12 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 September 9, 2004, Board of Directors meeting. Ms. Atkins seconded the motion and the vote was 10 to 0 in favor.

3. Public Comment

Rev. W. James Kilinsky – Mr. Kilinsky, First Baptist Church and member of The Alliance, expressed his concern over the Border Patrol inspections and racial profiling. He stated that he, as an Anglo, had never been asked for documents by the Border Patrol. He added that he has been unsuccessful at getting a meeting with Mr. Jablonski or Mr. Williams. Mr. Kilinsky advised the Board that The Alliance will be holding a public meeting on October 3 and invited Board members to come to that meeting. He distributed brochures about The Alliance. He stated that they are concerned about the civil rights of immigrants. Mr. Kilinsky called on the Board to create a Transit Safety Agreement that makes a commitment to the rights of riders, regardless of status. He stated the agreement should protect riders' civil and constitutional rights so they can use transportation services without fear of being detained, harassed, or racially profiled. He added that they have sample language from that has been adopted by the City of Durham, the State of Maine, and Philadelphia, and legal interpretations from the Immigrant Law Center.

Tommy Ramirez – Metropolitan Area Advisory Committee (MAAC) Community Charter School. Mr. Ramirez stated that riders on the trolley and buses are being intimidated, harassed, and subjected to racial profiling. Mr. Ramirez claimed that a 16-year-old student at MAAC was pulled from the trolley and then asked for her identification. He added that she only had a student I.D., and the officers stated that they would check with the school to ensure she was in the country legally. He stated that she stopped coming to school and failed that semester. He added that patrons are afraid to ride the

trolley. He added that MAAC also has members who have been born and raised in this country who are being harassed and pulled off the trolley. He asked the Board to protect San Diego's youth from racial profiling. He restated the invitation for Board members to attend the October 3 meeting.

Genoveva Aguilar – Ms. Aguilar gave her time to David Dehoyas.

David Dehoyas – Janitors' Union. Mr. Dehoyas stated that there are 2,000 janitors who are in this union. He added that they are being harassed and subjected to racial profiling. He stated that this is having a negative effect on their ability to do their jobs keeping San Diego beautiful.

Eva Pacheco – Ms. Pacheco stated that she was at the last Board meeting when the Board stated that MTDB does not have the power to stop the Border Patrol from conducting inspections. She stated that patrons are afraid to ride the bus and trolley because they are not safe places. She appealed to the Board to make bus and trolley safe places, come to the October 3 meeting, and enter into a transit safety agreement.

Geoff Heuter – Mr. Heuter declined to speak.

Linda Calhoun – Ms. Calhoun informed the Board that the new schedules adopted on September 5, 2004, have caused the buses to run 10 to 15 minutes late per run. She also stated that some operators drive three different routes in one day, which makes it harder for the operator to stay on time.

Anna Lozano – Ms. Lozano stated that a transit safety agreement is needed. She added that families and youth are afraid to get on the bus for fear of being deported back to Mexico.

Chuck Lungerhausen – Mr. Lungerhausen expressed his thanks for the implementation of 15-minute service on the Route 955. He then related an incident that occurred on Tuesday, September 21. He stated that he missed his 2:57 p.m. bus at 55th & Montezuma and the next two buses did not come. He added that the third bus passed him by even though he held up his bus pass. He stated that this matter should be discussed with ATC-Vancom. Mr. Jablonski stated that staff will look into this matter and report the results to Mr. Lungerhausen.

Clive Richards – Mr. Richards expressed concern about the statement that has been made that transit will be receiving 72 percent of the revenue from the proposed TransNet initiative.

Ms. Atkins stated that even though the MTD Board has no jurisdiction over the Border Patrol, staff still needs to be engaged in working out some of these issues. She stated that if staff doesn't find a way to be part of this discussion and make concerns known, there will be public speakers at the meeting every month. She requested that staff communicate these issues to the Border Patrol on behalf of its riders. Mr. Williams stated that MTDB staff members have written letters, have talked to the Border Patrol about these issues, and added that Border Patrol personnel have also attended an MTD Board meeting. Mr. Williams stated that Homeland Security has recently placed some

impact the system's ability to transport people, but they have to do their job in protecting the nation. Ms. Atkins reiterated that dialog still needs to be continuous.

Mr. Monroe stated that he agreed with Ms. Atkins. He added that one of the system's problems is decreasing ridership. He added that staff and the Board have interacted with the Border Patrol, but the current strategy is not effective. He stated that ongoing dialog is needed. He added that maybe he and Ms. Atkins could attend the October 3 meeting. Mr. Zucchet stated that he would like to see what other communities are doing as referenced by the first public speaker. He stated that he would like to have a staff report back on that subject. He then seconded the comments made by Ms. Atkins and Mr. Monroe. Mr. Peter Tereschuck, President-General Manager of San Diego Trolley, stated that, if the Board so chooses, another meeting could be held with the Border Patrol. Mr. Williams stated that the Board should examine how MTS can most effectively deal with this issue. Mr. Rindone supported staff's offer to meet again with the Border Patrol and also supported a continuing dialog.

4. Presentation of Employee Awards

M. J. Greenland, Manager of Employment, presented San Diego Trolley 15-year service awards to Roxana Fernandez-Baeza – Data Entry Clerk, and Stephanie Murphy – Security Crime Analyst. She also presented a 20-year service award to Tom Tupta – Superintendent of Transportation.

5. Closed Session Items (ADM 122)

The Board convened to Closed Session at 9:41 a.m. for Conference with Legal Counsel – Anticipated Litigation Significant Exposure to Litigation Pursuant to Subdivision (b) of Section 54956: One Potential Case.

The Board reconvened to Open Session at 10:03 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTDB General Counsel, reported that the Board authorized the Chief Executive Officer to terminate for convenience MTDB Doc. No. B0388.0-03 with North American Bus Industries.

CONSENT ITEMS

6. SDTI: Financial Report for June 2004 (OPS 970.5, PC 30102)

That the Board of Directors receive the following attachments: Summary of Cash in Treasury, Status of Revenue, Summary of FY 04 Appropriations and Expenditures, and San Diego Association of Governments (SANDAG) Ridership Summaries.

7. MTDB: Mission Valley East Light Rail Transit Project Budget Transfers, Construction Management Amendments, and Contract Change Orders (CIP 10426)

That the MTD Board of Directors authorize the Chief Executive Officer to (1) transfer \$2,100,000 from the Mission Valley East (MVE) Light Rail Transit (LRT) Project, Project Reserve line item (WBS #10426-3900); \$1,000,000 from the MVE Project, San Diego State University (SDSU) Mitigation line item (WBS #10426-109922SD); and \$200,000 from the MVE Project, Fare Collection line item (WBS #10426-1400), into two different MVE line items: (1) \$1,800,000 into the MVE LRT Project Construction Management line item (WBS #10426-0700); and (2) \$1,500,000 into the SDSU Construction line item (WBS #10426-1010), as shown in Attachment A of the agenda item, Budget Transfer History; (2) transfer \$1,300,000 from the balance in the SDSU Construction line item (WBS #10426-1010) into the SDSU Construction Contingency, as shown in Attachment B of the agenda item, Construction Contingency Changes; (3) execute contract amendment Nos. 28, 29, 30, 31, 32, 33, 34, and 35 (MTDB Doc. No. L6343.0-01) with Washington Infrastructure Services, Inc. (WIS), in substantially the form as shown in Attachments C through J of the agenda item, in an amount not to exceed \$1,398,786, for construction management (CM) services on the MVE Project, including extension of CM services through July 2005, additional safety compliance, and safety certification work;

(4) execute Contract Change Order (CCO) No. 98, Supplement No. 1 (Attachment K of the agenda item), with the Clark Construction Group (CCG), in substantially the same form as shown in Attachment K, for the installation of pavers adjacent to the Open Air Theater for the SDSU Tunnel and Underground Station (LRT-10426.1), in an amount not to exceed \$208,000, including \$94,016 previously approved by the Chief Executive Officer with the original CCO No. 98; and (5) execute CCO No. 305, Supplement No. 2 (Attachment L of the agenda item), with CCG in substantially the same form as shown in Attachment L, for adjusting contract time, providing partial compensation for extended and unabsorbed overhead, and revisions to the final contract milestone as a result of the Fire Alarm, Linear Heat Detection, and computer programming changes for the fire/life safety changes at the SDSU Tunnel and Underground Station specified by CCO No. 305, Supplement No. 0, and CCO No. 305, Supplement No. 1, in an amount not to exceed \$1,144,000. The total for CCO No. 305 through Supplement No. 2 (including previously approved amounts) will be \$2,438,916.

8. MTDB: Proposed Amendment to Conflict of Interest Code (ADM 122.2, PC 30100)

That the Board of Directors approve the Proposed Amendment to Conflict of Interest Code for distribution and direct staff to publish the Notice of Intent to Amend MTDB's Conflict of Interest Code to commence the public comment period.

9. MTDB: Disadvantaged Business Enterprise (DBE) Approval of FY 05 Goals for Publication (LEG, 403, PC 30100)

That the Board of Directors approve the proposed DBE goals for FY 05 and authorize staff to publish a notice of these proposed goals for public information and comment.

10. MTDB: East Village Transit Improvements Project (CIP 10494)

That the Board of Directors (1) authorize the Chief Executive Officer (CEO) to approve a contract change order (CCO) with West Coast General (WCG) in an amount not to

exceed \$1,500,000, including \$800,000 previously approved by the Board, for the relocation of traction power substations at City College Station, as shown in Attachment A of the agenda item; and (2) authorize the CEO to approve a work order with PGH Wong Engineering in an amount not to exceed \$150,000 for construction management services for the relocation of traction power substations at City College Station.

11. MTDB: San Ysidro Intermodal Transportation Center Project: Construction Management Contract Amendment (CIP 10453)

That the MTD Board of Directors authorize the Chief Executive Officer to execute Contract Amendment No. 6 (MTDB Doc. No. L0510.6-01), in substantially the same form as shown in Attachment A of the agenda item, with Parsons Brinckerhoff Construction Services (Parsons) for additional construction management services, in an amount not to exceed \$52,000, and ratify Amendment Nos. 4 and 5, for a total increase of \$146,100 to the contract.

Motion on Recommended Consent Items

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

Mr. Monroe stated that, in general, he was more interested in the Consent Agenda items today than the Discussion Agenda items. He stated that the Consent Agenda included some significant items.

Consent Agenda Item No. 6 – SDTI Financial Report: Mr. Monroe stated that the numbers provided on page two, Farebox Recovery Comparisons, are meaningless. He added that comparisons between this year and last year are much less valid than the figures for each month. He asked why farebox recovery decreased in spite of the increase in ridership resulting from the opening of the new ballpark. He stated that this type of information should be included in the report. He also stated that average daily ridership numbers become less meaningful when weekend ridership is included.

Consent Agenda Item No. 7 – MVE Budget Transfers: Mr. Monroe expressed concern about expending additional funds on Mission Valley East. He expressed confusion over a statement on Page 5 regarding the use of SANDAG staff and stated that he would work that out with staff. He asked staff to provide him with an explanation of what is provided under the umbrella of construction management services. He stated that problems with project managers who are not performing adequately should be rectified.

Consent Agenda Item No. 10 – East Village Transit Improvements: Mr. Monroe stated that items such as this should be on the Board Discussion Agenda, not Consent. In response to a question from Mr. Monroe, Mr. Jim Linthicum, SANDAG Director of Transit Engineering and Construction, reported that the \$1.5 million referred to in the recommendation in this agenda item includes the previously approved \$800,000.

Consent Agenda Item No. 11 – San Ysidro Construction Management Contract Amendment: Mr. Monroe reiterated his request for an explanation of construction management services. Mr. Linthicum responded that construction management services provide people on-site on a daily

basis to ensure that construction contractors are doing what they are supposed to do and are contracted on a time-and-materials basis. He added that, if construction contractors do not finish on time, construction management services also have to be continued. Mr. Linthicum stated that staff tries to be conservative when estimating cost for these services. Mr. Rindone stated that staff has been directed by the Executive Committee to take this conservative approach. Mr. Rindone suggested that staff provide the Board with a detailed report on the construction management function and how it integrates with the construction process.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

37. MTDB: Procurement of Up To 47 Heavy-Duty CNG-Powered Transit Buses (CIP 10486, CIP 10487) (Taken Out of Order)

Mr. Jablonski stated that the 47 buses indicated in the agenda item would be purchased through Pierce Transit's procured option for 135 buses. He provided a brief overview of the funding that would be used to purchase these buses. Ms. Claire Spielberg, Chief Operating Officer – Bus, distributed a copy of a letter from New Flyer offering the purchase opportunity for these buses to the MTS. Mr. Jablonski stated the buses should be delivered by June 30, 2005. In response to a question from Mr. Mathis, Mr. Jablonski stated that New Flyer has an opening in their manufacturing cycle at this moment and can use that opening to start production on the MTS buses very quickly. Mr. Emery credited the CEO and staff with the efficient and effective manner in which the difficulties with this procurement were handled. Staff confirmed for Mr. Williams that the funding for this project will be used within the time allotted for the use of those funds. Mr. Monroe asked if the term five-percent delivery upon acceptance would be sufficient should defects in the buses be found. Mr. Jablonski stated that a 5 percent term would be just about \$1 million and added that there are warranties expressed within the contract that covers defects. He stated that he has seen other terms that are much less favorable. Mr. Monroe stated that progress payments may be more beneficial since there is a time limit related to the use of TCRP. Mr. Jablonski stated that staff may explore that option if it would help lower the cost because of the carrying cost of money. Ms. Spielberg added that there will be no payments made until the buses are accepted by MTS factory inspectors and all buses have been received, so the risk is very low. Mr. Rindone supported the motion and asked that language be incorporated into the purchase agreement so TCRP funds are not put at risk should there be delays with the manufacture and delivery of the buses.

Action Taken

Mr. Emery moved to authorize the Chief Executive Officer to exercise an option to purchase 47 heavy-duty CNG-powered transit buses through Pierce Transit in Tacoma, Washington, in an amount not to exceed \$16,690,000 and contingent upon legal review of the terms and conditions of the contract. Mr. Monroe seconded the motion and the vote was 12 to 0 in favor.

35. SDTC: Pension Obligation Bonds (OPS 960.6, PC 30101) (Taken Out of Order)

Mr. Cliff Telfer, SDTC Vice President of Finance & Administration, stated that this agenda item was being brought back to the Board at its request along with answers to the questions submitted by Mr. Zucchet, a revised Preliminary Official Statement, and a letter outlining rules of disclosure. Mr. Keith Curry, Public Financial Management, reported that the underlying bond rating from Moody's of A1, which is an outstanding rating, is reflective of the high reputation in which this agency is held in capital markets. He added that MBIA was the winning bidder for bond insurance, and the cost will be \$200,000 less than estimated. He added that Dexia was low bidder for the liquidity proposal for the variable rate bonds, and their bid was about 5 basis points overall lower than estimated. He added that both of these favorable bids will add to the savings generated by this transaction. He informed the Board that the bond issue should be priced on or about October 12 and closed on or about October 20. Mr. Zucchet stated that he appreciated staff's responsiveness. In response to a comment by Mr. Zucchet regarding the difference between the funding ratio previously presented and now being presented in the agenda item, Mr. Telfer responded that the previously presented ratio was an estimate. Mr. Zucchet stated that the information provided addresses his concerns and stated that he supports the use of the FY 03 audited numbers for farebox revenues. Mr. Zucchet called the Board's attention to the letter included in the agenda item outlining the Board's responsibilities relative to this issue. He also called attention to the fact that each Board member's name appears in the disclosure, and Board members are responsible for reviewing the accuracy and completeness of the information in the offering document regarding the agency's activities and financial position.

Mr. Williams pointed out that Mr. Roberts is incorrectly listed as Chair of the Board of Supervisors. Mr. Rindone requested that staff forward the chart of the insurers to all Board members.

Action Taken

Mr. Zucchet moved to receive this report, approve an authorizing resolution (Attachment A of the agenda item) for the issuance and sale of pension obligation bonds, and authorize the Chief Executive Officer to proceed with the issuance of pension obligation bonds. Ms. Rose seconded the motion and the vote was 12 to 0 in favor.

32. MTDB: Regional Fare Policy and Comprehensive Fare Ordinance (ADM 110.4, PC 20271) (Taken Out of Order)

Ms. Toni Bates, SANDAG Director of Planning, provided the Board with an overview of this agenda item. She reviewed the guiding principles, the purpose of the Comprehensive Fare Ordinance, the proposed process for fare changes, clarification and refinements made at the request of MTS, and the next steps in this process.

In response to a question from Mr. Emery about the resolution of conflicts, Ms. Bates stated that the Regional Fare Structure Working Group would initially try to resolve any conflicts, and ultimately the SANDAG Board of Directors; however, she felt conflicts would be unlikely in the near term. In response to a question from Mr. Rindone, Mr.

Jack Limber, Legal Counsel for SANDAG, reported that the SANDAG Board has the authority to delegate responsibilities to subcommittees and envisions delegating the responsibility for public hearings to the SANDAG Transportation Committee. He added that it is possible that they may want to consider joint hearings with transit boards. He stated that the details of the process for public hearings will be worked out over the next six months, and alternatives will be presented to the SANDAG Transportation Committee and the individual transit boards. Mr. Rindone stated that this point needs to be made clear to all the agencies involved and should be included in the adopted procedures. He added that it is important that the Transportation Committee be involved since they have the specific expertise in these matters. Mr. Limber stated that staff will ensure that this clarification is included in the final materials going to the SANDAG Transportation Committee and Board.

Mr. Monroe stated that future discussions of fare increases must make the public aware that MTS is subsidizing 50 percent of every fare and using reserve funds to do so. Mr. Rindone agreed and stated that additional funding is needed and is the primary motivation for conducting an operations analysis of the MTS system. He added that it would be very detrimental to the San Diego economy if MTS becomes insolvent and cannot provide transit services to people who need transportation to get to their jobs. Mr. Limber, in response to a comment from Mr. Mathis, stated that the taking of the majority of hearing testimony and redrafting or adjustments of amendments to the ordinance would probably take place in concert with the transit boards through the Transportation Committee.

Ms. Atkins stated that the system has to remain financially able to do its job. She added that she has voted against fare increases in the past. She stated that more subsidies are needed because many transit patrons are dependent on transit and cannot afford fare increases. She also added that some people are driving vehicles that are unsafe or not good for the environment because the system cannot provide adequate service at reasonable fares. She stated that transit should take top priority in terms of funding within the region. Mr. Monroe applauded Ms. Atkins comments. He also stated that a new strategy needs to be adopted to gain public awareness of this issue. He suggested that transit have forceful representation in the Downtown Partnership, Economic Development Councils, and Chamber of Commerce. Ms. Sterling stated that she was appalled at the comments that Roger Hedgecock is making on his radio show about TransNet. Mr. Jablonski stated that this Board, when it comes to fares, will get presentations and will provide input, even if it doesn't have approval.

Action Taken

Mr. Rindone moved to receive this report for information and to incorporate a clarification into the adopted Regional Fare Policy that the Transportation Committee is the primary SANDAG body that will deal with fare issues. Mr. Emery seconded the motion and the vote was 11 to 0 in favor.

30. SDTI: Light Rail Vehicle Appearance Improvement Project (OPS 970.2, PC 30102)
(Taken Out of Order)

Mr. Jablonski advised the Board that SDTI is approaching the halfway mark in repainting of the U-2 trolley cars and, assuming the availability of funding, should finish repainting over the next two years. He added that a new buffing process is being used to restore a good percentage of the original luster of the paint on the SD-100 trolley cars. He stated that this process has been very successful, and all cars will have been buffed out by November. He added that staff has been quite successful at removing the carbon build up on the trolley cars.

Mr. Emery stated that he has seen the results of this effort, and it has been successful. Mr. Williams expressed support for this program.

Action Taken

Mr. Emery moved to receive this report on the status of the light rail vehicle special cleaning and buffing project. Mr. Santos seconded the motion and the vote was 10 to 0 in favor.

34. MTDB: Extension of Terms of Office for Ex Officio Board Members (Taken Out of Order)
(ADM 122.2, PC 30100)

Mr. Emery advised the Board that he brought this to the Executive Committee. He stated that he felt ex officio Board members should remain on the Board until the Comprehensive Operations Analysis (COA) is completed. Mr. Rindone stated that the original intent of creating the ex officio Board positions was to assist through the consolidation. He added that the COA is indirectly related to that consolidation.

Action Taken

Mr. Emery moved to extend the terms for the two ex officio Board members, Harry Mathis and Shirley Kaltenborn, through the completion of the Comprehensive Operations Analysis (COA), to October 15, 2005. Ms. Sterling seconded the motion and the vote was 11 to 0 in favor.

36. MTDB: Color Scheme for New Low-Floor Light Rail Vehicles (CIP 10426.15)
(Taken Out of Order)

Mr. Linthicum reported on the recent visit by some Board members to the Siemens' facility to see the new S-70 trolley car. He reported that the paint scheme, which has been applied to three trolley cars, did not meet the approval of Board members. Mr. Linthicum stated that the paint scheme used by Siemens makes the car appear black with a red stripe rather than red as was desired. Mr. Linthicum presented various pictures of the trolley cars at the Siemens facility, including a picture showing one of SDTI's current trolley cars next to an S-70 Siemens' car. He stated that the Executive Committee agreed that the paint scheme that Siemens used was unacceptable. Mr. Linthicum presented options for rectifying this situation. He stated that staff is still looking into the background of this issue to determine why Siemens painted the trolley

cars as they did. He reported that the Executive Committee directed staff to negotiate the best terms possible for the repainting of the three trolley cars.

Mr. Jablonski advised the Board that SDTI's current paint contractor, Guzman, will be asked to provide an estimate and, if chosen the repaint the cars, would be asked to warranty their work. He also advised the Board that staff has discovered that Siemens has also painted 80 doors.

Mr. Emery stated that the Siemens car does not integrate well in tandem with a current trolley car because of the difference in the paint scheme. Ms. Sterling stated that didn't remember ever seeing a rendering with that much black paint, and this matter should be pursued as an error on the part of Siemens. She also stated that, once you repaint something, the color is more inclined to fade. Mr. Jablonski stated that Siemens has been asked to provide any documentation they have approving this paint scheme. He added that it would not be typical for a rendering to be used as a basis for a paint scheme. He stated it would be more typical to use a blue print or schematic showing specific paint schemes and lines of demarcation. Mr. Williams also called attention to the black painted on the top of the trolley car. The Board agreed, after a brief discussion, that black painting on the top of the car would help hide carbon deposits that tend to build up on the cars in that area.

Mr. Mathis advised the Board that Siemens also used a paint with orange peel, contrary to specification, and explained how orange peel affects the appearance of the paint. He added that the specifications called for no orange peel. He also stated that Guzman's paint on current trolley cars is rated 10 for orange peel. Mr. Jablonski stated that Siemens was told that an orange-peel rating of 8 or more would be acceptable and added that their paint on the subject trolley cars is a low 7.

Mr. Zuchet suggested that staff be very aggressive in pursuing this. He suggested using the black erroneously applied to the top of the car as a bargaining tool.

In response to a comment from Mr. Mathis, Mr. Jablonski stated that staff members have discussed media and public relations issues and have arrived at a solution that would enable painting of the car in San Diego, if that is deemed the best option.

Action Taken

Mr. Rindone moved to ratify the direction of the Executive Committee regarding the exterior color scheme of the new low-floor light rail vehicles. Mr. Rindone clarified this motion to mean that, whatever determination is made regarding to the location at which the painting will occur, warranty must be maintained, and the rating for the orange peel must be a 9. Mr. Emery seconded the motion and the vote was 10 to 0 in favor.

33. MTS: Metropolitan Transit System Appearance and Identity (MKPC 620, 40053)
(Taken Out of Order)

Mr. Jablonski reported that this item was brought back to the Board as requested to get clarification on the use of the San Diego Trolley logo within the adopted program for a "branded" appearance and identify for the MTS system. Mr. Emery stated that he

supports the display of the San Diego Trolley name, as did Mr. Mathis when this issue was originally discussed. The Board reviewed renderings, and Mr. Emery pointed out that the cars that include this wording do not look cluttered. Mr. Mathis felt that San Diego Trolley should appear on the cars to maintain its landmark status. Mr. Mathis also stated that the San Diego Trolley name should appear on the bottom panel of the car to ensure that it appears more prominently in photographs and clarified that San Diego Trolley be used, not The Trolley.

Mr. Gonzalo Lopez presented a picture of a bus with the new "branded" look and advised Board members that a prototype could be viewed outside the building after the meeting.

Mr. Monroe pointed out that, as MTS becomes more well know, only the MTS symbol may be needed rather than the full wording "Metropolitan Transit System".

Action Taken

Ms. Sterling moved to accept Option B, replacing "The Trolley" with "San Diego Trolley". Option B displays the San Diego Trolley logo on the lower panel rather than the upper panel of the trolley car for U-2 and SD 100 cars; and to accept Option A for the S-70 trolley cars. Mr. Emery seconded the motion and the vote was 8 to 0 in favor. (A photograph of the options is attached to the minutes.)

31. SDTI: Semiannual MTS Security Report – January Through June 2004
(OPS 970.11, PC 30102) (Taken Out of Order)

This item was continued.

Action Taken

Mr. Emery moved to continue this report. Ms. Rose seconded the motion and the vote was 8 to 0 in favor.

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

There were no comments from the Chairman.

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

There were no comments from the Chief Executive Officer.

46. Board Member Communications

There were no Board Member Communications.

47. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

50. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, October 7, 2004, at 9:00 a.m. in the same location.

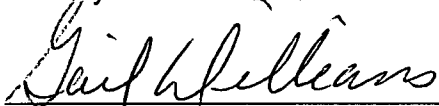
60. Adjournment

Chairman Williams adjourned the meeting at 11:45 a.m.



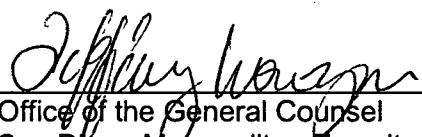
Chairman
San Diego Metropolitan Transit
Development Board

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachments: A. Roll Call Sheet

gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 9/23/04

CALL TO ORDER (TIME): 9:12 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:41 a.m.

RECONVENE: 10:03 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 11:45 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		10:37 a.m.
CLABBY	<input checked="" type="checkbox"/> (Jones) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>	8:41 a.m.	
KALTENBORN	<input type="checkbox"/> (N/A) <input type="checkbox"/>		<input checked="" type="checkbox"/>
LEWIS, Mark	<input type="checkbox"/> (Santos) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/> (Vacant)		<input checked="" type="checkbox"/>
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Ungab) <input type="checkbox"/>	9:25 a.m.	11:06 a.m.
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		11:30 a.m.
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	9:51 a.m.	
RYAN	<input checked="" type="checkbox"/> (Dale) <input type="checkbox"/>		
STERLING	<input checked="" type="checkbox"/> (Ewin) <input type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		11:30 a.m.

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

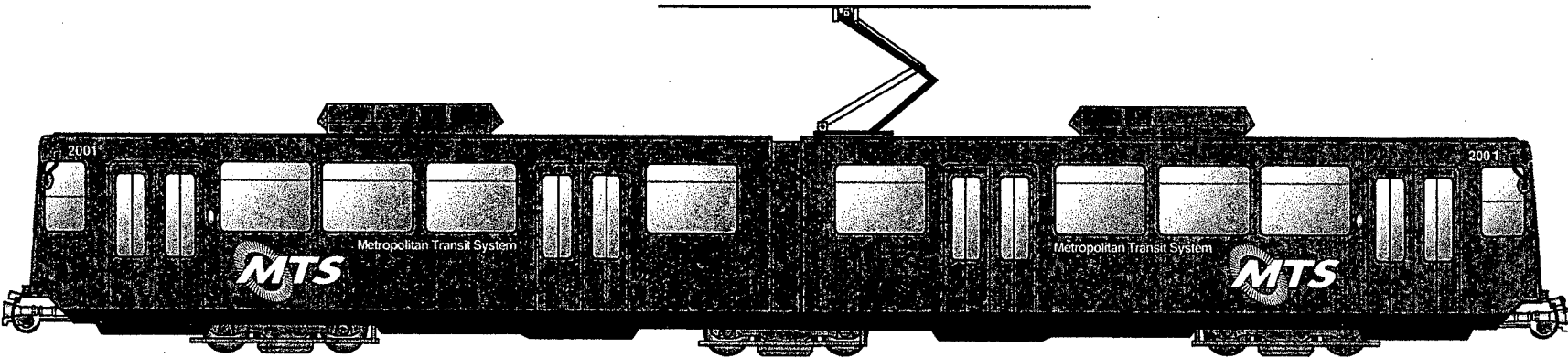
Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

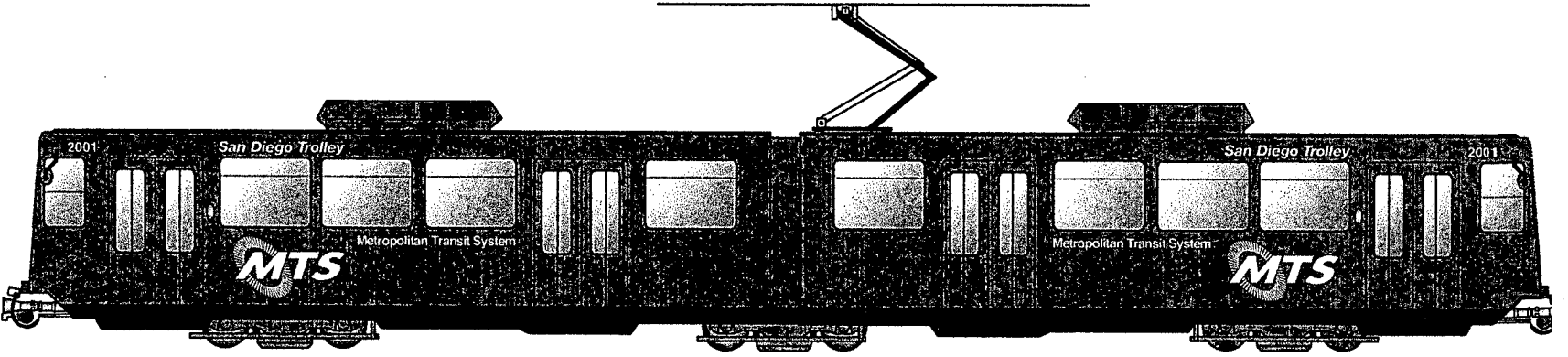
Diffaugh-Horngren

SD100 TROLLEY – APPROVED AND ADDITIONAL ALTERNATIVES

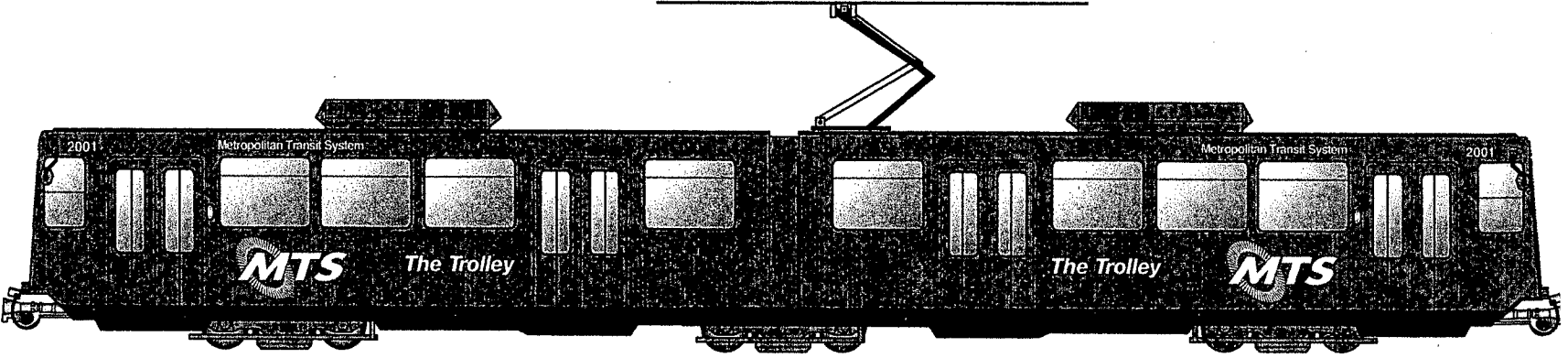
Approved



Option A

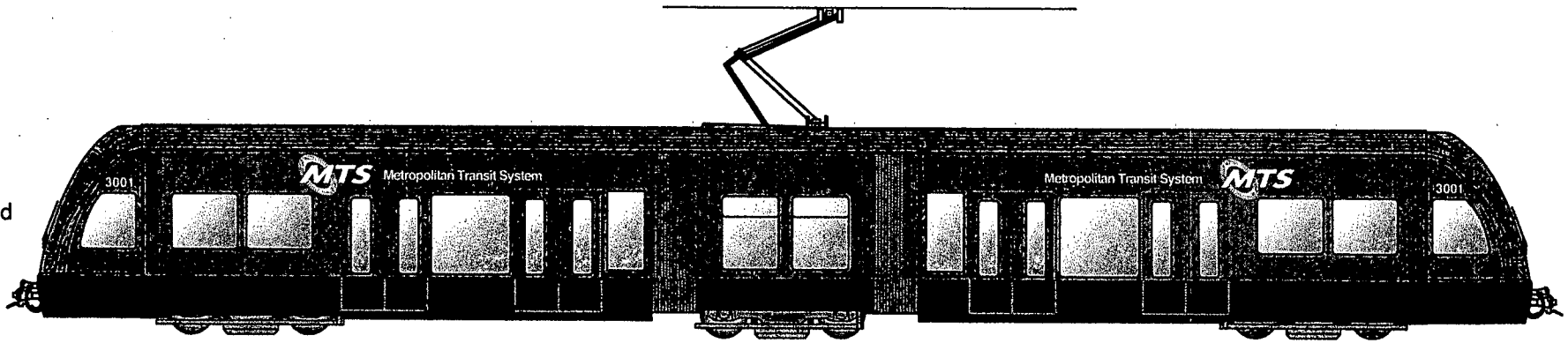


Option B

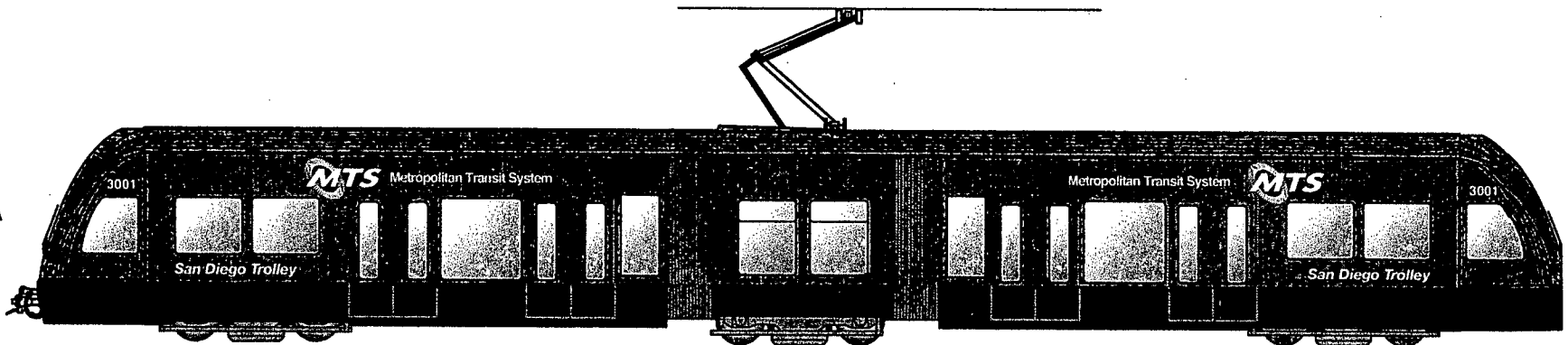


SD70 TROLLEY – APPROVED AND ADDITIONAL ALTERNATIVES

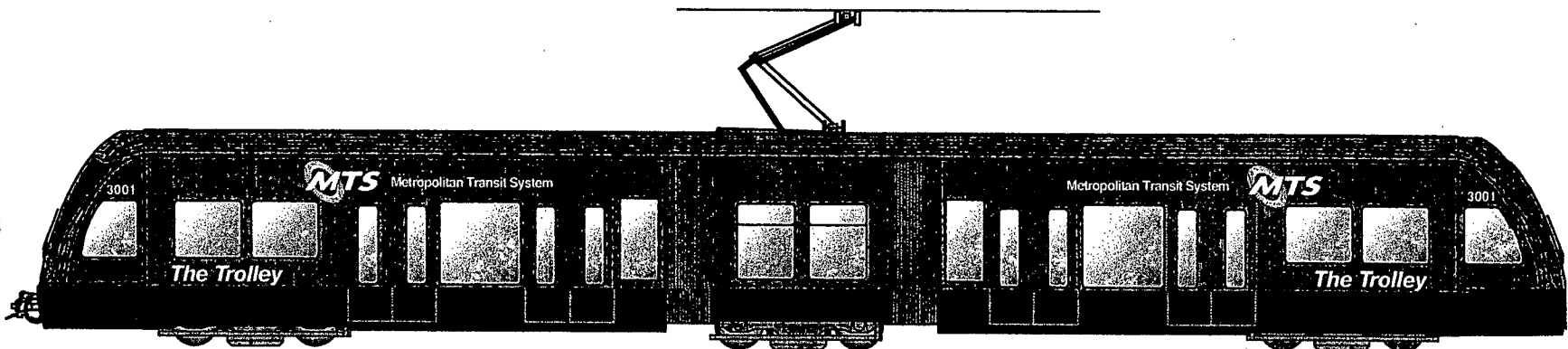
Approved



Option A



Option B



B-1



Metropolitan Transit System

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

Agenda

Item No. 6

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

FIN 310 (PC 30100)

October 7, 2004

Subject:

MTDB: MARCH 2004 and JUNE 2004 QUARTERLY INVESTMENT REPORTS

RECOMMENDATION:

That the MTD Board of Directors receive the quarterly investment reports for information.

Budget Impact

None.

DISCUSSION:

MTD Board Policy No. 31 (Investments) and California Government Code Section 53646 outline the requirements for the treasurer or chief financial officer of a local agency in reporting to the legislative body of the local agency. The investment portfolio is managed by LM Capital Management. A list of investments under its management (Attachment A) and its report (Attachment B) are attached for information.

Certifications

As required by state law, the Finance Manager reports that this portfolio will provide the necessary liquidity to meet the expenditure requirements of MTDB for the next six months. This portfolio is in compliance with Board Policy No. 31 and state law.


Paul C. Jablonski
Chief Executive Officer

JGarde/OCT7-04.8.LWARREM
9/14/04

Attachments: A. Portfolio Statement
B. LM Capital 1st and 2nd Quarter 2004 Reviews

} Board Only



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.

LM CAPITAL GROUP, LLC
401 B Street, Suite 920
San Diego, CA 92101
(619) 814-1401 Fax: (619) 814-1404

Att. A, AI 8, 10/7/04, FIN 310

Portfolio Statement

As of 03/31/2004

SAN DIEGO METRO TRANSIT DEVELOPMENT BD OPERATING FDS Acct #: 18113239-A
WORKING CAPITAL ACCOUNT
1255 IMPERIAL AVE STE. 1000
SAN DIEGO, CA 92101-7490

Weight	Rating	Description	Quantity	Cost Basis	Unit Cost	Current Value	Current Price	Unrealized Gain (Loss)	Current Yield
US TREASURY SECURITIES									
13.39%	AAA	US TREASURY NOTE 11/15/2006 3.50% Accrued Income	2,400,000	2,538,187.44	105.758	2,501,256.00	104.219	(36,931)	3.4%
						31,733.33			
US GOVERNMENT AGENCY SECURITIES									
13.01%	AAA	FEDERAL HOME LN MORTGAGE 11/15/2004 3.25% Accrued Income	2,400,000	2,471,558.40	102.982	2,431,512.00	101.313	(40,046)	3.2%
						29,466.67			
12.85%	AAA	FEDERAL HOME LOAN BANK 12/15/2004 2.125% Accrued Income	2,400,000	2,430,562.50	101.273	2,416,512.00	100.688	(14,051)	2.1%
						15,016.67			
19.35%	AAA	FEDERAL NATL MTGE ASSOC. 04/15/2006 2.125% Accrued Income	3,600,000	3,650,109.37	101.392	3,627,000.00	100.750	(23,109)	2.1%
						35,275.00			
12.68%	AAA	FEDERAL NATL MTGE ASSOC 06/16/2006 1.75% Call 06/16/2004, 100.00 Accrued Income	2,400,000	2,394,912.00	99.788	2,387,256.00	99.469	(7,656)	1.8%
						12,250.00			
57.89%			10,800,000	10,947,142.27		10,954,288.34		(84,862)	2.3%
CORPORATE SECURITIES									
FINANCE									
6.92%	A	CIT GROUP INC 07/29/2005 1.55% Accrued Income	1,300,000	1,300,000.00	100.000	1,305,902.00	100.454	5,902	1.5%
						3,470.28			
6.92%	AAA	AMERICAN INTL GROUP INC. (144A) 05/15/2008 2.875% Accrued Income	1,300,000	1,313,312.00	101.024	1,295,125.00	99.625	(18,187)	2.9%
						14,119.44			
13.84%			2,600,000	2,613,312.00		2,618,616.72		(12,285)	2.2%
CONSUMER STAPLES									
6.85%	A+	SARA LEE CORP. 06/15/2008 2.75% Accrued Income	1,300,000	1,295,515.00	99.655	1,285,609.00	98.893	(9,906)	2.8%
						10,526.39			
TECHNOLOGY									
7.00%	A+	INTL BUSINESS MACHINES 11/01/2006 2.375% Accrued Income	1,300,000	1,283,815.00	98.755	1,311,765.00	100.905	27,950	2.4%
						12,864.58			
27.69%			5,200,000	5,192,642.00		5,239,381.69		5,759	2.4%
CASH AND MONEY FUNDS									
1.03%		HIGHMARK US GOVT MONEY MKT F		195,158.20		195,158.20			0.0%
99.13%			18,400,000	18,873,129.91		18,757,095.20		(116,035)	2.4%

Portfolio Statement

As of 03/31/2004

SAN DIEGO METRO TRANSIT DEVELOPMENT BD OPERATING FDS Acct #: 18113239-A
Total Accrued Income

100.00%

164,722.36
18,921,817.56

LM CAPITAL GROUP, LLC
 401 B Street, Suite 920
 San Diego, CA 92101
 (619) 814-1401 Fax: (619) 814-1404

Portfolio Statement
 As of 03/31/2004

SAN DIEGO MTDB Acct #: COMPOSITE
 1255 IMPERIAL AVE STE. 1000
 SAN DIEGO, CA 92101

Weight	Ratio	Description		Quantity	Cost Basis	Unit Cost	Current Value	Current Price	Unrealized Gain (Loss)	Current Yield
US GOVERNMENT AGENCY DISCOUNT NOTES										
11.11%	AAA	FNMA DISCOUNT NOTE 05/03/2004	<7>	8,600,000	8,572,527.78	99.681	8,572,431.84	99.679	(96)	
11.23%	AAA	FNMA DISCOUNT NOTE 06/01/2004	<7>	8,700,000	8,665,200.00	99.600	8,665,151.28	99.599	(49)	
1.32%	AAA	FHLB DISCOUNT NOTE 10/01/2004	<3>	1,030,000	1,021,860.43	99.210	1,022,005.45	99.224	145	
23.67%				18,330,000	18,259,588.21		18,259,588.57		0	
US TREASURY SECURITIES										
2.21%	AAA	US TREASURY NOTE 09/30/2004 1.875%	<4>	1,700,000	1,709,496.09	100.559	1,707,437.50	100.438	(2,059)	1.9%
1.31%	AAA	US TREASURY NOTE 12/31/2004 1.75%	<4>	1,000,000	1,005,039.06	100.504	1,005,000.00	100.500	(39)	1.7%
		Accrued Income					4,375.00			
2.60%	AAA	US TREASURY NOTE 02/28/2005 1.50%	<3>	2,000,000	2,008,046.88	100.402	2,006,875.00	100.344	(1,172)	1.5%
		Accrued Income					2,500.00			
1.30%	AAA	US TREASURY NOTE 05/31/2005 1.25%	<4>	1,000,000	997,500.00	99.750	1,000,625.00	100.063	3,125	1.2%
		Accrued Income					4,166.67			
0.65%	AAA	US TREASURY NOTE 07/31/2005 1.50%	<4>	500,000	495,976.56	99.195	501,720.00	100.344	5,743	1.5%
		Accrued Income					1,236.26			
3.28%	AAA	US TREASURY NOTE 11/15/2006 3.50%	<1>	2,400,000	2,538,187.44	105.758	2,501,256.00	104.219	(36,931)	3.4%
		Accrued Income					31,733.33			
11.37%				8,600,000	8,754,246.03		8,766,924.76		(31,333)	2.1%
US GOVERNMENT AGENCY SECURITIES										
3.98%	AAA	FEDERAL HOME LOAN BANK 05/14/2004 4.875%	<4>	3,000,000	3,077,700.00	102.590	3,013,125.00	100.438	(64,575)	4.9%
		Accrued Income					55,656.25			
2.76%	AAA	FEDERAL NATL MTGE ASSOC 06/15/2004 3.00%	<3>	2,100,000	2,138,882.81	101.852	2,108,531.25	100.406	(30,352)	3.0%
		Accrued Income					18,550.00			
3.94%	AAA	FEDERAL NATL MTGE ASSOC 06/15/2004 3.00%	<4>	3,000,000	3,040,920.00	101.364	3,012,187.50	100.406	(28,733)	3.0%
		Accrued Income					26,500.00			
4.31%	AAA	FEDERAL HOME LN MORTGAG 08/09/2006 2.50%	<6>	3,300,000	3,300,000.00	100.000	3,313,860.00	100.420	13,860	2.5%
		Call 08/09/2004, 100.00								
		Accrued Income					11,916.67			
2.22%	AAA	FEDERAL NATL MTGE ASSOC 08/11/2006 2.75%	<5>	1,700,000	1,686,718.75	99.219	1,707,973.00	100.469	21,254	2.7%
		Call 08/11/2004, 100.00								
		Accrued Income					6,493.06			
3.19%	AAA	FEDERAL HOME LN MORTGAG 11/15/2004 3.25%	<1>	2,400,000	2,471,558.40	102.982	2,431,512.00	101.313	(40,046)	3.2%
		Accrued Income					29,466.67			
2.63%	AAA	FEDERAL HOME LOAN BANK 12/15/2004 2.125%	<3>	2,000,000	2,001,015.63	100.051	2,013,760.00	100.688	12,744	2.1%
		Accrued Income					12,513.89			

Portfolio Statement

As of 03/31/2004

SAN DIEGO MTDB Acct #: COMPOSITE

Weight	Rating	Description		Quantity	Cost Basis	Unit Cost	Current Value	Current Price	Unrealized Gain (Loss)	Current Yield
US GOVERNMENT AGENCY SECURITIES										
3.15%	AAA	FEDERAL HOME LOAN BANK	<1>	2,400,000	2,430,562.50	101.273	2,416,512.00	100.688	(14,051)	2.1%
		12/15/2004 2.125%								
		Accrued Income					15,016.67			
3.67%	AAA	FEDERAL NATL MTG ASSOC	<4>	2,800,000	2,810,281.25	100.367	2,814,000.00	100.500	3,719	1.9%
		12/15/2004 1.875%								
		Accrued Income					15,458.33			
1.96%	AAA	FEDERAL HOME LN MORTGAG	<4>	1,500,000	1,509,785.16	100.652	1,507,968.75	100.531	(1,816)	1.9%
		01/15/2005 1.875%								
		Accrued Income					5,937.50			
1.97%	AAA	FEDERAL HOME LOAN BANK	<4>	1,500,000	1,498,495.50	99.900	1,506,562.50	100.438	8,067	1.6%
		04/15/2005 1.625%								
		Accrued Income					11,239.58			
1.31%	AAA	FEDERAL HOME LOAN BANK	<3>	1,000,000	1,004,146.00	100.415	1,004,375.00	100.438	229	1.6%
		04/15/2005 1.625%								
		Accrued Income					7,493.06			
1.30%	AAA	FEDERAL HOME LN MORTGAG	<3>	1,000,000	999,102.00	99.910	1,000,630.00	100.063	1,528	1.5%
		08/15/2005 1.50%								
		Accrued Income					1,916.67			
4.75%	AAA	FEDERAL NATL MTGE ASSOC.	<1>	3,600,000	3,650,109.37	101.392	3,627,000.00	100.750	(23,109)	2.1%
		04/15/2006 2.125%								
		Accrued Income					35,275.00			
3.11%	AAA	FEDERAL NATL MTGE ASSOC	<1>	2,400,000	2,394,912.00	99.788	2,387,256.00	99.469	(7,656)	1.8%
		06/16/2006 1.75%								
		Call 06/16/2004, 100.00								
		Accrued Income					12,250.00			
44.25%				33,700,000	34,014,189.37		34,130,936.35		(148,936)	2.5%
CORPORATE SECURITIES										
FINANCE										
1.70%	A	CIT GROUP INC	<1>	1,300,000	1,300,000.00	100.000	1,305,902.00	100.454	5,902	1.5%
		07/29/2005 1.55%								
		Accrued Income					3,470.28			
1.70%	AAA	AMERICAN INTL GROUP INC. (<1>	1,300,000	1,313,312.00	101.024	1,295,125.00	99.625	(18,187)	2.9%
		05/15/2008 2.875%								
		Accrued Income					14,119.44			
3.39%				2,600,000	2,613,312.00		2,618,616.72		(12,285)	2.2%
CONSUMER STAPLES										
1.68%	A+	SARA LEE CORP.	<1>	1,300,000	1,295,515.00	99.655	1,285,609.00	98.893	(9,906)	2.8%
		06/15/2008 2.75%								
		Accrued Income					10,526.39			
TECHNOLOGY										
1.72%	A+	INTL BUSINESS MACHINES	<1>	1,300,000	1,283,815.00	98.755	1,311,765.00	100.905	27,950	2.4%
		11/01/2006 2.375%								
		Accrued Income					12,864.58			
6.79%				5,200,000	5,192,642.00		5,239,381.69		5,759	2.4%
CASH AND MONEY FUNDS										
0.38%		CASH	<2>		294,131.18		294,131.18			0.0%
6.33%		CASH	<3>		4,881,191.88		4,881,191.88			0.0%
0.02%		CASH	<6>		12,382.19		12,382.19			0.0%
3.22%		CASH	<4>		2,485,542.09		2,485,542.09			0.0%
3.61%		CASH	<7>		2,785,923.72		2,785,923.72			0.0%
0.25%		HIGHMARK US GOVT MONEY	<1>		195,158.20		195,158.20			0.0%

Portfolio Statement
As of 03/31/2004

SAN DIEGO MTDB Acct #: COMPOSITE

<u>Weight</u>	<u>Ratin</u>	<u>Description</u>	<u>Quantity</u>	<u>Cost Basis</u>	<u>Unit Cost</u>	<u>Current Value</u>	<u>Current Price</u>	<u>Unrealized Gain (Loss)</u>	<u>Current Yield</u>
CASH AND MONEY FUNDS									
0.11%		WELLS FARGO TRSRY PLUS M. <5>		84,499.00		84,499.00			0.0%
13.92%				10,738,828.26		10,738,828.26			0.0%
<u>99.55%</u>			<u>65,830.000</u>	<u>76,959,491.87</u>		<u>76,784,984.33</u>		<u>(174,507)</u>	<u>2.0%</u>
		Total Accrued Income				350,675.30			
100.00%						77,135,659.63			

<1>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD WORKING CAPITAL ACCOUNT 1255 IMPERIAL AVE STE 1000 SAN DIEGO, CA 92101-7490	OPERATING FDS	Acct #
<2>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COPS, SRS A, RES FUND 1255 IMPERIAL AVE, SUITE 1000 SAN DIEGO, CA 92101	'A' RESERVE FUND	Acc
<3>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 02-A RTMS PROCEEDS 1255 IMPERIAL AVE. STE 1000 SAN DIEGO, CA 92101	COP 2002-A PROCEEDS	
<4>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 2003-B PROCEEDS 1255 IMPERIAL AVE STE 1000 SAN DIEGO, CA 92101	COP 2003-B PROCEEDS	
<5>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 02-A RTMS RESERVE FD 1255 IMPERIAL AVE, SUITE 1000 SAN DIEGO, CA 92101	COP '02-A RESERVE FD	
<6>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 2003-B RESERVE FD 1255 IMPERIAL AVE, SUITE 1000 SAN DIEGO, CA 92101	COP '03-B RESERVE FD	
<7>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD 1255 IMPERIAL AVE STE 1000 SAN DIEGO, CA 92101	2004 RAN	Acct #: 32553

LM CAPITAL GROUP, LLC
 401 B Street, Suite 920
 San Diego, CA 92101
 (619) 814-1401 Fax: (619) 814-1404

Portfolio Statement

As of 06/30/2004

SAN DIEGO METRO TRANSIT DEVELOPMENT BD OPERATING FDS Acct #: 18113239-A
 WORKING CAPITAL ACCOUNT
 1255 IMPERIAL AVE STE. 1000
 SAN DIEGO, CA 92101-7490

Weight	Ratio	Description	Quantity	Cost Basis	Unit Cost	Current Value	Current Price	Unrealized Gain (Loss)	Current Yield
US TREASURY SECURITIES									
7.37%	AAA	US TREASURY NOTE 12/31/2005 1.875%	1,000,000	997,382.81	99.738	991,560.00	99.156	(5,823)	1.9%
6.05%	AAA	US TREASURY NOTE 11/15/2006 3.50%	800,000	846,062.48	105.758	810,248.00	101.281	(35,814)	3.5%
		Accrued Income				3,500.00			
13.42%			1,800,000	1,843,445.29		1,805,308.00		(41,637)	2.6%
US GOVERNMENT AGENCY SECURITIES									
18.03%	AAA	FEDERAL HOME LN MORTGAGE 11/15/2004 3.25%	2,400,000	2,471,558.40	102.982	2,416,512.00	100.688	(55,046)	3.2%
		Accrued Income				9,750.00			
17.90%	AAA	FEDERAL HOME LOAN BANK 12/15/2004 2.125%	2,400,000	2,430,562.50	101.273	2,406,000.00	100.250	(24,563)	2.1%
		Accrued Income				2,125.00			
17.42%	AAA	FEDERAL NATL MTGE ASSOC 06/16/2006 1.75%	2,400,000	2,394,912.00	99.788	2,341,512.00	97.563	(53,400)	1.8%
		Accrued Income				1,633.33			
53.35%			7,200,000	7,297,032.90		7,177,532.33		(133,009)	2.4%
CORPORATE SECURITIES									
FINANCE									
6.73%	A	CIT GROUP INC 07/29/2005 1.60%	900,000	900,000.00	100.000	903,330.00	100.370	3,330	1.6%
		Accrued Income				2,480.00			
6.60%	A	CATERPILLAR FIN SERV CRP 09/15/2006 2.35%	900,000	885,051.00	98.339	882,189.00	98.021	(2,862)	2.4%
		Accrued Income				6,168.75			
6.72%	A+	MERRILL LYNCH & CO 11/15/2007 4.00%	900,000	902,988.00	100.332	899,369.10	99.930	(3,619)	4.0%
		Accrued Income				4,500.00			
20.05%			2,700,000	2,688,039.00		2,698,036.85		(3,151)	2.7%
CONSUMER STAPLES									
6.39%	A+	SARA LEE CORP. 06/15/2008 2.75%	900,000	896,895.00	99.655	858,231.00	95.359	(38,664)	2.9%
		Accrued Income				1,031.25			
TECHNOLOGY									
6.61%	A+	INTL BUSINESS MACHINES 11/01/2006 2.375%	900,000	888,795.00	98.755	885,969.00	98.441	(2,826)	2.4%
		Accrued Income				3,503.13			
33.05%			4,500,000	4,473,729.00		4,446,771.23		(44,641)	2.7%
CASH AND MONEY FUNDS									
0.18%		HIGHMARK US GOVT MONEY M		24,238.54		24,238.54			0.0%
99.74%			13,500,000	13,638,445.73		13,419,158.64		(219,287)	2.5%

Portfolio Statement

As of 06/30/2004

SAN DIEGO METRO TRANSIT DEVELOPMENT BD OPERATING FDS Acct #: 18113239-A
Total Accrued Income

100.00%34,691.46

13,453,850.10

LM CAPITAL GROUP, LLC
 401 B Street, Suite 920
 San Diego, CA 92101
 (619) 814-1401 Fax: (619) 814-1404

Portfolio Statement

As of 06/30/2004

SAN DIEGO MTDB Acct #: COMPOSITE
 1255 IMPERIAL AVE STE. 1000
 SAN DIEGO, CA 92101

Weight	Rating	Description	Quantity	Cost Basis	Unit Cost	Current Value	Current Price	Unrealized Gain (Loss)	Current Yield
US GOVERNMENT AGENCY DISCOUNT NOTES									
2.21%	AAA	FHLB DISCOUNT NOTE <3> 10/01/2004	1,030,000	1,021,860.43	99.210	1,021,133.04	99.139	(727)	
US TREASURY SECURITIES									
3.71%	AAA	US TREASURY NOTE <4> 09/30/2004 1.875% Accrued Income	1,700,000	1,709,496.09	100.559	1,703,718.75	100.219	(5,777)	1.9%
2.17%	AAA	US TREASURY NOTE <4> 12/31/2004 1.75%	1,000,000	1,005,039.06	100.504	1,000,310.00	100.031	(4,729)	1.7%
4.35%	AAA	US TREASURY NOTE <3> 02/28/2005 1.50% Accrued Income	2,000,000	2,008,046.88	100.402	1,998,125.00	99.906	(9,922)	1.5%
2.16%	AAA	US TREASURY NOTE <4> 05/31/2005 1.25% Accrued Income	1,000,000	997,500.00	99.750	994,375.00	99.438	(3,125)	1.3%
1.08%	AAA	US TREASURY NOTE <4> 07/31/2005 1.50% Accrued Income	500,000	495,976.56	99.195	496,720.00	99.344	743	1.5%
2.15%	AAA	US TREASURY NOTE <1> 12/31/2005 1.875% Accrued Income	1,000,000	997,382.81	99.738	991,560.00	99.156	(5,823)	1.9%
1.76%	AAA	US TREASURY NOTE <1> 11/15/2006 3.50% Accrued Income	800,000	846,062.48	105.758	810,248.00	101.281	(35,814)	3.5%
						3,500.00			
17.37%			8,000,000	8,059,503.88		8,020,678.43		(64,447)	1.8%
US GOVERNMENT AGENCY SECURITIES									
5.25%	AAA	FEDERAL HOME LN MORT <1> 11/15/2004 3.25% Accrued Income	2,400,000	2,471,558.40	102.982	2,416,512.00	100.688	(55,046)	3.2%
4.35%	AAA	FEDERAL HOME LOAN BA <3> 12/15/2004 2.125% Accrued Income	2,000,000	2,001,015.63	100.051	2,005,000.00	100.250	3,984	2.1%
5.21%	AAA	FEDERAL HOME LOAN BA <1> 12/15/2004 2.125% Accrued Income	2,400,000	2,430,562.50	101.273	2,406,000.00	100.250	(24,563)	2.1%
6.08%	AAA	FEDERAL NATL MTG ASS <4> 12/15/2004 1.875% Accrued Income	2,800,000	2,810,281.25	100.367	2,805,250.00	100.188	(5,031)	1.9%
3.28%	AAA	FEDERAL HOME LN MORT <4> 01/15/2005 1.875% Accrued Income	1,500,000	1,509,785.16	100.652	1,502,343.75	100.156	(7,441)	1.9%
3.25%	AAA	FEDERAL HOME LOAN BA <4> 04/15/2005 1.625% Accrued Income	1,500,000	1,498,495.50	99.900	1,497,187.50	99.813	(1,308)	1.6%
2.17%	AAA	FEDERAL HOME LOAN BA <3> 04/15/2005 1.625% Accrued Income	1,000,000	1,004,146.00	100.415	998,125.00	99.813	(6,021)	1.6%
2.16%	AAA	FEDERAL HOME LN MORT <3> 08/15/2005 1.50% Accrued Income	1,000,000	999,102.00	99.910	990,310.00	99.031	(8,792)	1.5%
5.07%	AAA	FEDERAL NATL MTGE ASS <1> 06/16/2006 1.75% Accrued Income	2,400,000	2,394,912.00	99.788	2,341,512.00	97.563	(53,400)	1.8%
						1,633.33			

Portfolio Statement

As of 06/30/2004

SAN DIEGO MTDB Acct #: COMPOSITE

Weight	Ratio	Description	Quantity	Cost Basis	Unit Cost	Current Value	Current Price	Unrealized Gain (Loss)	Current Yield
US GOVERNMENT AGENCY SECURITIES									
7.15%	AAA	FEDERAL HOME LN MORT <6> 08/09/2006 2.50% Call 08/09/2004, 100.00 Accrued Income	3,300,000	3,300,000.00	100.000	3,270,102.00	99.094	(29,898)	2.5%
3.68%	AAA	FEDERAL NATL MTGE ASS <5> 08/11/2006 2.75% Call 08/11/2004, 100.00 Accrued Income	1,700,000	1,686,718.75	99.219	1,679,345.00	98.785	(7,374)	2.8%
						18,050.69			
47.65%			22,000,000	22,106,577.19		22,006,496.28		(194,890)	2.2%
CORPORATE SECURITIES									
FINANCE									
1.96%	A	CIT GROUP INC <1> 07/29/2005 1.60% Accrued Income	900,000	900,000.00	100.000	903,330.00	100.370	3,330	1.6%
1.92%	A	CATERPILLAR FIN SERV C <1> 09/15/2006 2.35% Accrued Income	900,000	885,051.00	98.339	882,189.00	98.021	(2,862)	2.4%
1.96%	A+	MERRILL LYNCH & CO <1> 11/15/2007 4.00% Accrued Income	900,000	902,988.00	100.332	899,369.10	99.930	(3,619)	4.0%
						4,500.00			
5.84%			2,700,000	2,688,039.00		2,698,036.85		(3,151)	2.7%
CONSUMER STAPLES									
1.86%	A+	SARA LEE CORP. <1> 06/15/2008 2.75% Accrued Income	900,000	896,895.00	99.655	858,231.00	95.359	(38,664)	2.9%
						1,031.25			
TECHNOLOGY									
1.93%	A+	INTL BUSINESS MACHINE <1> 11/01/2006 2.375% Accrued Income	900,000	888,795.00	98.755	885,969.00	98.441	(2,826)	2.4%
						3,503.13			
9.63%			4,500,000	4,473,729.00		4,446,771.23		(44,641)	2.7%
CASH AND MONEY FUNDS									
0.64%		CASH <2>		294,285.34		294,285.34			0.0%
11.23%		CASH <3>		5,184,231.30		5,184,231.30			0.0%
0.00%		CASH <6>		0.09		0.09			0.0%
11.05%		CASH <4>		5,102,031.17		5,102,031.17			0.0%
0.05%		HIGHMARK US GOVT MO <1>		24,238.54		24,238.54			0.0%
0.18%		WELLS FARGO TRSRY PLU <5>		84,499.00		84,499.00			0.0%
23.14%				10,689,285.44		10,689,285.44			0.0%
99.70%			35,530,000	46,350,955.94		46,046,250.58		(304,705)	1.6%
		Total Accrued Income				138,113.84			
100.00%						46,184,364.42			

<1> SAN DIEGO METRO TRANSIT DEVELOPMENT BD OPERATING FDS Acct #
 WORKING CAPITAL ACCOUNT
 1255 IMPERIAL AVE STE. 1000
 SAN DIEGO, CA 92101-7490

Portfolio Statement

As of 06/30/2004

SAN DIEGO MTDB Acct #: COMPOSITE

<2>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COPS, SRS A, RES FUND 1255 IMPERIAL AVE, SUITE 1000 SAN DIEGO, CA 92101	'A' RESERVE FUND	Ac
<3>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 02-A RTMS PROCEEDS 1255 IMPERIAL AVE. STE 1000 SAN DIEGO, CA 92101	COP 2002-A PROCEEDS	
<4>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 2003-B PROCEEDS 1255 IMPERIAL AVE STE 1000 SAN DIEGO, CA 92101	COP 2003-B PROCEEDS	
<5>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 02-A RTMS RESERVE FD 1255 IMPERIAL AVE, SUITE 1000 SAN DIEGO, CA 92101	COP '02-A RESERVE FD	
<6>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD COP 2003-B RESERVE FD 1255 IMPERIAL AVE, SUITE 1000 SAN DIEGO, CA 92101	COP '03-B RESERVE FD	
<7>	SAN DIEGO METRO TRANSIT DEVELOPMENT BD 1255 IMPERIAL AVE STE 1000 SAN DIEGO, CA 92101	2004 RAN	Acct #: 32553

LM CAPITAL GROUP, LLC

GLOBAL BOND MANAGEMENT

SAN DIEGO METROPOLITAN
TRANSPORTATION DEVELOPMENT BOARD

1ST QUARTER 2004 REVIEW

Our business
is focused
entirely on fixed
income

Fixed-income specialists

Established in 1989, in San Diego, California
San Diego MTDB total assets \$77,135,659.63

Fixed Income Assets as of 03/31/04
\$1.55 billion in assets
Short Term total assets \$204,240,007

65% employee-owned, minority business
enterprise

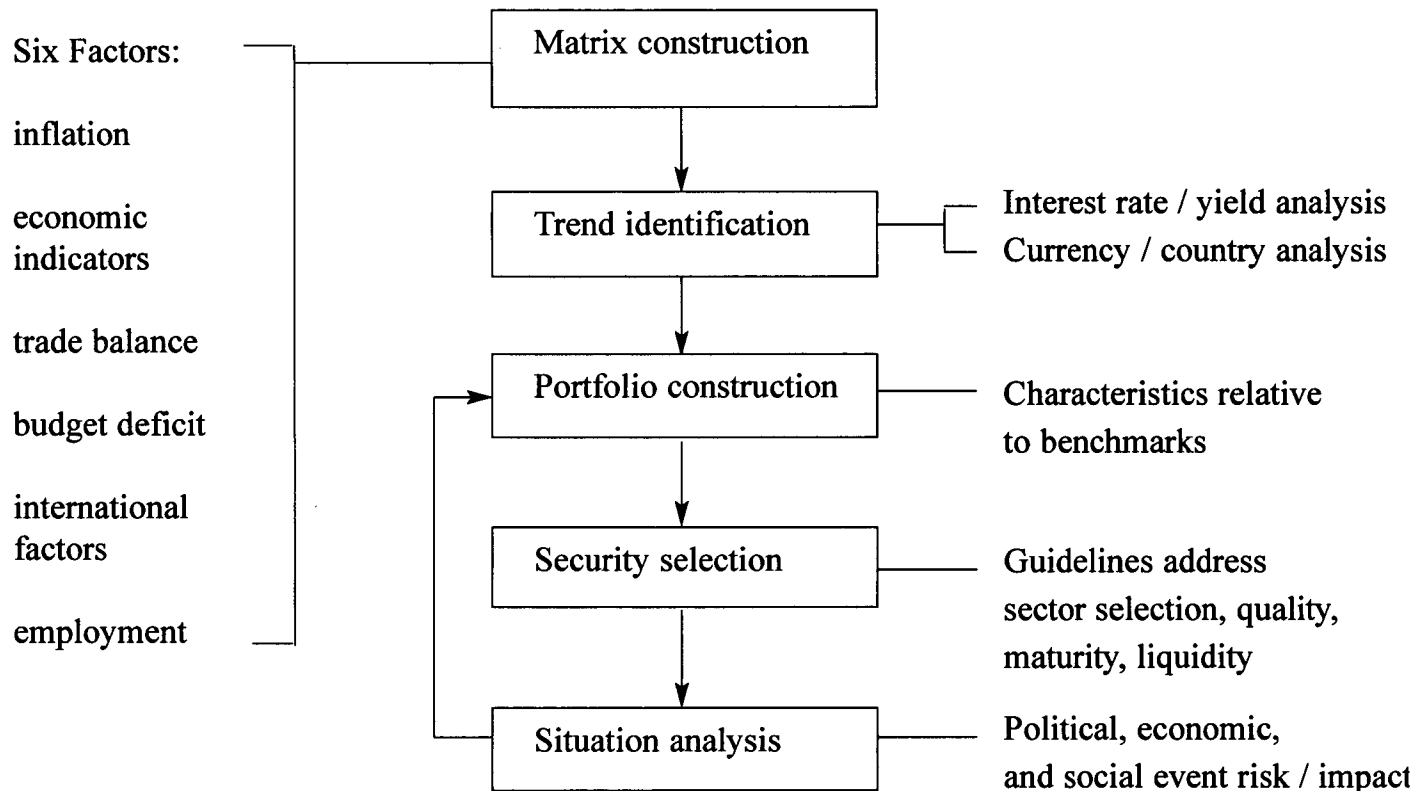
Employees
3 portfolio manager
1 trader/analyst
2 analysts
2 marketing representatives
3 client support/administrative

11 total

L M CAPITAL
GROUP, LLC

LM Capital process: Global Scenario Planning

Fundamental economic analysis



L M CAPITAL
GROUP, LLC

Economic and Market Commentary

March 31, 2004

Economic Commentary

The US economy posted a strong GDP growth rate of 4.2% for the 1st quarter, 2004 based upon final data. This is a continuation of the very strong growth recorded in the 4th quarter, 2003. As in the previous quarter, growth occurred without inflationary pressures or a significant strengthening of the employment picture; although the March monthly data did indicate a spike in employment payrolls and consumer inflation. The Federal Reserve continued to signal its determination to maintain low interest rates and the fixed income markets maintained a downward bias throughout the quarter. The clear signal from the Fed is that interest rates will remain low until inflation pressures rise and excess capacity utilization is reduced well below current levels. Market consensus does not expect any rate moves by the Fed until June at the earliest. Our Trend Identification Score remained neutral during the 1st quarter, 2004.

Short term rates remained range bound, with an upward bias during the quarter, as rates on 90 Day US Treasury Bills varied between 0.86% and 0.96% to end the quarter at 0.94%. Two Year US Treasury rates also remained in a trading range, trending slightly downward, as yields dropped from a 1.92 % level to end the quarter at 1.58%.

San Diego Economy

The regional economy continues on solid footing with all sectors performing well. Even tourism is recovering strongly. The concern centers on the very high cost of living, especially housing costs, which may serve as the catalyst for an economic slowdown in the intermediate future.

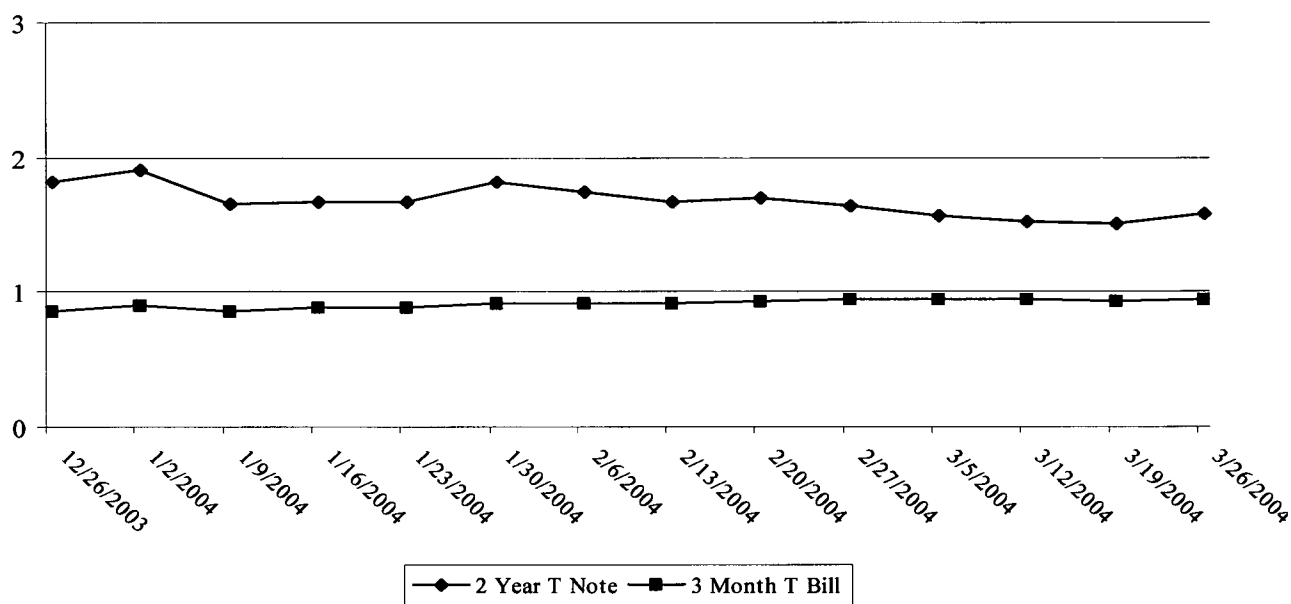
Portfolio Commentary

The portfolio as positioned defensively in anticipation of higher interest rates and possible withdrawal requirements. No major changes were made to the portfolio during the quarter.

LM CAPITAL
GROUP, LLC

Short Term Fixed Income

Short Term Interest Rates
December 31, 2003 - March 31, 2004



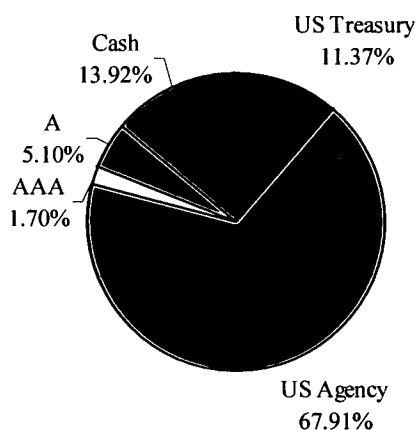
SD MTDB
(All Portfolios)

ML 1-3 Year
Govt/Corp

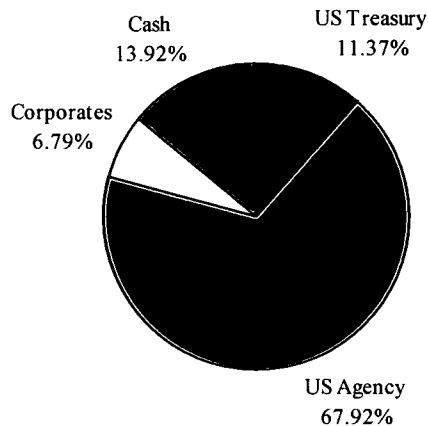
Average Maturity	2.05 years	1.77 years
Modified Duration	1.95 years	1.69 years
Yield to Maturity	1.78%	1.73%
Average Quality	AA1	AA1

L M CAPITAL
GROUP, LLC

Quality Breakdown as of March 31, 2004 (All portfolios)



Sector Allocation as of March 31, 2004 (All portfolios)



L M C CAPITAL
G R O U P, L L C

Investment Performance

March 31, 2004

San Diego Metropolitan Transportation Development Board

	SD MTDB Operating Funds Portfolio	MTDB Benchmark*
January 2004	0.31%	0.25%
February 2004	0.67%	0.51%
March 2004	0.38%	0.35%
1st Qtr., 2004	1.36%	1.12%

**L M CAPITAL
GROUP, LLC**

*Benchmark for the period 09/30/00 to 90/30/01 was the ML 1 Year Treasury Bill Index, from 09/30/01 to present the benchmark is the ML 1-3 Year Govt/Corp >A rated Index. Performance data reflects all assets in all accounts, Operating funds, COP proceeds and Bond Reserve fund.

Results for the full period are time-weighted and include the reinvestment of income. Performance results have been presented before the deduction of management fees.

LM CAPITAL GROUP, LLC

GLOBAL BOND MANAGEMENT

SAN DIEGO METROPOLITAN
TRANSPORTATION DEVELOPMENT BOARD

2ND QUARTER 2004 REVIEW

Our business
is focused
entirely on fixed
income

Fixed-income specialists

Established in 1989, in San Diego, California
San Diego MTDB total assets \$46,184,364.42

Fixed Income Assets as of 06/30/04
\$1.48 billion in assets
Short Term total assets \$180,452,387

65% employee-owned, minority business
enterprise

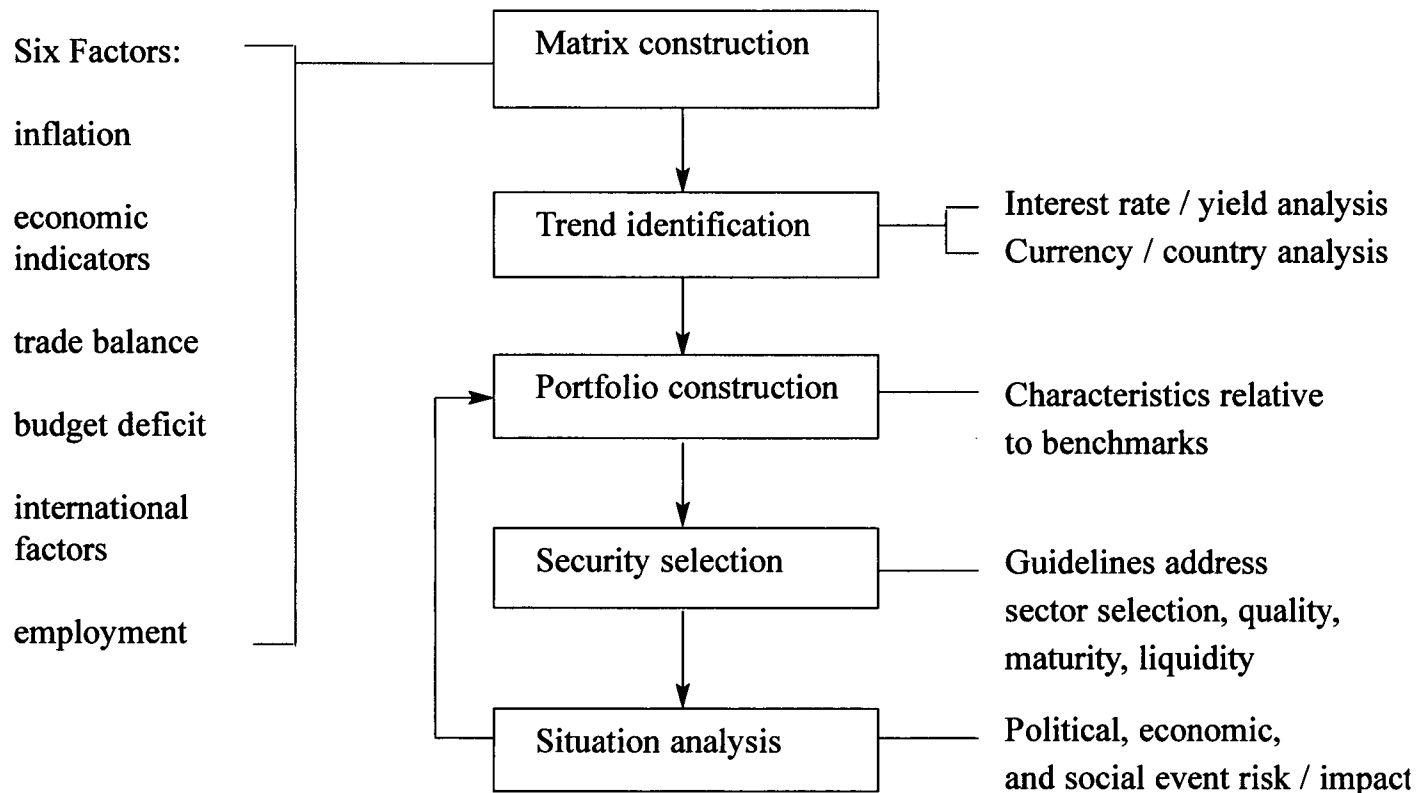
Employees
3 portfolio manager
1 trader/analyst
2 analysts
2 marketing representatives
3 client support/administrative

11 total

L M CAPITAL
GROUP, LLC

LM Capital process: Global Scenario Planning

Fundamental economic analysis



L M C A P I T A L
G R O U P , L L C

Economic and Market Commentary

June 30, 2004

Economic Commentary

The US economy posted a strong GDP growth rate of 3.0% for the 2nd quarter, 2004 based upon advance data. This is a continuation of the strong 4.5% GDP growth (revised upward) recorded in the 1st quarter, 2004. However, inflationary pressures surfaced and the employment picture strengthened significantly. This data prompted the Federal Reserve to signal its intention to raise interest rates in the near future and the fixed income markets responded with a significant rise in interest rates during the 2nd quarter. Our Trend Identification Score became more defensive during this period. We expect the economy to continue its sustained growth through the first half of 2005.

Short term rates moved sharply upward during the quarter, as rates on 90 Day US Treasury Bills increased from 0.94% to end the quarter at 1.27%. Two Year US Treasury rates also rose sharply, as yields increased from a 1.58 % level to end the quarter at 2.68%.

San Diego Economy

The regional economy continues on solid footing with all sectors. Tourism continues to recovery very strongly. The very high cost of housing appears to have reached a plateau, yet consumer spending and other related sectors remain strong. Unemployment is below the national average.

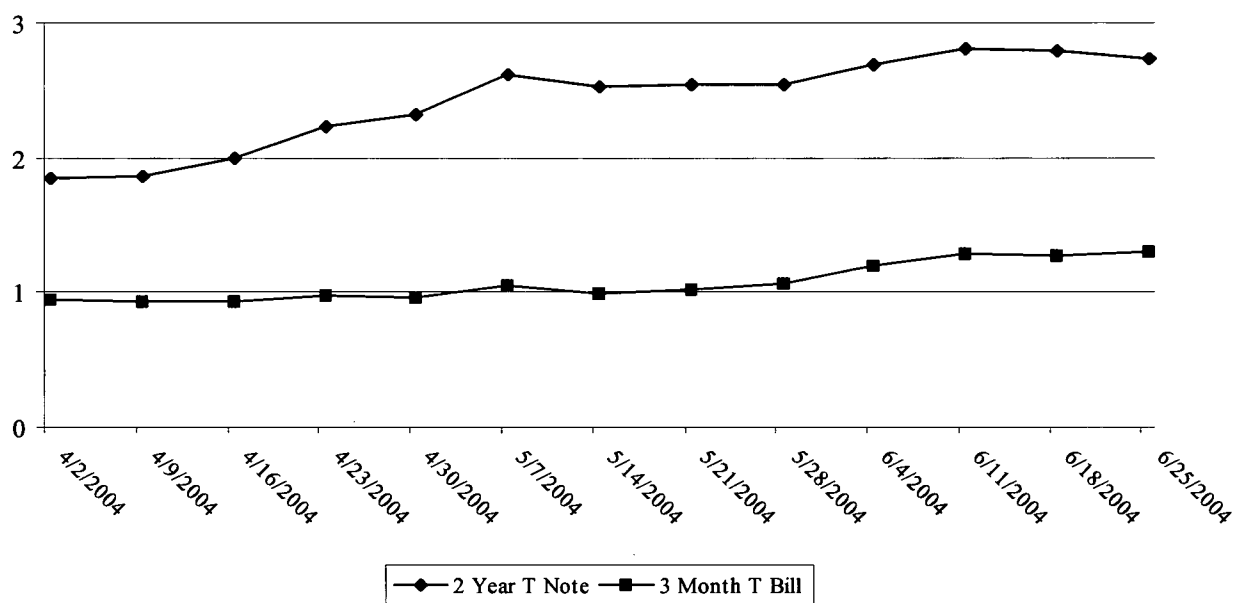
Portfolio Commentary

The portfolio was positioned defensively in anticipation of higher interest rates and possible withdrawal requirements. No major changes were made to the portfolio during the quarter.

**L M CAPITAL
GROUP, LLC**

Short Term Fixed Income

Short Term Interest Rates
March 31, 2004- June 30, 2004



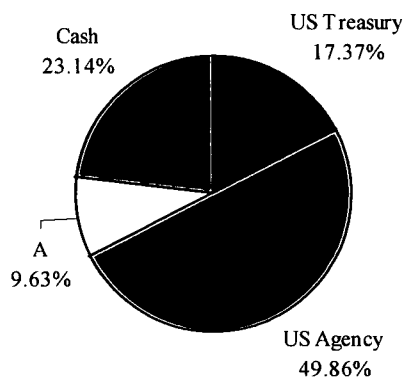
SD MTDB
(All Portfolios)

ML 1-3 Year
Govt/Corp

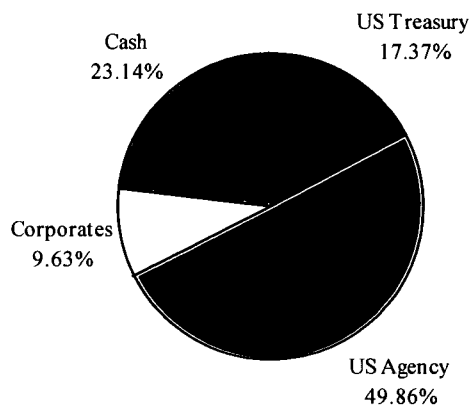
Average Maturity	1.58 years	1.83 years
Modified Duration	1.52 years	1.75 years
Yield to Maturity	2.47%	2.47%
Average Quality	AA1	Aaa

L M CAPITAL
GROUP, LLC

Quality Breakdown as of June 30, 2004 (All portfolios)



Sector Allocation as of June 30, 2004 (All portfolios)



**LM CAPITAL
GROUP, LLC**

Investment Performance

June 30, 2004

San Diego Metropolitan Transportation Development Board

	SD MTDB Operating Funds Portfolio	MTDB Benchmark*
April 2004	-1.12%	-0.97%
May 2004	-0.23%	-0.16%
June 2004	0.05%	0.00%
2nd Qtr., 2004	-1.31%	-1.13%

**L M CAPITAL
GROUP, LLC**

*Benchmark for the period 09/30/00 to 90/30/01 was the ML 1 Year Treasury Bill Index, from 09/30/01 to present the benchmark is the ML 1-3 Year Govt/Corp >A rated Index. Performance data reflects all assets in all accounts, Operating funds, COP proceeds and Bond Reserve fund.

Results for the full period are time-weighted and include the reinvestment of income. Performance results have been presented before the deduction of management fees.



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

Agenda

Item No. 7

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

FIN 340.3 (PC 30100)

October 7, 2004

Subject:

MTDB: TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT

RECOMMENDATION:

That the MTD Board of Directors adopt Resolution No. 04-12 (Attachment A), amending FY 2003 Transportation Development Act (TDA) Article 4.0, Claim No. 253, for the City of El Cajon.

Budget Impact

The TDA claim amendment would result in the receipt of \$158,693 in TDA Article 4.0 funds for the City of El Cajon for bus stop reviews, bus stop improvements, and other operating expenses to repair and replace existing facilities.

DISCUSSION:

Senate Bill 521 (effective January 2003) consolidated all transit funding in the MTDB service area. As a result, MTDB submits one TDA claim on behalf of all operators in its service area. An agreement reached between MTDB and the cities that used to receive TDA funds stipulates that any unused TDA balances held by the jurisdictions would be available for eligible TDA projects. The City of El Cajon has requested \$158,693 from its unallocated TDA reserve for bus stop reviews, bus stop improvements, and other operating expenses to repair and replace existing facilities.



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.

The City of El Cajon seeks to:

- award a contract for the installation of bus shelters at ten additional locations, as prioritized by the Commission on Disabilities;
- obtain a professional services contract to provide a technical study of bus stop locations necessary to develop a comprehensive plan to increase ridership and provide for additional improvements;
- continue bus stop improvements by replacing and/or installing bus benches and trash receptacles as needed; and
- evaluate ridership data and review routes to assist MTDB with evaluating transit priorities for the citizens of El Cajon.

Staff has reviewed the request and determined that it is an eligible activity for TDA funding.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Susan Brown, 619.669.1913., sbr@sandag.org

JGarde
OCT7-04.9.SKIM
9/20/04

Attachments: A. Resolution No. 04-12
B. Photographs of Bus Shelters
C. Letter from City of El Cajon (w/o attachments)

}

Board Only

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 04-12

Resolution Amending Fiscal Year 2003 Transportation Development Act

WHEREAS, effective August 10, 2000, the MTDB-area consolidated Transportation Development Act (TDA) claim process provides that MTDB will be responsible for submitting a single claim for each article of the TDA for all MTDB operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTDB-area operators, the San Diego Association of Governments (SANDAG) approved MTDB's FY 2003 TDA claim, including unallocated balances of TDA funds and all capital reserves on behalf of area operators and jurisdictions; and

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

WHEREAS, said claimed balances either reserved funds for specific capital projects or were identified as unallocated capital reserves; and

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

WHEREAS, the City of El Cajon has requested to use \$158,693 for the completion of a bus stop review, bus stop improvements, and other operating expenses to repair and replace existing facilities from its unallocated reserves; and

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

BE IT RESOLVED, that the MTD Board of Directors does hereby approve an amendment revising the Claim No. 253 by allocating \$158,693 from El Cajon unallocated TDA capital for said transit improvements.

PASSED AND ADOPTED by the Board this 7th day of October 2004, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit Development Board

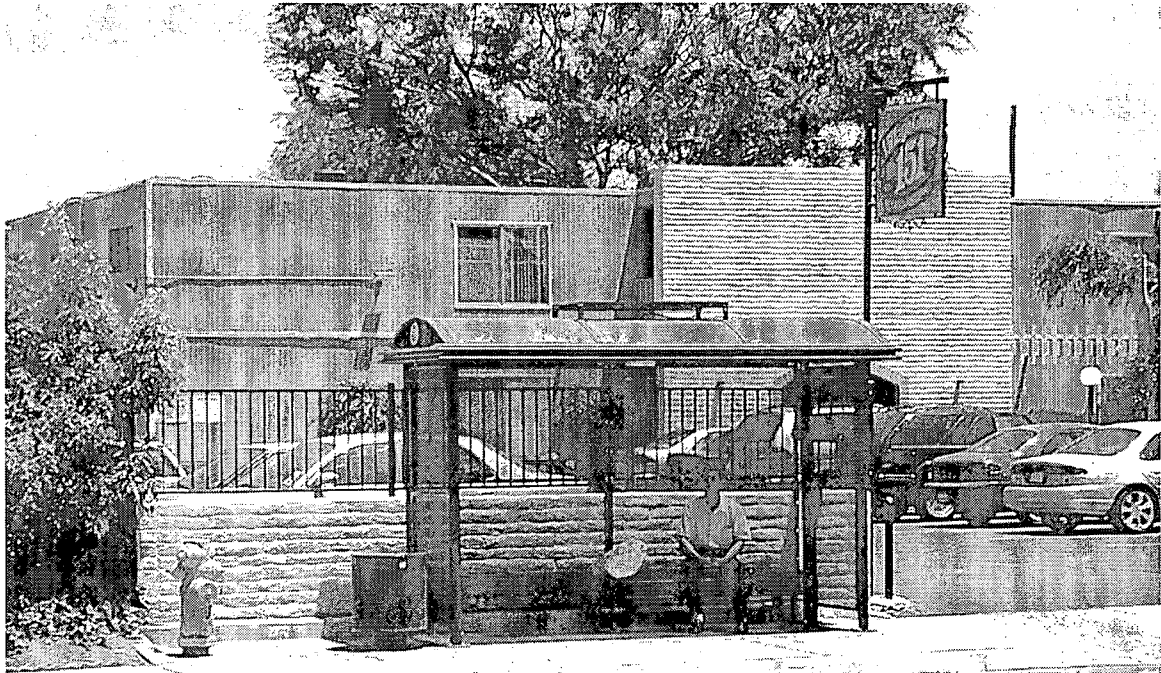
Filed by:

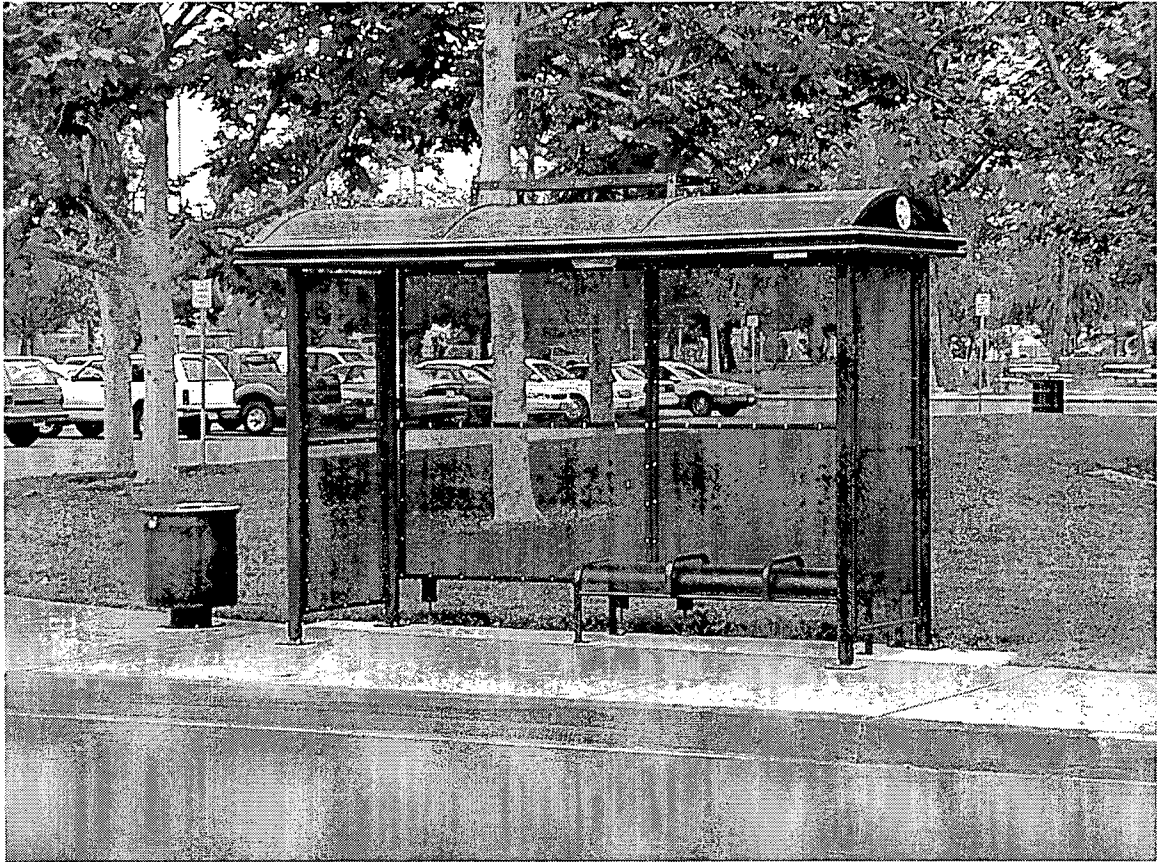
Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit
Development Board

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

JGarde
RES-04-12.SBROWN
9/20/04







CITY OF EL CAJON

PUBLIC WORKS

July 20, 2004

Ms. Lauren Warrem, Finance Manager
Metropolitan Transit Development Board
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Ms. Warrem:

Per our telephone conversation today, the following information is submitted for review in consideration of the City of El Cajon utilizing a portion of our transit fund reserves in the amount of \$158,693 for the following:

<u>Description</u>	<u>Budget Estimate</u>
Bus Stop Review	\$40,000
Bus Stop Improvements	\$90,000
Other Operating Expenses to repair and replace existing facilities	\$28,693

Attached is the budget document approved by the El Cajon City Council on June 22, 2004. The total Transit budget is \$259,576, of which we already received \$100,883 on July 16, 2004 for costs associated with personnel, bus stop maintenance contract, and the mural project. Also provided is a copy of the Request for Proposal (RFP) for Bus Stop Reviews, refer to pages 2 and 3 for the scope of work.

As discussed, you will prepare an agenda report for the board's approval. If you need additional information, please contact me directly at (619) 441-1784.

Your assistance processing our request is appreciated, and I look forward to hearing from you soon.

Sincerely,

Nancy C. Palm
Senior Management Analyst

Attachments: Transit Budget for FY 2004 – 2005
RFP - Bus Stop Reviews



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 Development Board,
San Diego Transit Corporation, and
San Diego Trolley, Inc.

SDAE 710 (PC 40099)

October 7, 2004

Subject: MTDB: RECEIVE SD&IV, PSRMA, AND CZRY QUARTERLY REPORTS, AND RATIFY
ACTIONS TAKEN BY THE SD&AE RAILWAY COMPANY BOARD OF DIRECTORS

RECOMMENDATION:

That the Board of Directors:

1. receive the San Diego & Imperial Valley (SD&IV) Railroad, Pacific Southwest Railway Museum Association (PSRMA), and Carrizo Gorge Railway (CZRY) Quarterly Reports; and
2. ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors at its meeting on July 27, 2004.

Budget Impact

\$11,168 for drip pans and increased security fencing.

As of June 30, 2004, the balance in the SD&AE Reserve Fund was \$1,024,283. Staff is completing the FY 04 audit, and this figure does not include the interest earnings for FY 04, which has yet to be calculated. Each year MTDB budgets \$180,000 of expenses and \$100,000 of revenue for SD&AE. Any discrepancy at the end of the fiscal year is either credited to or deducted from the SD&AE Reserve fund.



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.

DISCUSSION:

Quarterly Reports

Pursuant to the agreement for operation of freight rail services, SD&IV has provided the attached Quarterly Report of its operations during the fourth quarter of calendar year 2003 (Attachment A). Likewise, PSRMA and CZRY submitted their reports (Attachments B and C).

SD&AE Property Matters

Under its adopted policy for dealing with SD&AE, the Board of Directors must review all property matters acted on by the SD&AE Board of Directors. At its meeting on July 27, 2004, the SD&AE Board considered and approved a request by RailAmerica to use \$7,575 of SD&AE reserve funds for the installation of new drip/spill containment pans at San Ysidro, and \$3,593 of SD&AE reserve funds to complete the second phase of security-related fence improvements along Harbor Drive between the Harbor Drive Bridge and Sigsbee Street. The SD&AE Board also approved issuing a license for facilities constructed on Coronado Branch Line property in National City, a private crossing in Campo, and the concept of the construction of the Bayshore Bikeway Project in the City of Chula Vista. There was no cost for the latter three actions.

The MTD Board is requested to ratify the actions of the SD&AE Board approving these requests.



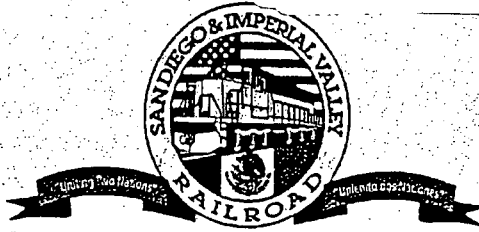
Paul C. Jablonski
Chief Executive Officer

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

JGarde
Global/AgendaItems/OCT7-04.8.TLOREN
9/30/04

Attachments: A. SD&IV Quarterly Report
B. PSRMA Quarterly Report
C. CZRY Quarterly Report
D. Property Matters (w/o attachments)

} **Board Only**



February 25, 2003

Metropolitan Transit Development Board
Mr. Thomas F. Larwin, General Manager
1255 Imperial Avenue, Suite 1000
San Diego, California 92101

Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company; activities of interest for the 4th Quarter of 2003 are listed as follows:

1. Labor

At the end of December 31, 2003 the San Diego & Imperial Railroad had 11 employees:

- 1 General Manager
- 1 Operations Manager
- 1 Manager - Marketing & Sales
- 1 Mechanical Employee
- 1 Maintenance of Way Employee
- 6 Transportation Specialists

2. Marketing

New business secured over same period is rolled paper to Weber Distribution Warehouse that is directly served by the SDIY. Both of their spur tracks are being utilized to accommodate unloading of rolled paper for warehousing and distribution to region. There is additional growth of steel to Bannister Steel, in National City, which is directly served by the SDIY. The steel is for fabrication to supply San Diego construction. The above represents 364 carloads of new business in the 4th Quarter of 2003.

3. Mexican Railroad

The SDIY interchanges railcars to the rail freight operator for the state of Baja, Mexico. This is for railcars that originate and terminate in Baja, Mexico and move via the San Ysidro Railroad Port Entry. The SDIY Railroad continues to coordinate with the FPN Railroad to establish a third party, rail served, trans-load distribution facility, on the Tijuana – Tecate Line, in Baja, Mexico. The SDIY Railroad has been coordinating with CZRY and BNSF for feasibility for service to Toyota Plant in Baja, Mexico and for various other shippers and commodities and recapture malt traffic to move via SDIY – FPN Service.

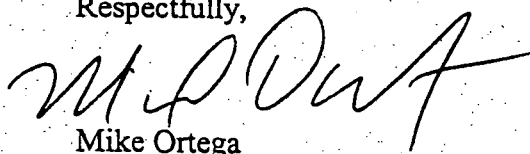
4. Reportable Injuries/Environmental

Through year to date, December 31, 2003, there were no FRA Reportable injuries on the SDIY Railroad.

5. Summary of Freight

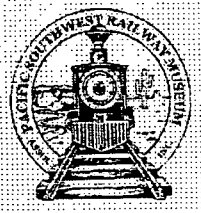
	2003	2002	2001
Total railroad carloads that moved 4th Quarter 2003.	2,037	1,719	1,513
Total railroad carloads Terminating/Oriinating Mexico in 4th Quarter 2003.	973	923	1,042
Total railroad carloads Terminating/Oriinating El Cajon, San Diego, National City, San Ysidro, California in 4th Quarter 2003	1,064	796	471
Total customers directly served by SDIY in 4th Quarter 2003	11	30	33
Truck trailers that SDIY Railroad Service replaced in 4th Quarter 2003 (Interstate 5 and Interstate 15)	7,130	6,017	5,296

Respectfully,



Mike Ortega

Manager – Marketing & Sales



Pacific Southwest Railway Museum

4695 Nebo Drive, La Mesa, CA 91941-5259

Wednesday, February 25, 2004

TO: SD&AE Board

SUPPLEMENTAL TO OUR FOURTH QUARTER REPORT FOR 2003

As an update since our fourth quarter report (attached):

1. The donated backhoe has been picked up and is being restored by Hawthorne Systems as a donation for the community.
2. Once the backhoe is on our property at Campo, and the rains subsided, we will begin the drainage improvements at Campo. In the meantime, we are stockpiling the materials we need to complete the job. We are soliciting donations of bricks for the project.
3. The \$2,000 worth of donated paint by Proline for the Campo Depot is now on site. We will begin a push on the painting effort next month. Everyone is invited to participate – no experience necessary – we will train!
4. We are looking into asphalt shavings for the depot parking lot, driveways and museum grounds. These could be free and, if rolled, could be a solution for the dirt parking lot at the depot.
5. We are making good progress towards the reestablishment of excursion trains from Campo to Tecate. The insurance concern is being addressed aggressively by many brokers on our behalf. It looks like a solution is forthcoming.
6. CZRy General Manager Geoff Scheuerman held a meeting with some of the Museum's officers and threaten to bring a lawsuit against the Museum if we continued to pursue the Campo to Tecate excursion trains. The Museum Board expressed their disappointment with CZRy and this threat,

SD&AE Board Meeting of February 25, 2004

but, directed staff to continue the effort, citing the need to do what is best for the Museum without regard to any threatening proposals.

7. The Museum was served a Mechanic's Lien by American Fence Company against "Carrizo Gorge Railway Tours and Museum" for \$4,300 (copy attached). This lien is not the responsibility of the Museum. We believe it concerns the fencing around the sand piles at the Campo depot, and, by copy of this report, we ask that CZRy accept the responsibility for having the lien removed as soon as possible. Perhaps it is appropriate for the SD&AE Board to direct the same, as the matter in question appears to involve activities on the SD&AE property. An appropriate filing of the lien might be forthcoming against the SD&AE Railway if it is not resolved.
8. With our concurrence, CZRy has started dispatching all train movements on the railway east of Division.
9. We hear that the FRA/PUC inspected the railway recently. We request the courtesy of advanced notice of these inspections so we may participate, as well as copies of all reports filed by any government agencies so we may be kept aware of the activities on the line. To date, our request for this information from CZRy and SD&AE has not been answered.
10. At the last meeting, CZRy asked the SD&AE to request that PSRM meet with CZRy regarding a joint maintenance agreement for the tracks jointly operated. The SD&AE directed that it occur, and offered to resolve the issue if a joint agreement couldn't be reached. Several attempts by the Museum to meet with CZRy have been made. CZRy responded several weeks ago with an offer to present a draft agreement. To date, we have no proposal from them. Would the SD&AE like us to present an agreement to the SD&AE Board for consideration?

We continue our thanks to MTDB, SD&AE and SD&IV for your support.

Sincerely,



Jim Lundquist, President

Pacific Southwest Railway Museum

Pacific Southwest Railway Museum

4695 Nebo Drive
La Mesa, CA 91941-5259

Friday, January 09, 2004

SD&AE
C/O Jack Limber
MTDB
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

FOURTH QUARTER REPORT FOR 2003

The overall health of the Museum continues to improve, with additional members, volunteers, donations and spirit.

Here are the hilights for this quarter:

1. Using all volunteer crews, we continue to operate our 11 AM and 2:30 PM trains to Miller Creek every Saturday and Sunday. We did miss one operating day this quarter due a lack of an operating locomotive. We have completed our 18th year of this operation. This quarter, we ran 45 Miller Creek trains with 1,738 passengers. The gross tickets sales were \$ and our check # for \$ is enclosed representing 1%.
2. The entire Museum continues under the management and operation of all volunteer members.
3. There were no reportable accidents during this quarter.
4. CZRy currently has the pending donated to the Museum flat cars at the Titus siding.
5. We continue our operations with just one locomotive - #7285, our 80 tonner. Work continues on the deferred maintenance issues with #3873, our GP-9. We hope to have

A California Non-Profit, Public Benefit Corporation, IRS Tax # 95-2374478

Owners and operators of the Campo Railroad Museum,
San Diego & Arizona Railway and the La Mesa Depot Museum

Mr. Jack Limber

January 9, 2004

this locomotive back in service very soon.

6. Materials are being gathered or on site for the drainage improvements at the Campo Depot. This work is expected to start in earnest later in January,

7. Work has started on improvements at the Campo depot with our new 20 year lease in hand. We have removed the three windows on the west side of the depot for a complete rebuilding.

8. Cleanup of the site continues. The volunteers have been removing lots of junk from our facility - selling what we can, recycling what we can, throwing out what is left. Asbury Environmental has removed another box of "dirty dirt".

9. We have continued interest in expanding our normal excursion route to include the Campo Creek Bridge, the 5th crossing of Campo Creek at MP 77.27 We remain interested in an open dialog with the SD&AE to discuss an extension of our passenger operating rights eastward. We believe the big bridge as a destination would open up a new market for us.

10. We continue to be interested in special operations east of Miller Creek to Hipass or Jacumba. When we last asked, CZRy indicated they were busy with repairs to the line and were running work trains which would preclude such an operation at that time. We await word on when such an operation could be run after CZRy's work has been completed. CZRy has promised that such specials would be allowed, but, to date, CZRy has not been cooperating with this request. Our most recent request went unanswered by CZRy's General Manager Geoff Scheuerman. A report to the SD&AE from CZRy as to their objections to these requests could prove helpful in overcoming any objections or to reach an understanding as to their position.

11. We have been promoting our museum and our train rides with advertisements in the Reader, Imperial Valley Press and the Yuma Sun. We expect to begin a joint advertising effort with the model railroad museum this year.

We continue our thanks to MTDB, SD&AE and SD&IV for your support.

Sincerely,

Jim Lundquist, President
Pacific Southwest Railway Museum

ASR COMPLETE THIS INFORMATION.

ORD REQUESTED BY:

11184

DOC # 2004-0074157

JAN 30, 2004 10:18 AM

OFFICIAL RECORDS

SAN DIEGO COUNTY RECORDER'S OFFICE

GREGORY J. SMITH, COUNTY RECORDER

FEES: 16.00

D WHEN RECORDED MAIL TO:

n Rylin Associates

O. Box 36953

ucson, AZ 85740-6953



2004-0074157

Mechanics Lien

(Please fill in document title(s) on the this line)

THIS PAGE ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
(Additional recording fee applies)

11185

WHEN RECORDED PLEASE RETURN TO:
AMERICAN FENCE COMPANY, INC.

C/O VAN RYLIN ASSOCIATES
P.O. BOX 36953
TUCSON, ARIZONA 85740-6953

AMERICAN FENCE COMPANY, INC.;)
(SANTEE BRANCH))

CLAIMANT,)

VS.)

NOTICE AND CLAIM OF

MECHANICS LIEN

(C.C.C. 3084)

PACIFIC SW RAILWAY MUSEUM)
ASSOCIATION, INC. DBA)
CARRIZO GORGE RAILWAY TOURS AND)
MUSEUM)

-----OWNER-----

STATE OF CALIFORNIA)
)SS
COUNTY OF SAN DIEGO)

JANET SUMMERS, being first duly sworn, under a penalty of perjury, upon my oath deposes and says that:

1. That I am the President of Van Rylin Associates, Inc. acting in their capacity solely as Limited Agents for American Fence Co, Inc., 2920 North 7th Street, Phoenix, AZ 85014 (for Santee Branch) hereinafter referred to as Claimant. That Susan Greene, Corporate Collections & Contract Director for American Fence Company, Inc. has knowledge of and has provided the facts as contained herein. That I make this affidavit with the information provided and to the best of my knowledge and belief for and on behalf of said corporation.

2. That claimant furnished temporary fence and damage panel charges, related Materials, related incidentals, equipment, tools & Labor sufficient to complete the contract and addendum items in connection with the structures, improvements, lots, common areas, easements and rights of way on the real property and the leasehold interests if appropriate and the improvements thereon as described as follows:

THE CARRIZO GORGE RAILWAY TOURS AND MUSEUM
4695 NEBO DRIVE
CAMPO, SAN DIEGO COUNTY, STATE OF CALIFORNIA

11186

LEGALLY DESCRIBED AS THAT LEASEHOLD PROPERTY IN THE
CITY OF CAMPO (LA MESA) MORE PARTICULARLY
DESCRIBED IN DOC NO 80-495 LOT 12 CC348
APN: 760 234 0100
RECORDS OF SAN DIEGO COUNTY, STATE OF CALIFORNIA

3. That the names of the Owners or Reputed Owners of the hereinabove described real property and leasehold interest and on the improvements thereon are Pacific SW Railway Museum Association, Inc. dba Carrizo Gorge Railway Tours & Museum, 4695 Nebo Drive, La Mesa, CA 91941.

4. That Claimant furnished said Materials to Carrizo Gorge Railway Tours & Museum, the reputed owner on the leasehold interest of the above stated work of improvement.

5. That Claimant first furnished said Materials to the above described property beginning on March 21, 2001 and believe that the rental is still on the site as of January 26, 2004.

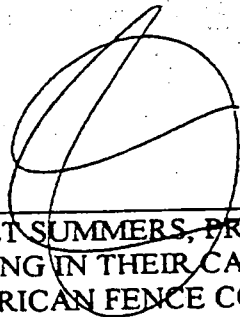
6. That said agreement provided that the hereinabove referenced Owner/Contractor must pay the claimant in full, in cash, to be billed and paid 30 net. Said Owner/Contractor has failed to pay claimants in full and applicable California Law provides that payment is made within a reasonable period of time after completion of work. In any case, a reasonable period of time after completion of work by Claimant has elapsed without payment.

7. That Claimant's demand after deducting all just credits and offsets is Four Thousand and NO/00 Dollars (\$4,000.00) plus Three Hundred and NO/00 Dollars (\$300.00) for collection costs which constitutes a total owing of Four Thousand Three Hundred and NO/100 Dollars (\$4,300.00) plus 21% interest from the time of claimant's completion until paid, which constitutes the reasonable value of the Materials and Labor furnished by Claimant for which Claimant has not been compensated, plus reasonable attorneys' fees and all future costs incurred in the collection of the hereinabove described debt.

8. That Claimant believes that not more than Ninety days has elapsed since the completion of the improvements on the hereinabove described property.

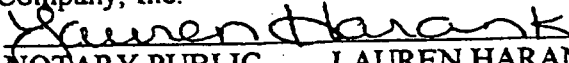
9. That the Claimant claims a lien upon the hereinabove described real property and on the structures, improvement's easements and rights of way attached thereon and the benefits of the laws of the State of California relating to liens of Mechanics, Materialman, Laborers and others. For the sums due under the contract on the above-described property for the purpose of fixing this lien, the claimant has made this Notice and Claim of Lien and delivers the original thereof the County Recorder of San Diego County, California to be recorded as required by law and causes executed duplicate originals thereof to be served upon the Contractors, Owner and Reputed Owners if they can be found within San Diego County, California.

11187


 JANET SUMMERS, PRESIDENT, VAN RYLIN ASSOCIATES
 ACTING IN THEIR CAPACITY AS LIMITED AGENTS FOR
 AMERICAN FENCE COMPANY, INC.

STATE OF ARIZONA)
)SS
 COUNTY OF PIMA)

ACKNOWLEDGED BY AND SUBSCRIBED AND SWORN TO BEFORE ME this 26th day of January, 2004 by Janet Summers who is known to me to be the Limited Agent for American Fence Company, Inc.


 NOTARY PUBLIC - LAUREN HARANK
 MY COMMISSION EXPIRES: 2/14/2005




Notary Public State of Arizona
 Pima County
 Lauren Harank
 Expires February 14, 2005

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

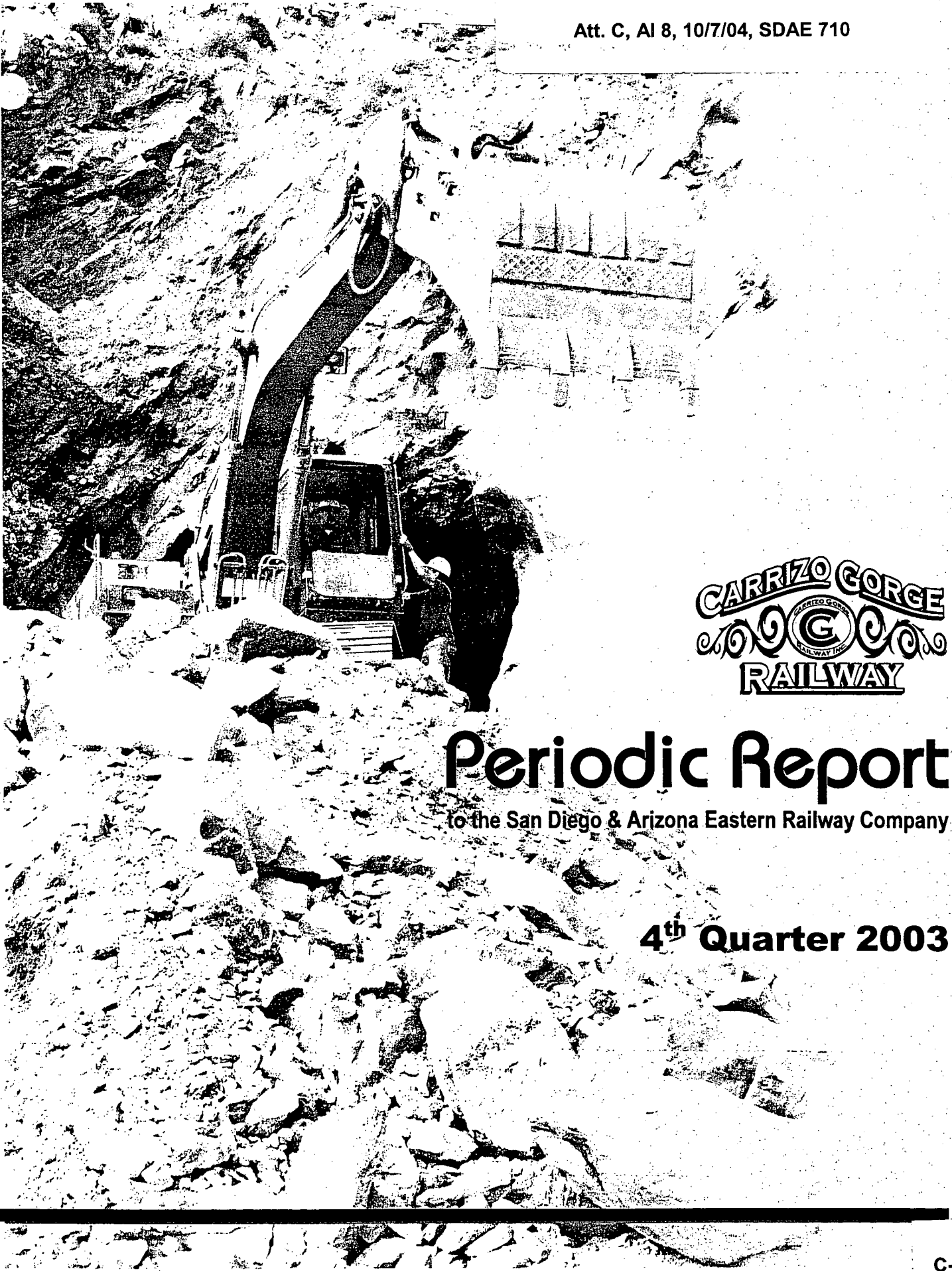
STATE OF ARIZONA)
)SS
 COUNTY OF PIMA)

ON January 26, 2004 BEFORE ME, LAUREN HARANK, NOTARY PUBLIC, PERSONALLY APPEARED JANET SUMMERS, PERSONALLY KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT SHE EXECUTED THE SAME IN HER AUTHORIZED CAPACITY AND THAT BY HER SIGNATURE ON THE INSTRUMENT THE PERSON OF THE ENTITY UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.
 WITNESS MY HAND AND OFFICIAL SEAL.


 LAUREN HARANK, NOTARY PUBLIC
 MY COMMISSION EXPIRES: 2/14/2005



Notary Public State of Arizona
 Pima County
 Lauren Harank
 Expires February 14, 2005



Periodic Report

to the San Diego & Arizona Eastern Railway Company

4th Quarter 2003



Periodic Report

to the San Diego & Arizona Eastern Railway Company

4th Quarter 2003

© 2003 Carrizo Gorge Railway, Inc.



CARRIZO GORGE RAILWAY, INC.

8929 Gardena Way • Lakeside, CA 92040 • (619) 938-1943 • Fax (619) 561-4367

February 25, 2004

Metropolitan Transit Board
Mr. Jack Limber, Interim General Manager
1255 Imperial Ave.
San Diego, California 92101

San Diego & Arizona Eastern Railway Board

Pursuant to reporting agreement, here is the summary of the 4th Quarter activity for 2003.

PERIODIC REPORT

1. Labor

As of December 31, 2003 the Carrizo Gorge Railway had 13 employees to cover operations in the U.S. and on the Desert Line:

- 1 General Manager
- 1 General Superintendent / CMO
- 1 Marketing Director
- 1 Office Manager / Accounting
- 1 Revenue Freight Administrator
- 2 Maintenance of Way Employees (US)
- 2 Mechanical Employees
- 4 Train Service Employees

2. Marketing

Two new customers are expected to begin shipping to México before June 2004, one is building a facility at Kilometer 51, just west of Tecate and will import lumber. Switches have already been installed at this site. The second will be locating at Matanuco, K-20, and will be making a product known as Petroleum Coke, which is used in the production of cement as a fuel for firing the cement Kilns for Cemex in Ensenada.

3. Mexican Railroad

Carrizo Gorge Railway is the rail freight operator for the State of Baja California, México and interchanges railcars with the SDIV at San Ysidro. Carrizo Gorge Railway's Subsidiary, Ferrocarriles Penninsulares del Noroeste (FPN), employs the following personnel dedicated to activity on the southern side of the border:

1 Manager of Operations
3 Agents
1 General Track Engineer
15 Maintenance-of-way crewmen

The New Gas Plant at Valle Redondo, owned by Texas Gas and Oil has had track and switches installed from the T & T mainline into the plant. Operation into the plant is expected to begin prior to June of 2004. The new plant will replace the current plant, located in Tijuana at Kilometer 8, as the primary destination for loaded Liquefied Petroleum Gas Railcars. Track and Tie replacement in the 44 miles of the T & T is ongoing.

4. Desert Line

Carrizo Gorge Railway is the rail freight operator on the Desert Line by contractual agreement with RailAmerica/SDIV and with the approval of SDAE / MTDB. Tunnel No. 8 has been opened and the track has been reconnected as of September 2003. Work to reopen Tunnel No. 16 began in October 2003 and continues into 2004. Expectation is for completion of reopening of the remaining eastern portal in mid-February. Track will be re-connected to allow for MOW and Inspection trains to pass while additional portal reinforcement work proceeds.

5. Reportable Injuries / Environmental

There were no FRA reportable injuries during the 4th quarter of 2003 up to December 31, 2003.

There were no environmental incidents during the 4th quarter of 2003 up to December 31, 2003.

6. Summary of Freight Activity

Total railroad carloads moved in October-December 2003
on the Desert Line, (sand, originating U.S. side, only):

4

Total carloads Terminating / Originating in México, October-December 2003
to/from San Ysidro:

974

Total 4th Quarter Carloads: 978

Respectfully,

Geoffrey T. Scheuerman
General Manager, Carrizo Gorge Railway

Tunnel No. 8 East Portal to Goat Canyon



A large sulfur seam was revealed as the east portal of Tunnel No. 8 was uncovered (see below). Good drainage at trackside is especially important at this end of the tunnel because water percolating through these rocks forms sulfuric acid which will cause bad corrosion if allowed to be in sustained contact with the steel rails.

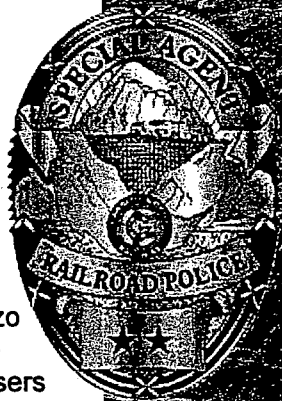
Removal of Rockfall Preventing Use of Siding
(former main line before construction of Trestle in 1932)

Supply Movement to Tunnel No. 16 Project
Passes over Goat Canyon Trestle with 7 Sisters Beyond

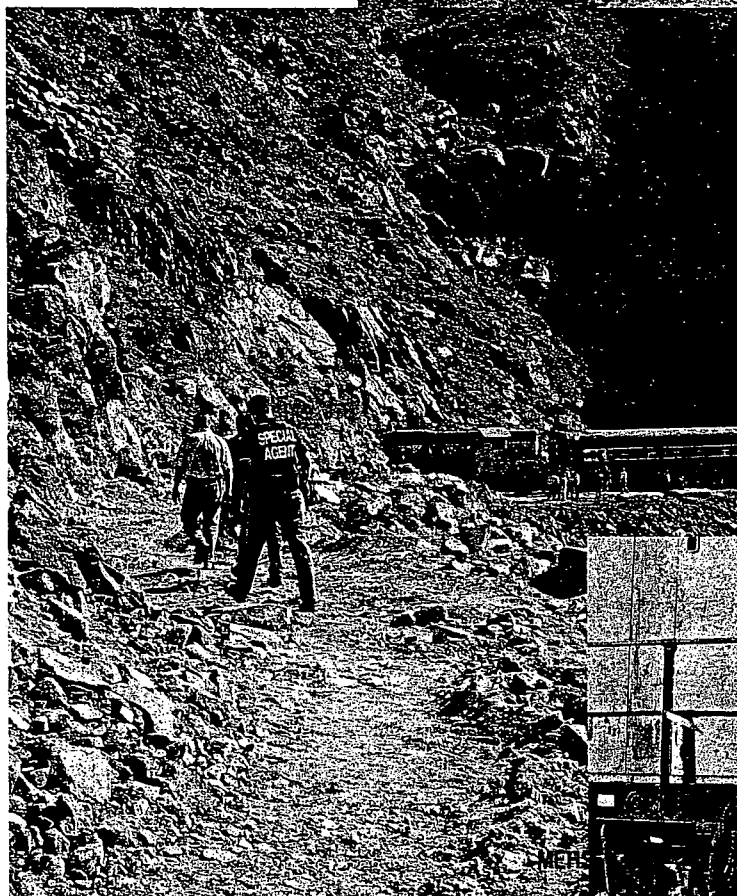


Railroad Police

Chief Marc Langlais leads the new force of veteran officers that patrol the Carrizo Gorge to protect the line against trespassers and vandalism.



MEHS 2003-03425



In addition to the public safety services provided by the new railroad 'bells,' chartered by the Governor of California, they will safeguard customer shipments and work to foster good trans-border relations for the railroad.

An example is this cooperative security team formed to support the Christmas Train/Three Kings Train event in Tecate, México. Officers from units both sides of the Border participated to make a successful experience for over 6000 kids.



BRI 2004-00017

Human Side of the Impossible Railroad



*Commemorative Poster
Produced to Raise Funds
for the Annual Christmas Train,
which Ran for the 7th Year*



BRI 2004-00019



*Mexican Students Enjoy Onboard Rail Field Trips
Provided by Carrizo Gorge Railway Subsidiary
Ferrocarriles Peninsulares del Noroeste, S.A. de C.V.*

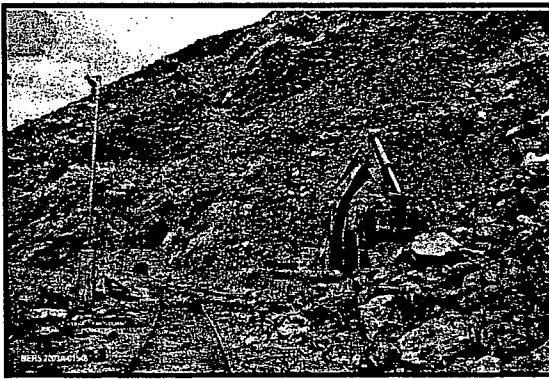
*Three Kings are Joined in Tecate
Stadium by event organizers Charles
and Margaret Coval (opposite ends),
Tecate Social Services President
(in red suit), Latino Piece Officers'
Association Representatives,
and the Kids who Receive the Gifts
of the Day.*

Tunnel 16 West Portal

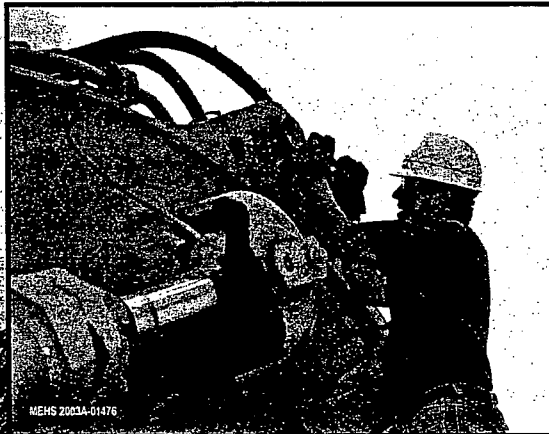
Once Tunnel No. 8 Became Passable by Rail Again, Heavy Equipment Could Move to Tunnel No. 16, Last Major Blockage on the Line.



Simultaneous Clearance of Other Obstacles on the Line Proceeds with the Goal of Returning to Operation during the 1st Quarter of 2004.



To Do This, the Heavy Equipment Used Undergoes Constant In Situ Maintenance.

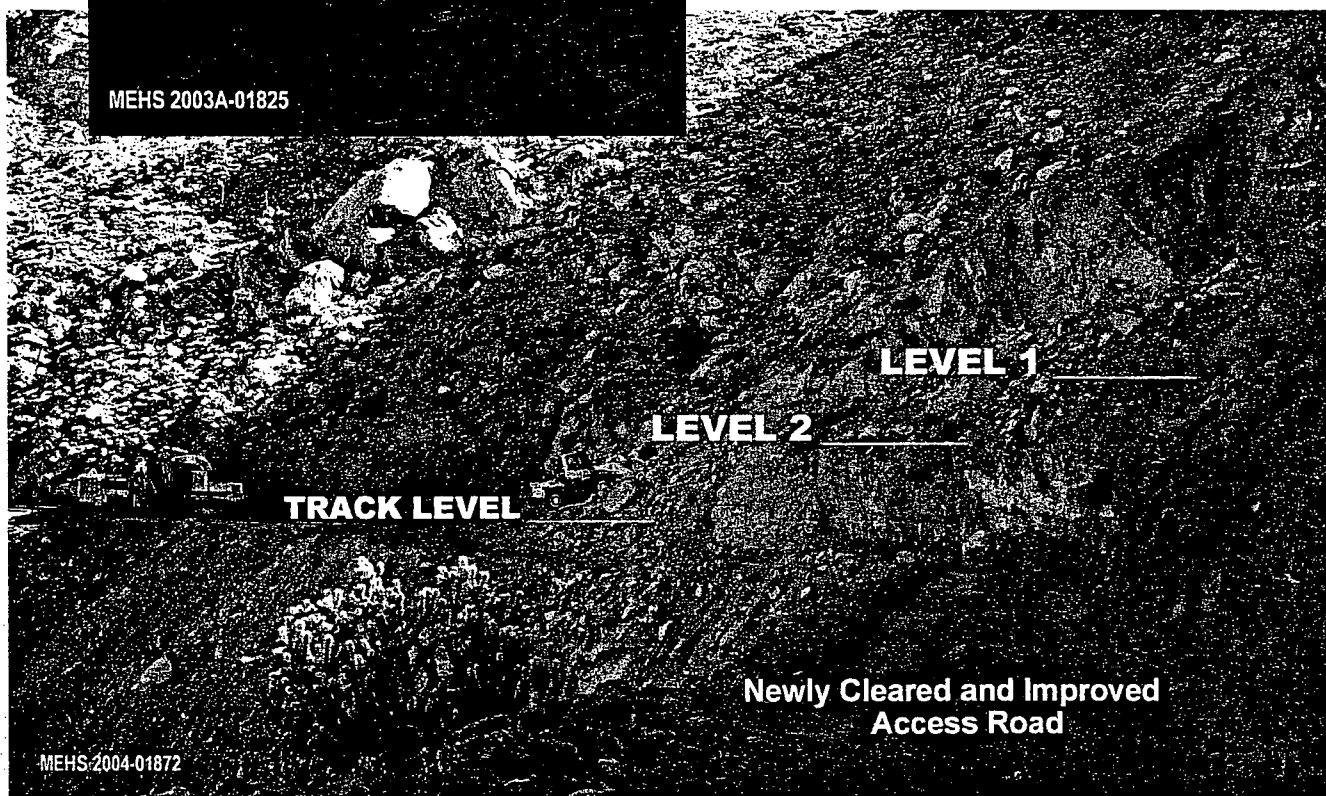


T16 East and Access Road

*Massive Slide at East Portal Is Removed Little-by-Little
Using a Tiered Approach to Excavation (see lower photo).*



*Carrizo Gorge President, Gary Sweetwood
and Congressman Bob Filner confer
at Tunnel No. 16's Rapidly Reopening West
Portal*



Desert Line Addenda**4th QUARTER 2003 MAINTENANCE-OF-WAY SUMMARY**

Track maintenance activity and hardware replacement totals from Division eastward for the period were:

CATEGORY	TYPE	QUANTITY
MOW Man-hour Total		1049
Ties Replaced	8 ft.	78
	9 ft.	91
	10 ft.	2
	11 ft.	1
	12 ft.	2
	14 ft.	1
Joint Bars Replaced	60 lb.	7
	75 lb.	4
	90 lb.	6
	113 lb.	2
Transition Joint Bars	60/75 lb.	1
	60/90 lb.	1
	90/113 lb.	2
Rails Replaced	60 lb.	3
	75 lb.	4
	90 lb.	6
	113 lb.	1

For date and location, consult detail log from Track Maintenance Database.

Brushing and fallen-rock removal continues in the tunnels and along the right-of-way, particularly between Tunnel 16 and Tunnel 21 on the east side of the blockage. Drainage channel clearing continues.



PREVIEWS OF COMING ATTRACTIONS FOR 1st QTR 2004



MEHS 2004-02185



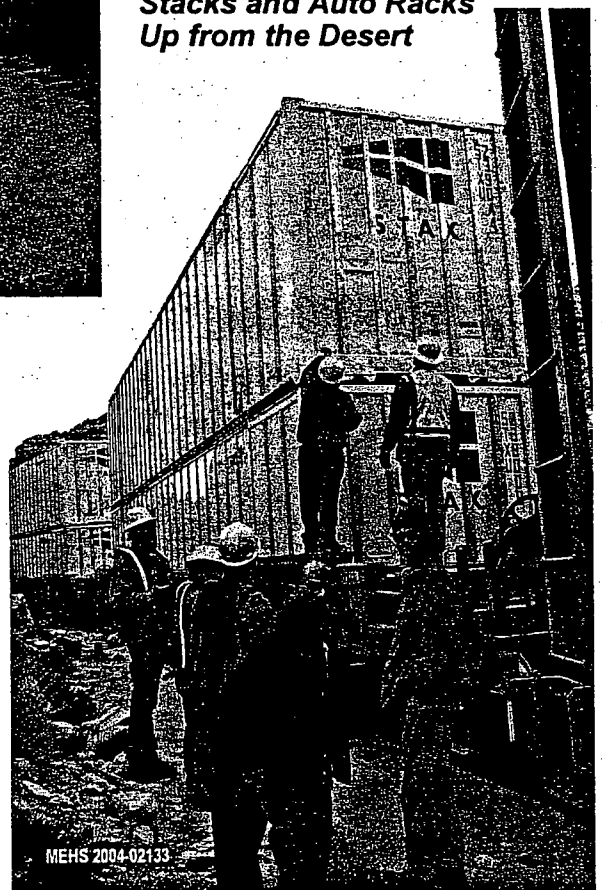
MEHS 2004-02152

*Stacks and Auto Racks
Up from the Desert*

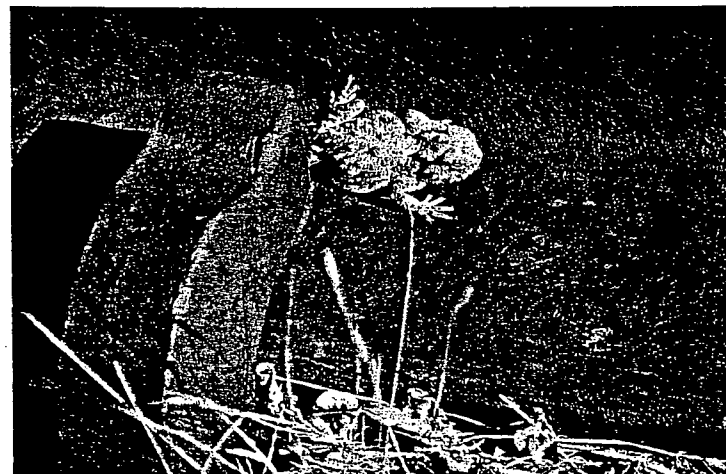
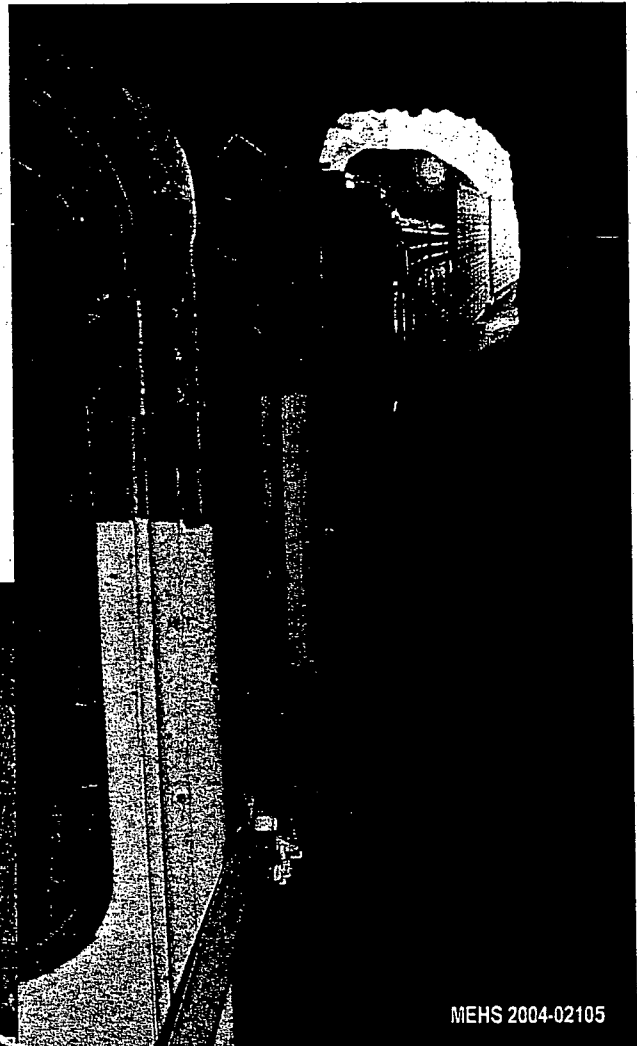
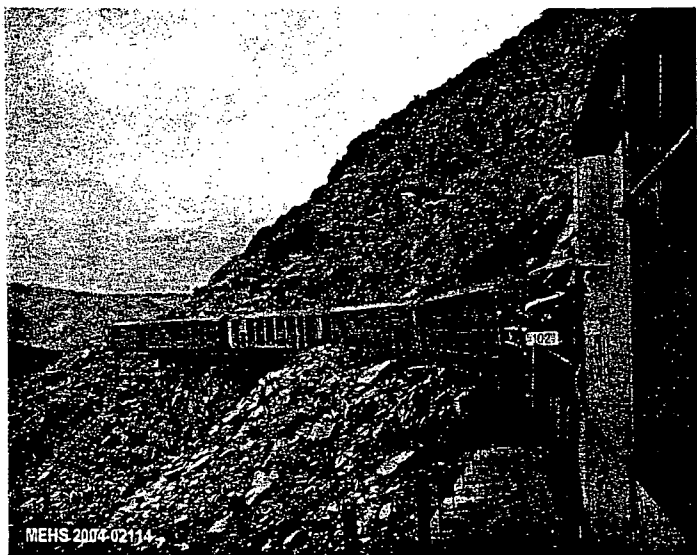
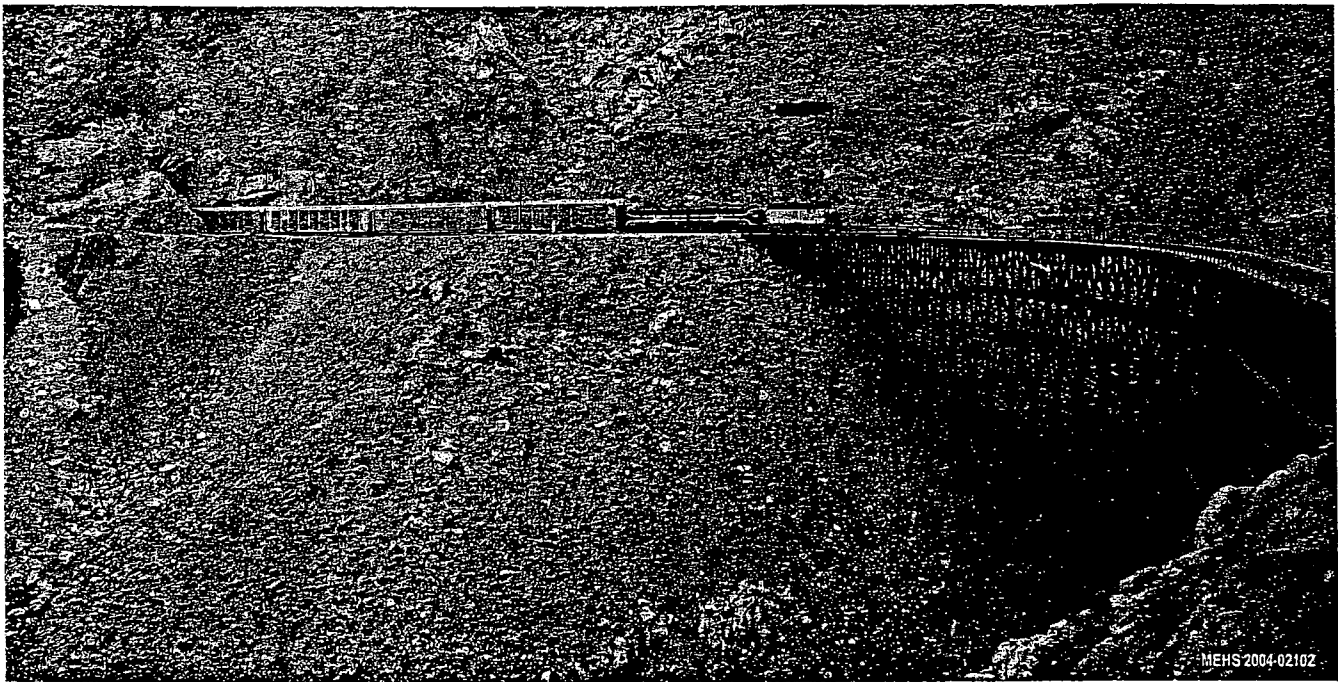
Tunnel No. 16



MEHS 2004-02109



MEHS 2004-02133



Agenda

Item No. 6A

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

RAILAMERICA'S REQUEST FOR SD&AE RAILWAY RESERVE FUNDS FOR THE FUELING PAD PROJECT IN SAN YSIDRO

RECOMMENDATION:

That the San Diego and Eastern Arizona (SD&AE) Railway Company Board of Directors approve the use of SD&AE Railway funds in an amount not to exceed \$7,575 or up to one half the cost, whichever is greater, for the fueling pads project in San Ysidro to install new drip/spill containment pans on the track.

Budget Impact

SD&AE Railway funds in the amount of \$7,575 or up to one-half the cost to match RailAmerica's funds for completion of this project.

DISCUSSION:

The only remaining aspect of the fueling pads project in San Ysidro is to install drip/spill containment pans on the track itself. The current cement pad that was put in by the San Diego and Imperial Valley (SD&IV) Railroad some years back is settling and cracking and no longer provides containment for oil or fuel that drips or spills from the dispensers during servicing. In order to comply with the current state Storm Water Pollution Prevention Plan (SWPPP), we need to contain any possible pollutants from entering the ground and the nearby storm drains. Recently, RailAmerica released \$20,000 to rehabilitate the tracks into the shop facility and make needed repairs to the roof and rain gutters.

Contingent upon the SD&AE Board's approval, the old cement pad would be demolished, and the track would be re-tied and surfaced. After that was finished, three 30-foot containment pads would be installed on the track at each dispenser. The cost for the containment pads, including shipping and installation, would run approximately \$15,150 and would match the RailAmerica funds for the completion of this project. A copy of the estimate to complete this work is included as Attachment A.

JGarde/7-04JULY27.TLOREN
7/21/2004

Attachment: A. Estimate for Installing Drip/Spill Containment Pans

Agenda

Item No. 6B

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

RAILAMERICA'S REQUEST FOR SD&AE RAILWAY RESERVE FUNDS FOR THE SECOND PHASE OF SECURITY-RELATED FENCE IMPROVEMENTS ALONG HARBOR DRIVE

RECOMMENDATION:

That the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors approve the use of SD&AE Railway funds in the amount of \$3,730.00 (or approximately one half of the cost) to complete the second phase of security-related fence improvements along Harbor Drive between the Harbor Drive Bridge and Sigsbee Street.

Budget Impact

SD&AE Railway funds in the amount of \$3,730.00 to complete the second phase of the San Diego yard along Harbor Drive.

DISCUSSION:

Staff has worked with Homeland Security, the San Diego Joint Terrorism Task Force, the Federal Bureau of Investigation, the San Diego Police Department, and the San Diego Fire Department and, thanks to the support from San Diego Trolley, Inc. (SDTI), security has increased for our yard along Harbor Drive and the access to it. The remaining issue is the poor condition of the fence along Harbor Drive between the Harbor Drive Bridge and Sigsbee Street. Repairs are needed to this fence line and the gated access; an extension to the top of the fence is proposed to accommodate stringing three strands of barbed wire across the entire length. The Port of San Diego has already done this to the northern portion between the Bridge and Park Boulevard. In addition to being a deterrent to possible terrorism, this extension would help reduce the number of trespassers and transients who pass through our yard and into the SDTI facility. The cost of the first phase of repairing the fence is estimated by South Bay Fence to be \$3,455.00. South Bay Fence has been authorized to begin this phase of the project. RailAmerica will cover the cost of the first-phase repairs. The second phase would be to extend the fence post and install 45-degree arms with three strands of barbed wire. The cost for the second-phase addition to the fence is estimated to be \$3,730.00, and SD&AE funds would be used contingent upon SD&AE Board approval. A copy of the repair estimate is included as Attachment A.

JGarde/7B-04JULY27.TLOREN
7/21/2004

Attachment: A. Estimate for Repair of Perimeter Fence

Agenda

Item No. 6C

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

REQUEST FOR LIMITATION AND ACCOUNTING OF SAND OPERATIONS ALONG
THE DESERT LINE AND INDEPENDENT TRACK INSPECTION

RECOMMENDATION:

That the SD&AE Railway Board of Directors:

1. Instruct Carrizo Gorge Railway (CZRY) to limit the hours of operation for the loading and unloading of sand and materials at the Campo Depot to Monday through Friday only;
2. Instruct CZRY to enter into a lease agreement with SD&AE for the use of real property at the Campo Depot for the loading and unloading of sand and materials, and for the use of the real property and fixtures at the Jacumba Depot, prior to the start of freight operations;
3. Instruct CZRY to provide an accounting of all monies collected from the sand operation and the improvements performed on the Desert Line paid for with those revenues; and
4. Authorize the utilization of up to \$25,000 of SD&AE Railway funds for an independent inspection of the Desert Line.

Budget Impact

SD&AE Railway funds in an amount not to exceed \$25,000 for an independent inspection of the Desert Line.

DISCUSSION:

On November 10, 2003, the SD&AE Railway Board authorized CZRY to dispose of dirt, rocks, sand, railroad ties, rail, tie plates, spikes, joint bars, nuts, bolts, washers, and bridge and tunnel timbers from SD&AE property along the Desert Line right-of-way. Permission for disposal of these materials was conditioned upon CZRY conducting an inventory of all materials disposed of and reporting all revenues obtained from the sale of those materials. In addition, CZRY was only authorized to utilize the revenues for the repair and replacement of materials on the Desert Line. A copy of the previous agenda item authorizing the sand and debris removal is included as Attachment A. Sand and debris removal has been authorized for approximately eight months without any inventory or accounting being submitted to SD&AE. It is therefore recommended that CRZY prepare and submit a complete inventory and accounting of all items removed from the right-of-way and all the repairs performed with the proceeds from those materials.

Since the previous Board action, CZRY began removing sand and debris from the right-of-way. A sand off-loading operation was established at the Campo Depot in an area adjacent to the parking lot for the Pacific Southwest Railway Museum (PSRM). While the PSRM currently maintains a lease with SD&AE for the utilization of a railroad museum, CZRY is not under a similar agreement with respect to its current operations. CZRY is currently using a large portion of the right-of-way for the loading and unloading of sand; this includes the establishment of some permanent structures. It is recommended that CZRY enter into a lease agreement with SD&AE for the property it is utilizing at the Campo Depot, exclusive of any property currently leased to PSRM, prior to the start of freight operations.

With the recent increase in sand unloading and loading at the Campo Depot along with the construction of unpermitted permanent fixtures, concerns have been expressed regarding the safety of patrons visiting the PSRM. Currently, PSRM operates only on the weekends between the hours of 9:00 a.m. and 5:00 p.m. The majority of visitors to the museum are families with children, and concerns have been raised about the safety of those visitors attempting to navigate the parking area of the PSRM, which is adjacent to the sand operations. Included with this item are photographs of the sand operations, heavy equipment, large trucks, and patron vehicles (Attachment B). For the safety of both the sand operations, as well as museum patrons, it is recommended that sand operations be limited to Monday through Friday only, with the PSRM continuing to operate on Saturdays and Sundays.

In addition, at the December 10, 2002 SD&AE meeting, the Board discussed CZRY utilizing a portion of the Jacumba Depot for its operations. The Board authorized staff to enter into a lease with CZRY for use of a metal shed, the old depot building, the motorcars' garage, and two inoperable motorcars, unless they could not be rehabilitated, in which case the motorcars would be donated to PSRM. That lease agreement was never negotiated; however, it is staff's understanding that the property is currently being utilized by CZRY. It is recommended that the Board direct CZRY to enter into a lease for utilization of the Jacumba Depot prior to the start of freight operations.

Finally, pursuant to the terms of its operating agreement, CZRY has notified RailAmerica of its intent to commence freight operations. Although the Federal Railroad Administration (FRA) has visited the Desert Line and performed an initial inspection, CZRY recently suffered two derailments. Concerns have been raised about the condition of the tracks and whether they comply with the Class 1 standard for freight operations required by the Operating Agreement. In addition, CZRY had indicated a desire to carry certain types of freight across the Desert Line that may pose additional risk if another derailment occurs. For the safety of those involved in the operations, as well as the safety of visitors to the adjacent public parks, it is recommended that the Board authorize an independent inspection of the tracks to confirm they meet the terms and conditions of the Operating Agreement prior to CZRY commencing freight operations. The recommendation would be to utilize up to \$25,000 of SD&AE operating funds for the independent inspection.

Attachments: A. AI No. 9 from the 11/10/03 SD&AE meeting regarding sand operations
B. Photographs of current sand operations at the Campo Depot

JGarde/6C-JULY27-04.TLOREN
7/22/04

Agenda

Item No. 6D

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

CONCEPTUAL APPROVAL FOR MANAGEMENT OF SD&AE RAILWAY COMPANY
REAL PROPERTY INTERESTS BY MTDB

RECOMMENDATION:

That the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors approve, in concept, management of the real estate assets of SD&AE by MTDB.

Budget Impact

Revenues, less management expenses, will be credited to the SD&AE reserve. Staff believes that the upgrade of existing leases and licenses to market rate has the potential to at least cover MTDB management costs, making this request potentially cost neutral.

DISCUSSION:

The existing leases and licenses on the SD&AE are currently being managed by RailAmerica, out of Texas. MTDB processes new requests, including permit requests, as they occur. Fees to cover MTDB's costs in the processing of permits are required of the applicant pursuant to existing MTDB policy. There is no policy in place to reimburse MTDB staff for the processing of entitlement agreements, including leases. Furthermore, a cursory analysis of existing leases indicates that many, and perhaps all, have rent that is below market. In addition, it is difficult for remote staff to police illegal uses of the right-of-way.

Staff believes that it is in the best interest of the SD&AE Board to have the SD&AE Railway real estate managed locally by MTDB for the following reasons:

1. It would ensure that new and existing entitlement agreements are at market rate, increasing revenues to the Board.
2. It would be better positioned to stop illegal encroachments
3. It would be better positioned to analyze where property owned by SD&AE has the potential for lease, and to generate lease requests (RailAmerica is reactive to lease requests, but does not generate new business).

4. Being local, it would be easier to react quickly to new requests.

If approved in concept, staff will bring back a more detailed proposal to the SD&AE Board in the future for approval.

JGarde
6D-JULY27-04.TALLISON
7/21/04

Agenda

Item No. 6E

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

LICENSE FOR FACILITIES IN THE CORONADO BRANCH RIGHT-OF-WAY

RECOMMENDATION:

That the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors issue a license for facilities constructed within the property of the Coronado Branch appurtenant to property owned by Motivational Systems, Inc., in National City.

Budget Impact

The license fee will be credited to the SD&AE Reserve.

DISCUSSION:

On May 19, 2004, staff received a right of entry permit request (see Attachment A) to construct conduits below the tracks of the Coronado Branch at approximate MP 5.6. Staff met with the applicant's contractor in the field in May, and it was verified that certain other facilities adjacent to the property were encroaching into the track area of the Coronado Branch at Harrison Street. Staff is in the process of determining the rights held by SD&AE at this location. If SD&AE has fee or easement ownership of the rights-of-way, we recommend that a license be issued to Motivational Systems, Inc., for the conduits, ventilation system overhang, and trash enclosures that encroach into the right-of-way at this location.

JGarde
6E-JULY27-04.TALLISON
7/21/04

Attachment: A. Right of Entry Permit/Plan Review Application (received 5/19/2004)

Agenda

Item No. 6F

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

CONCEPTUAL APPROVAL OF FACILITIES IN THE CORONADO BRANCH
RIGHT-OF-WAY

RECOMMENDATION:

That the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors approve, in concept, construction of the City of Chula Vista's Bayshore Bikeway Project within the property of the Coronado Branch between E and F Streets in Chula Vista, with the potential for a public crossing at F Street.

Budget Impact

None.

DISCUSSION:

The City of Chula Vista has a proposal to construct a portion of the Bayshore Bikeway between E and F Streets in Chula Vista in the Coronado Branch right-of-way. A portion of the bikeway, including slopes, would be constructed longitudinally in the right-of-way, parallel to Harbor Drive. There is also the potential that the bikeway could cross the tracks at F Street. The proposed crossing and possibly the longitudinal encroachment are subject to approval by the California Public Utilities Commission. Staff requests conceptual approval of this project. If approved, staff will return to the Board in the future for approval of license(s) associated with the project.

JGarde
6F-JULY27-04.TALLISON
7/21/04

Agenda

Item No. 6G

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

REQUEST FOR PRIVATE CROSSING IN CAMPO

RECOMMENDATION:

That the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors approve a request for a private crossing in Campo, subject to the criteria established by the SD&AE Board on January 14, 1993.

Budget Impact

The crossing license fee will be credited to the SD&AE Reserve.

DISCUSSION:

On January 14, 1993, the SD&AE Board established criteria for private at-grade crossings of the railroad right-of-way (see Attachment A). On November 30, 2000, a request was received for a private crossing in Campo at approximate MP 68 to serve the future site of St. Vincent De Paul's "Promised Land Ranch," a foster home for children. The request was approved at the SD&AE Board of Directors meeting of December 7, 2000, and staff was directed to negotiate a license for the crossing at fair market value. The project was abandoned, and on March 25, 2004, a request was received from the new owner of the property (now referred to as the Bohannon Ranch) for a similar crossing near the formerly approved crossing (see Attachment B). The proposed crossing meets all of the technical requirements of the SD&AE Board's policy, and, therefore, we recommend that the crossing be approved, and that staff be directed to negotiate a license for the crossing at its fair market value, provided the design of the crossing is approved by MTDB staff.

JGarde
6G-JULY27-04.TALLISON
7/21/04

Attachments: A. SD&AE Railway Board Agenda Item No. 10B dated 1/14/93
B. Letter Request from Barry, Gardner & Kincannon dated March 25, 2004

Agenda

Item No. 6H

SD&AE Railway Board of Directors Meeting

SDAE 710.1 (PC 40099)

July 27, 2004

Subject:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE FEBRUARY 25, 2004

INTRODUCTION:

Since the February 25, 2004, the San Diego and Arizona Eastern (SD&AE) Railway Company Board of Directors meeting, the documents described below have been processed by MTDB staff.

- S200-04-239: Right of entry permit to Sweetwater Authority to construct a water line under the tracks at Moss Street in the City of Chula Vista.
- S200-04-240: Right of entry permit to SC Valley Engineering to construct a water line under the tracks at Lemon Avenue in the City of La Mesa for Helix Water District.
- S200-04-241: Right of entry permit to Tagg Running Events to hold a 10-kilometer run at the San Ysidro Freight Crossing into Mexico.
- S200-04-242: Right of entry permit to San Diego Gas and Electric (SDG&E) to place electrical facilities under the tracks at 25th and Commercial Streets in the City of San Diego..
- S200-04-243: Right of entry permit to SDG&E to place a new power pole at 69th Street and Imperial Avenue in the City of San Diego.
- S200-04-244: Right of entry permit to Heffler Company to demolish roadway improvements at the old 8th Avenue crossing on the Bayside line in the City of San Diego.
- S200-04-245: Right of entry permit to Gould Electric, Inc., to install conduits for SDG&E facilities under the tracks on a spur of the Coronado Branch north of 23rd Street in the City of National City.
- S200-04-250: Right of entry permit to Rick Engineering to perform surveying of the trackage near Smythe Avenue, west of the Beyer Boulevard Station, in the City of San Diego.

- S200-04-251: Right of entry permit to TC Construction to construct a water line under the tracks near Smythe Avenue, west of the Beyer Boulevard Station, in the City of San Diego.

JGarde
6H-JULY27-04.TALLISON
7/21/04



Metropolitan Transit System

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

Agenda

Item No. 9

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

FIN 340.2 (PC 20201)

October 7, 2004

Subject:

MTDB: TRANSPORTATION DEVELOPMENT ACT/STATE TRANSIT ASSISTANCE
CLAIMS

RECOMMENDATION:

That the Board of Directors adopt Resolution Nos. 04-7, 04-8, 04-9, and 04-10 (Attachments A through D) approving Fiscal Year (FY) 05 Transportation Development Act (TDA) and State Transit Assistance (STA) claims.

Budget Impact

This action would result in the receipt of \$62,107,135 in TDA Article 4.0 funds for MTDB-area operators for FY 05 operations, capital, planning, and city administrative pass-through; \$1,619,124 in TDA Article 8.0 funds for MTS Express Bus and Coronado Passenger Ferry service; and \$3,311,551 in TDA Article 4.5 funds for paratransit services. STA funds totaling \$4,909,823 would also be available for MTDB-area transit operations.

DISCUSSION:

Attachment E reflects the detailed breakdown of the claim by the Article and the TDA sources from which the claim is drawn.



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.

Article 4.0 (\$62,107,135)

Article 4.0 of the TDA provides authority for claiming funds for general transit operations and capital. The majority of funds are claimed under this article.

Resolution No. 04-7 (Attachment A) would authorize a claim for Article 4.0 funds. We propose to claim a total of \$62,107,135 for MTS operations. This amount includes: \$57,327,332 from the FY 05 apportionment, including \$1,111,685 carryover from the prior year, and \$4,779,803 from the funds apportioned for MTDB administration (called TDA 10 percent funds). The claim would also provide \$3,418,678 in FY 05 Article 4.0 funding to provide for the shortfall in funding Americans with Disabilities Act (ADA) paratransit service after fares and other subsidies have been applied. Article 4.0 claim also includes funds of \$215,430 being passed through to the Cities of El Cajon, La Mesa, Lemon Grove, and Poway for transit administrative costs.

Article 8.0 (\$1,619,124)

Funds claimed under this article are to be used for specialized transit services and facilities. The amount proposed in claim under this article includes \$1,488,000 for MTS Express Bus service and \$131,124 for Coronado Passenger Ferry Service operations. Both amounts are consistent with the FY 05 budget (Resolution No. 04-8, Attachment B).

ADA Paratransit Article 4.5 (\$3,311,551)

Article 4.5 funds are set aside by the San Diego Association of Governments (SANDAG) for ADA paratransit services. We propose to claim the FY 05 apportionment of \$3,311,551 (Resolution No. 04-9, Attachment C).

STA Claims (\$4,909,823)

Discretionary STA funds are distributed to MTDB each year on the basis of population. Formula STA funds are distributed to San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTDB Contract Services, and other operators on the basis of revenue generated. Like all of the other funds available for transit in the MTDB area, the FY 05 STA funds totaling \$4,909,823 will be pooled to balance the combined budget.

State law and MTDB Policy No. 20 require that priority consideration be given to STA claims for the following purposes:

- to enhance existing public transportation services;
- to meet priority regional, county, or areawide public transportation needs; and
- to offset reductions in federal operating assistance and unanticipated increases in fuel costs.

The STA claims for FY 05 are shown in Exhibit 1 to Resolution No. 04-10 (Attachment D).

Periodic Review of Expenditures

SANDAG requires each operator to submit at least quarterly operating reports to SANDAG staff for review. These reports allow SANDAG, local jurisdictions, and operators to track TDA/STA expenditures during the course of the fiscal year with appropriate budget and operational adjustments made as necessary. In certain instances it may be necessary to revise the original TDA/STA claims.

Transit Productivity Improvement and Performance Audit Recommendations

Under the TDA law, the Regional Transportation Planning Agency (RTPA) is required to identify, analyze, and recommend Performance Improvement Recommendations (PIRs) that can lower operating costs and/or improve transit operator performance within its jurisdiction. SANDAG assumes responsibility for administering the TDA program in MTDB's jurisdiction.

Prior to approving the TDA allocations for FY 05, the SANDAG Board of Directors must find that each operator has made reasonable efforts to improve the operations of their system through implementation of their FY 04 PIRs and outstanding Performance Audit Recommendations. On June 25, 2004, the SANDAG Board of Directors approved Agenda Item 04-06-10, which discussed the implementation of the FY 04 PIRs and the FY 05 proposed performance goals.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Lauren Warrem, 619.557.4531, lauren.warrem@sdmts.com

LTorio/SChamp/JGarde/GLOBAL/AIs
OCT7-04.9.LWARREM
8/31/04

Attachments: A. MTDB Resolution No. 04-7
B. MTDB Resolution No. 04-8
C. MTDB Resolution No. 04-9
D. MTDB Resolution No. 04-10
E. TDA Summary

Board Only

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

RESOLUTION NO. 04-7

Resolution Approving FY 05 TDA Claims for Article 4.0 Operators

WHEREAS, Section 99233.5(b)(2) of the Public Utilities Code requires MTDB to determine the allocation of Transportation Development Act (TDA) funds for transit operators in the MTDB area; and

WHEREAS, all claims contained herein have been reviewed by the San Diego Association of Governments (SANDAG) and MTDB staffs for consistency with MTDB transit development objectives, the *Regional Transportation Plan (RTP)*, the *San Diego Short-Range Transit Plan (SRTP)*, the *Transportation Improvement Program*, and MTDB Policies and Procedures No. 17, "TDA Rules and Regulations;" and

WHEREAS, all claims contained herein, subject to specified conditions, are consistent with TDA; and

WHEREAS, Public Utilities Code Section 12065(f) allows MTDB to enter into agreements with local jurisdictions to provide local transit services; and

WHEREAS, the SANDAG Board of Directors assumes responsibility for determining that Chula Vista Transit, Coronado Passenger Ferry Service, MTS Contract Services, National City Transit, San Diego Transit Corporation, and San Diego Trolley, Inc., have made reasonable efforts to implement the FY 04 productivity improvements; and

BE IT RESOLVED that the MTD Board of Directors approves the allocation of \$62,107,135 in Article 4.0 funds for Claim No. 259, as detailed in Table 1 attached and claimed through the MTDB consolidated claim process; and

BE IT FURTHER RESOLVED that funds approved shall be spent on the operating and capital as specified in the attached Table 1; and

BE IT FURTHER RESOLVED that the claimant shall adhere to the Service and Budget Review Procedures (MTDB Resolution No. 85-48); and

BE IT FURTHER RESOLVED that the recipients of these funds shall comply with the Metropolitan Transit System (MTS) integration specifications of MTDB; and

BE IT FURTHER RESOLVED that SANDAG shall obtain and review quarterly operating reports (or monthly reports when available) and capital reports from all MTS operators, where applicable; and

BE IT FURTHER RESOLVED that the claim shall be incorporated by reference herein into the *Short-Range Transit Plan for FY 2005-2009*; and

BE IT FURTHER RESOLVED that the claimants shall work toward the implementation of the *Short-Range Transit Plan for FY 2005-2009* in FY 05; and

BE IT FURTHER RESOLVED that the MTD Board does hereby concur with the SANDAG's preparation and transmittal of allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of said amounts.

PASSED AND ADOPTED by the Board this _____ day of _____ 2004, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

LTorio/SChamp/Resolutions
G:\Global\Resolutions\2004\RES04-7.LWARREM.doc
Revised 8/23/04

Attachment: Table 1 – TDA Claim No. 259

TABLE 1
MTDB CONSOLIDATED TDA CLAIM
ARTICLE 4.0 TRANSPORTATION DEVELOPMENT ACT
CLAIM NO. 259

APPROVED FY 05 CLAIM AMOUNTS

Claim Purpose	Claim Amount
MTS Operations	\$52,845,424
MTS Paratransit Operations	3,418,678
City Pass-Through	215,430
MTDB 10% Planning	4,779,803
Subtotal Operations	<u>\$61,259,335</u>
MTS Capital	\$847,800
Total Claim No. 259	<u><u>\$62,107,135</u></u>

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

RESOLUTION NO. 04-8

Resolution Approving the FY 05 Article 8.0 TDA Claims

WHEREAS, Section 99233.6(b)(2) of the Public Utilities Code requires MTDB to determine the allocation of Transportation Development Act (TDA) funds for the claimants in the MTDB area; and

WHEREAS, Section 99400.7 of the Public Utilities Code allows MTDB or any city within the County of San Diego to file a claim for passenger ferry service; and

WHEREAS, by action taken by the MTD Board of Directors, with agreement of member jurisdictions, approved the MTDB-area consolidated TDA claim process; and

WHEREAS, the consolidated claim process provides that MTDB will claim all TDA funds on behalf of all MTDB-area operators; and

WHEREAS, all claims contained herein have been reviewed by the San Diego Association of Governments (SANDAG) and MTDB staffs for consistency with MTDB transit development objectives, the *Regional Transportation Plan*, the *Short-Range Transit Plan*, and the *Transportation Improvement Program* (TIP); and

WHEREAS, all claims contained herein are consistent with TDA; NOW THEREFORE

BE IT RESOLVED that the MTD Board of Directors does hereby approve a claim for the FY 05 TDA Article 8.0 allocation totaling \$1,619,124 for the purposes shown in Table 1; and

BE IT FURTHER RESOLVED that funds approved shall be spent on the items specified in the attached Table 1; and

BE IT FURTHER RESOLVED that the notes and conditions (if any) of Table 1 are hereby incorporated and are a part of this resolution; and

BE IT FURTHER RESOLVED that MTDB and the City of Coronado shall adhere to the Service and Budget Review Procedures (MTDB Resolution No. 85-48); and

BE IT FURTHER RESOLVED that the claimants shall work toward the implementation of the *Short-Range Transit Plan for FY 2005-2009* in FY 05; and

BE IT FURTHER RESOLVED that the MTD Board does hereby concur with SANDAG's preparation and transmittal of allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of said amounts.

PASSED AND ADOPTED by the Board this _____ day of _____ 2004, by
the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

LTorio/SChampR
RES04-8.LWARREM
8/23/04

Attachment: Table 1 – TDA Claim Nos. 304 and 305

TABLE 1

MTS CONSOLIDATED TDA CLAIM
ARTICLE 8.0 TRANSPORTATION DEVELOPMENT ACT
CLAIM NOS. 304 AND 305

APPROVED FY 05 CLAIM AMOUNTS

Claim Purpose	Claim Amount
Claim No. 304 - Coronado Passenger Ferry Service	\$131,124
Claim No. 305 - MTS Express Route Service	1,488,000
Total Claims 304 and 305	<u>\$1,619,124</u>

SAN DIEGO
METROPOLITAN TRANSIT DEVELOPMENT BOARD

RESOLUTION NO. 04-9

Resolution Approving FY 05 TDA Claims for Article 4.5 Operators

WHEREAS, Section 99233.5(b)(2) of the Public Utilities Code requires MTDB to determine the allocation of Transportation Development Act (TDA) funds for transit operators; and

WHEREAS, all claims contained herein have been reviewed by the San Diego Association of Governments (SANDAG) and MTDB staffs for consistency with MTDB transit development objectives, the *Regional Transportation Plan* (RTP), and legislated requirements pertaining to TDA; and

WHEREAS, the purpose of Article 4.5 of TDA is to provide community transit services for those who cannot use conventional transit services; and

WHEREAS, all claims contained herein, subject to specified conditions, are consistent with the provisions of Article 4.5 of TDA; NOW THEREFORE

BE IT RESOLVED that the MTD Board of Directors does hereby approve the following FY 05 TDA Article 4.5 allocations:

	<u>Amount</u>	<u>Claim Number</u>
MTS Access/CTS Paratransit	\$3,311,551	538

BE IT FURTHER RESOLVED that claimants shall adhere to the service and budget review procedures (MTDB Resolution No. 85-48); and

BE IT FURTHER RESOLVED that claimants shall submit copies of their quarterly operating reports (or monthly reports when available) for SANDAG review; and

BE IT FURTHER RESOLVED that claimants shall work toward the implementation of the *Short-Range Transit Plan for FY 2005-2009* in FY 05; and

BE IT FURTHER RESOLVED that the MTD Board does hereby concur with SANDAG's preparation and transmittal of allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of said amounts.

PASSED AND ADOPTED by the Board this _____ day of _____ 2004, by
the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Ltorio/SChamp
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REVISED 8/23/04

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

RESOLUTION NO. 04-10

Resolution Approving the MTDB Area
FY 05 STA Claim

WHEREAS, California Public Utilities Code Sections 99313.3 and 99313.6 established a State Transit Assistance (STA) fund and grants the Metropolitan Transit Development Board (MTDB) authority to allocate monies from this fund; and

WHEREAS, MTDB Policy No. 20 established procedures for allocating these STA funds; and

WHEREAS, MTDB, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and Chula Vista, and National City (claimants), qualify for STA monies under the provision of Public Utilities Code Section 99260 et. seq.; and

WHEREAS, the sum of the claimants' allocations of STA and Transportation Development Act (TDA) funds do not exceed the amounts they are eligible to receive during the fiscal year; and

WHEREAS, the claimants are receiving the maximum of allowable amounts from the local transportation fund; and

WHEREAS, the San Diego Association of Governments (SANDAG) has determined the claimants have participated in efforts to define transit productivity recommendations and have made a reasonable effort toward implementing these recommendations in FY 04; and

WHEREAS, the claimants are operating in conformance with Policy No. 17, "Transportation Development Act Rules and Regulations;" and

WHEREAS, the claimants' proposed expenditures of STA monies are in conformance with the *Regional Transportation Plan* and *Transportation Improvement Program*; and

WHEREAS, priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority, areawide public transportation needs; and

WHEREAS, the claims are consistent with the requirements of Public Utilities Code Section 99314.5, California Administrative Code Section 6754, and MTDB Policy No. 20; and

WHEREAS, the claimants are not precluded by any contract or administrative code entered into on or after June 28, 1979, from employing part-time drivers or from contracting with common carriers or persons operating under a franchise or license; and

WHEREAS, no full-time employee of the claimants on June 28, 1979, has had his or her employment terminated or regular hours of employment reduced, excluding drivers or contracting with common carriers; NOW THEREFORE

BE IT RESOLVED that the MTD Board does hereby direct and empower MTDB staff to prepare and transmit allocation instructions to the County Auditor to disburse to MTDB the FY 05 amounts totaling \$4,909,823, shown in the attachment to this resolution.

PASSED AND ADOPTED by the Board this _____ day of _____ 2004, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit
Development Board

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Ltorio/SChamp
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Attachment: FY 05 STA Claims Summary

FY 05 STA CLAIMS SUMMARY

<u>FY 05 Discretionary Funds</u>	<u>Operating</u>
MTDB	\$3,166,341
<u>FY 05 Formula Funds</u>	
MTS Contract Services	366,871
Chula Vista	\$53,309
National City	28,721
SDTC	797,064
SDTI	497,517
Subtotal FY 05 Formula	<u>\$1,743,482</u>
Total FY 05 STA Claim	<u><u>\$4,909,823</u></u>

METROPOLITAN TRANSIT SYSTEM FY 05 CONSOLIDATED TDA CLAIM

Claim Type	MTS Apportionment	MTDB 10%	Article 4.5 Apportionment	Totals
MTS Article 4.0				
Operations – Fixed Route	\$52,845,424			\$52,845,424
Operations – ADA Paratransit	\$3,418,678			\$3,418,678
Capital	\$847,800			\$847,800
Cities/County Pass-through	\$215,430			\$215,430
MTDB Administration/Planning		\$4,779,803		\$4,779,803
Subtotal – MTS Article 4.0	\$57,327,332	\$4,779,803		\$62,107,135
MTS Article 4.5				
ADA Paratransit Operations			\$3,311,551	\$3,311,551
MTS Article 8.0				
MTS Express Bus	\$1,488,000			\$1,488,000
Coronado Passenger Ferry	\$131,124			\$131,124
Subtotal – MTS Article 8.0	\$1,619,124			\$1,619,124
GRAND TOTAL	\$58,946,456	\$4,779,801	\$3,311,551	\$67,037,810

SChamp/Global/AIs/Attachments
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8/31/04



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

Agenda

Item No. 10

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

LEG 491 (PC 30100)

October 7, 2004

Subject:

MTDB: INCREASED AUTHORIZATION FOR LEGAL SERVICES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into contract amendment with Robert Heft of the law firm Daley & Heft, LLP (MTDB Doc. No. G0726.5-02, Attachment A), and Richard Castillo of the law firm Morris, Polich & Purdy, LLP (MTDB Doc. No. G0838.5-03, Attachment B) for general liability services, in substantially the same form as attached, and ratify prior amendments entered into under the CEO's and/or previous General Manager's authority(ies).

Budget Impact

Unknown at this time. Not to exceed \$25,000 for Robert Heft, and not to exceed \$50,000 for Richard Castillo.

DISCUSSION:

On December 13, 2001, the MTD Board approved a list of qualified attorneys for general liability and workers' compensation for use by MTDB, San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC) staff on an as-needed basis. MTDB thereafter contracted with 26 local attorneys at an average of \$25,000 per initial contract.

Pursuant to MTD Board Policy No. 13 (Procurement of Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000. Some attorneys have multiple cases that are or have proceeded to trial, and the total cost of their legal services will exceed \$100,000.



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.

Robert Heft is currently under contract with the agencies for \$375,000. Mr. Heft has successfully defended SDTI and MTDB in a number of cases. Final billing on a high profile case (Kinder v SDTI) has just exceeded our authorization by a small amount. We therefore request additional authority of \$25,000, for a total authorization of \$400,000.

Richard Castillo is currently under contract with the agencies for \$235,000. Mr. Castillo has successfully defended SDTC in a number of cases. An invoice from Mr. Castillo on a past case (Jack Naiman) has exceeded the balance of the authorized contracted service amount. We therefore request additional authority of \$50,000, for a total authorization of \$235,000.

The CEO has approved prior amendments for both of these contracts totaling \$100,000. Board ratification of the prior contracts/amendments is also requested.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
OCT7-04.12.JDOW
9/14/04

Attachments: A. MTDB Doc. No. G0726.5-02
B. MTDB Doc. No. G0838.5-03

} **Board Only**

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

DRAFT

September 23, 2004

MTDB Doc. No. G0726.5-02
LEG 491 (PC 30100)

Mr. Robert Heft
Daley & Heft
462 Stevens Avenue, Suite 201
Solana Beach, CA 92075-2065

Dear Mr. Heft:

Subject: AMENDMENT NO. 5 TO MTDB DOC. NO. G0726.0-02: LEGAL SERVICES - LIABILITY

This letter will serve as Amendment No. 5 to MTDB Doc. No. G0726.0-02. This contract amendment authorizes additional costs not to exceed \$25,000 for professional services. The total value of this contract, including this amendment, is \$400,000. Additional authorization is contingent upon MTDB approval.

If you agree with the above, please sign below and return the document marked "original" to the Contracts Administrator at MTDB. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer





Robert Heft
Daley & Heft

JGarde
CL-G0726.5-02.JDOW

Date: _____

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

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdcommute.com!

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

DRAFT

September 23, 2004

MTDB Doc. No. G0838.5-03
LEG 491 (PC 30100)

Mr. Richard Castillo
Morris, Polich & Purdy, LLP
501 West Broadway, Suite 500
San Diego, CA 92101-3544

Dear Mr. Castillo:

Subject: AMENDMENT NO. 5 TO MTDB DOC. NO. G0838.0-03: LEGAL SERVICES - LIABILITY

This letter will serve as Amendment No. 5 to MTDB Doc. No. G0838.0-03. This contract amendment authorizes additional costs not to exceed \$50,000 for professional services. The total value of this contract, including this amendment, is \$235,000. Additional authorization is contingent upon MTDB approval.

If you agree with the above, please sign below and return the document marked "original" to the Contracts Administrator at MTDB. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Richard Castillo
Morris, Polich & Purdy, LLP

JGarde
CL-G0838.5-03.JDOW

Date: _____

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

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at sdcommute.com!



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

Agenda

Item No. 11

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

OPS 970.6 (PC 30102)

October 7, 2004

Subject:

**SDTI: PARTS PROCUREMENT FOR ACCIDENT DAMAGE REPAIR ON LIGHT RAIL
VEHICLES**

RECOMMENDATION:

That the Board of Directors authorize the President-General Manager to issue Work Order No. 04-03 (Attachment A), under Contract No. C.O.007.0-04, to Siemens Transportation Systems, Inc. (Siemens), for a cost not to exceed \$64,442.80, including freight and sales tax, for parts necessary to repair light rail vehicle (LRV) Nos. 1010, 1026, and 1040.

Budget Impact

The \$64,442.80 for Work Order No. 04-03 will be encumbered under the LRV Maintenance line item of the FY 05 San Diego Trolley, Inc. (SDTI), Operating Budget. This line item will be replenished from the insurance reimbursement monies less a \$10,000 deductible for the entire contract. The total budget impact is estimated to be \$10,000.

DISCUSSION:

On September 26, 2003, the Board of Directors approved Contract No. C.O.007.0-04 with Siemens for accident damage repair on LRVs 1010, 1026, and 1040. All repair work is now complete, and the three LRVs are back in service. However, during the repair phase, Siemens borrowed some parts needed for repairing the vehicles from SDTI's storeroom in order to reduce the downtime for the vehicles. These were long



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.

lead-time items that would have delayed the repair completion for months. SDTI would like to order these parts from Siemens to replenish their storeroom inventory and has obtained a price quote from Siemens. The cost of these parts will be added to the total repair cost and will be reimbursed by our insurer, less \$10,000 deductible. This procurement will be accomplished by Work Order No. 04-03 under the originally approved contract with Siemens. These parts are not available from any other supplier.

Siemens' Workforce Report is included for information (Attachment B).



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Russ Desai, 619.595.4908, RDesai@sdmts.com

KTourn/JGarde
OCT7-04.14.RDESAI
9/17/04

Attachments: A. Work Order No. 04-03 } **Board Only**
B. Workforce Report }

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

DRAFT

Att. A, AI 11, 10/7/04, OPS 970.6

October 7, 2004

SDTI Doc. No. C.O.007.0-04
Work Order No. 04-03

Mr. James Talley
Vice President, Integrated Services
Siemens Transportation Systems, Inc.
7464 French Road
Sacramento, CA 95828

Dear Mr. Talley:

Subject: SDTI DOC. NO. C.O.007.0-04 WORK ORDER NO. 04-03; MAJOR ACCIDENT DAMAGE
REPAIR OF LRV NOS. 1010, 1040, AND 1026

This letter will serve as our agreement for parts to be provided under the Accident Damage Repair Services Agreement, as further described below.

Scope of Services

Siemens Transportation Systems, Inc. (Siemens) shall furnish LRV parts listed in the attached Siemens Price Quote 5029 SQ.

Schedule

All parts shall be delivered in accordance with the delivery schedule shown in the price quote.

Payment

Payment shall be made upon receipt of all parts as listed in the price quote. The total cost of Work Order No. 04-03, including freight and taxes, shall not exceed \$64,442.80. If you agree with the above, please sign below and return the document marked "Original" to Rima Abi-Najm at San Diego Trolley, Inc. A copy is included for your records.

Sincerely,

Agreed:

Peter D. Tereschuck
President-General Manager

KTourn/JGarde
OCT7-04.14.RDESAI

Mr. James Talley
Vice President, Integrated Services
Siemens Transportation Systems, Inc.

Date: _____

Attachment: Price Quote

cc: E. Wayne Terry; Mitchell Campbell; Russ Desai; Steve Chandler



SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.
1255 Imperial Hwy
Suite 900
San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC
1341 COMMERCIAL ST
SAN DIEGO CA 92113

Page Number - 1
Date - 8/26/2004
Brn/Pit - 10011
Related P.O. -
Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship : Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst : Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
1.000	Slewing ring, power truck		EA S	1	5,159.0000	5,159.00	Y
					Per EA		
7/12/2004	LRV 1010	Business Unit 10011					
2.000	Slewing ring, power truck		EA S	2	5,159.0000	10,318.00	Y
					Per EA		
7/12/2004	LRV 1026	Business Unit 10011					
3.000	Lens,brake light,red (9EM12...		EA S	5	10.1000	50.50	Y
					Per EA		
7/12/2004	LRV 1026	Business Unit 10011					
*Minimum order quantity=5							
4.000	Traction motor vent, LH		EA S	10	904.0000	9,040.00	Y
					Per EA		
7/12/2004	LRV 1026	Business Unit 10011					

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.

1255 Imperial Hwy

Suite 900

San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC

1341 COMMERCIAL ST

SAN DIEGO CA 92113

Page Number - 2

Date - 8/26/2004

Brn/Plt - 10011

Related P.O. -

Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship :	Ship Standard Ground.
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst :	Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
*Minimum order quantity=10							
5.000	Traction motor vent, RH		EA S	10	904.0000	9,040.00	Y
7/12/2004	LRV 1026				Per EA		
		Business Unit	10011				
*Minimum order quantity=10							
6.000	Spring,load cell cap(01052144)	A0204200	EA S	8	21.0000	168.00	Y
7/12/2004	LRV 1026	01052144			Per EA		
		Business Unit	10011				
7.000	Side hinge rubber	02106540	EA S	4	33.1000	132.40	Y
7/12/2004	LRV 1026				Per EA		
		Business Unit	10011				
8.000	Upper door guide,LH (01664689)		EA S	1	15.7000	15.70	Y
7/12/2004	LRV 1040				Per EA		

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.

1255 Imperial Hwy

Suite 900

San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC

1341 COMMERCIAL ST

SAN DIEGO CA 92113

Page Number - 3

Date - 8/26/2004

Brn/Plt - 10011

Related P.O. -

Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship :	Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst :	Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
		Business Unit	10011				
9.000	Upper door guide,RH (01664670)		EA S	1	15.7000	15.70	Y
7/12/2004	LRV 1026				Per EA		
		Business Unit	10011				
10.000	Upper door plate (00617253)		EA S	5	56.3000	281.50	Y
7/12/2004	LRV 1026				Per EA		
		Business Unit	10011				
*Minimum order quantity=5							
11.000	Upper door guide,LH (01664689)		EA S	2	15.7000	31.40	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
12.000	Upper door guide,RH (01664670)		EA S	2	15.7000	31.40	Y

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.

1255 Imperial Hwy

Suite 900

San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC

1341 COMMERCIAL ST

SAN DIEGO CA 92113

Page Number - 4

Date - 8/26/2004

Brn/Plt - 10011

Related P.O. -

Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship : Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst : Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
13.000	Mirror arm, RH	05114527	EA S	1	387.0000	387.00	Y
7/12/2004	LRV 1040	05114527			Per EA		
		Business Unit	10011				
14.000	Mirror arm, LH	05114535	EA S	1	387.0000	387.00	Y
7/12/2004	LRV 1040	05114535			Per EA		
		Business Unit	10011				
15.001	Artic. guide plate, brass	01034936	EA S	10	510.0000	5,100.00	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.
1255 Imperial Hwy
Suite 900
San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC
1341 COMMERCIAL ST
SAN DIEGO CA 92113

Page Number - 5
Date - 8/26/2004
Brn/Plt - 10011
Related P.O. -
Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship :	Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst :	Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
*Minimum Order Quantity=10							
16.000	Spring,load cell cap(01052144)	A0204200	EA S	4	21.0000	84.00	Y
7/12/2004	LRV 1040	01052144			Per EA		
		Business Unit		10011			
17.000	Slewing ring, power truck		EA S	2	5,159.0000	10,318.00	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit		10011			
18.000	Slewing ring, non-power truck		EA S	1	10,929.0000	10,929.00	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit		10011			
19.000	Bolt, lift, bolster-U2	01412922	EA S	1	229.0000	229.00	Y
7/12/2004	LRV 1040				Per EA		

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.
1255 Imperial Hwy
Suite 900
San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC
1341 COMMERCIAL ST
SAN DIEGO CA 92113

Page Number - 6
Date - 8/26/2004
Brn/Plt - 10011
Related P.O. -
Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship :	Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst :	Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
		Business Unit	10011				
20.000	Master cont. panel (B442282)		EA S	10	134.0000	1,340.00	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
*Minimum Order Quantity=10							
21.000	Louver, cab ht duct (13-229)	01423576	EA S	1	30.2000	30.20	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
22.000	Bearing, upper door	00617172	EA S	3	102.0000	306.00	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
23.001	Lock, wheelchair trap	05120012	EA S	10	22.7000	227.00	Y

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.
1255 Imperial Hwy
Suite 900
San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC
1341 COMMERCIAL ST
SAN DIEGO CA 92113

Page Number - 7
Date - 8/26/2004
Brn/Plt - 10011
Related P.O. -
Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship :	Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst :	Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
*Minimum Order Quantity=10							
24.000	Lock cam, 35mm	00640280	EA	S 1	.8000	.80	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
25.000	Lock barrel, door (00623679)	A1829100	EA	S 1	3.3000	3.30	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
26.000	Ball joint, summing link., LG	01245058	EA	S 1	43.5000	43.50	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.

1255 Imperial Hwy

Suite 900

San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC

1341 COMMERCIAL ST

SAN DIEGO CA 92113

Page Number - 8

Date - 8/26/2004

Brn/Plt - 10011

Related P.O. -

Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship :	Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst :	Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
27.000	Summing linkage, complete, SM	A2016800	EA S	2	380.0000	760.00	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				
28.000	Plate, threaded, tapped-72	01412930	EA S	1	14.4000	14.40	Y
7/12/2004	LRV 1040				Per EA		
		Business Unit	10011				

Total: 64,442.80

..... Tax Group Summary

Y) Taxable 64,442.80 4,994.32

Sales Tax Total Order

SIEMENS

SALES QUOTE

Siemens Transportation System

Customer - 50112

Sold To: ATTN: San Diego Trolley Inc.

1255 Imperial Hwy

Suite 900

San Diego CA 92101-7492

Ship To: ATTN: SAN DIEGO TROLLEY INC

1341 COMMERCIAL ST

SAN DIEGO CA 92113

Page Number - 9

Date - 8/26/2004

Brn/Plt - 10011

Related P.O. -

Order Nbr - 5029 SQ

Tax ID:

Tax Cert:

Request Date	Customer P.O.	F.O.B.	Ship :	Ship Standard Ground
7/12/2004	U2 Crash Cars-Additional	FOB Delivered	Inst :	Attn: M Yniguez 619-595-4919

Ln/Rq Dt	Description	Item Number	UM	Ship/Back/Cancel	Price	Extended Price	Tax
Payment Terms 002							
Net Due Date 9/25/2004			Tax Rate 7.75 %		4,994.33	69,437.13	
Terms Net 30 Days (Override)							



Bradrick Allison

Digitally signed by Bradrick
Allison
DN: cn=Bradrick Allison,
o=Siemens Transportation
Systems, Inc., ou=US SP, c=US
Date: 2004.08.26 19:27:04
+0700



EQUAL OPPORTUNITY PROGRAM WORKFORCE REPORT

The Metropolitan Transit Development Board (MTDB) enforces an Equal Employment Opportunity (EEO) program established under policies and procedures No. 26. This program prohibits discrimination in employment and requires MTDB contractors to be equal opportunity employers. You may submit a copy of the Employer Information Report, EEO-1, in lieu of this form.

PLEASE COMPLETE ALL SECTIONS OF THIS FORM.

A. NAME OF COMPANY:

SIEMENS TRANSPORTATION SYSTEMS, INC.

B. AKA/DBA.

Not Applicable

C. ADDRESS OF ESTABLISHMENT LOCATED IN SAN DIEGO COUNTY (if different from above):

Not Applicable

D. If there is no office in San Diego County, or if there are less than 15 employees in that office, include an address for your regional office that will oversee the work under MTDB's contract.

7464 French Road

City **Sacramento**

County **Sacramento**

State **California**

Zip **95828**

Metropolitan Transit Development Board

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101-7490

A handwritten signature in black ink, appearing to read "M. Paver", is located in the bottom right corner of the page.


Employer Certification of Workforce

Siemens Transportation Systems, Inc.

JOB CATEGORIES (RESULTS)	NUMBER OF EMPLOYEES										
	OVERALL TOTALS	MALE					FEMALE				
		WHITE	BLACK	HISPANIC	ASIAN	NATIVE AMERICAN	WHITE	BLACK	HISPANIC	ASIAN	NATIVE AMERICAN
OFFICIALS AND MANAGERS	143	117	1	5	2	0	14	1	3	0	0
PROFESSIONALS	90	46	1	6	13	0	13	3	3	5	0
TECHNICIANS	76	50	2	11	3	1	8	1	0	0	0
SALES WORKERS	6	4	0	0	0	0	1	1	0	0	0
OFFICE AND CLERICAL	48	6	0	2	0	0	28	6	3	3	0
CRAFT WORKERS (SKILLED)	7	4	1	2	0	0	0	0	0	0	0
OPERATIVES (SEMI-SKILLED)	149	78	7	10	46	1	4	0	0	3	0
LABORERS (UNSKILLED)	0	0	0	0	0	0	0	0	0	0	0
SERVICE WORKERS	0	0	0	0	0	0	0	0	0	0	0
TOTAL	519	305	12	36	64	2	68	12	9	11	0

AS OF DATE: 31-Mar-04

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


ERIKA DUFFY
MGR, TRAINING & DEVELOPMENT
4-22-04
 AUTHORIZED SIGNATURE NAME OF SIGNEE TITLE DATE

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

Erika Duffy
 7464 French Road Sacramento, CA 95828 (916) 525-2807



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

Agenda

Item No. 12

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

FIN 360 (PC 30100)

October 7, 2004

Subject:

MTDB/SDTC: STATE OF CALIFORNIA TREASURER'S OFFICE LOCAL AGENCY
INVESTMENT FUND

RECOMMENDATION:

That the Board of Directors adopt Resolution Nos. 04-13 and 04-14 (Attachments A and B) approving the authorization of MTDB and San Diego Transit Corporation (SDTC) Finance staff to make deposits or withdrawals from the Local Agency Investment Fund (LAIF).

Budget Impact

None.

DISCUSSION:

MTDB and SDTC are responsible for investing their temporary surplus cash in permissible investments. The State of California Treasurer's Office LAIF is considered a permissible investment in accordance with Policy No. 30, "Investments," which is consistent with California Government Code 53600.

LAIF is considered an ideal investment option for temporary surplus cash due to the liquidity to enable MTDB and SDTC to meet short-term cash flow requirements, while gaining a more favorable interest rate return than the general operating cash accounts held with our financial institution.



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.

Staff will investigate other options for investing temporary surplus cash with a goal of earning higher returns while remaining consistent with MTDB Policy No. 30. This will include contacting other agencies, such as the County of San Diego, to ascertain where its similar funds are invested and its rate of return on similar funds.

For internal control purposes, transfers between the LAIF accounts and the general operating cash accounts are performed in accordance with Policy No. 41, "MTDB Signature Authority."



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Lauren Warrem, 619.557.4531, lauren.warrem@sdmts.com

JGarde
OCT7-04.12.LWARREM
9/24/04

Attachments: A. MTDB Resolution No. 04-13 }
 B. MTDB Resolution No. 04-14 } **Board Only**

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

RESOLUTION NO. 04-13

Resolution Authorizing Investment of San Diego Transit Corporation
Monies in the Local Agency Investment Fund

WHEREAS, Pursuant to Chapter 730 of the statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the San Diego Transit Corporation Board of Directors does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of 16429.1 of the Government Code for the purpose of investment as stated therein as in the best interests of the Board;

NOW, THEREFORE, BE IT RESOLVED, that the San Diego Transit Corporation Board of Directors does hereby authorize the deposit and withdrawal of San Diego Transit Corporation's monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein, and verification by the State Treasurer's Office of all banking information provided in that regard.

BE IT FURTHER RESOLVED, that the following individual staff or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

Thomas Lynch, Controller
Lauren Warrem, Finance Manager
Evelyn Acevedo, Senior Accountant

PASSED AND ADOPTED by the Board this ____ day of _____ 2004, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit Development Board

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit
Development Board

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

JGarde
RES04-13.LWARREM
9/24/04

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

RESOLUTION NO. 04-14

Resolution Authorizing Investment of San Diego Metropolitan Transit Development Board's
Monies in the Local Agency Investment Fund

WHEREAS, Pursuant to Chapter 730 of the statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the Metropolitan Transit Development Board of Directors does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of 16429.1 of the Government Code for the purpose of investment as stated therein as in the best interests of the Board;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Transit Development Board of Directors does hereby authorize the deposit and withdrawal of San Diego Metropolitan Transit Development Board's monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein, and verification by the State Treasurer's Office of all banking information provided in that regard.

BE IT FURTHER RESOLVED, that the following individuals or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

Thomas Lynch, Controller
Lauren Warrem, Finance Manager
Evelyn Acevedo, Senior Accountant

PASSED AND ADOPTED, by the Board this ____ day of _____ 2004, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit Development Board

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit
Development Board

Office of the General Counsel
San Diego Metropolitan Transit
Development Board

JGarde
RES04-14.LWARREM
9/24/04



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

Agenda

Item No. 30

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

OPS 970.2
(PC 30102)

October 7, 2004

Subject:

SDTI: 2004 STREET SCENE SUMMARY REPORT

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

Operation generated positive net revenue.

DISCUSSION:

The annual Street Scene was held on Friday, August 27, and Saturday, August 28, 2004, marking the event's 20th anniversary in San Diego. Over the years, the event has grown and changed as the area in and around the Gaslamp Quarter/East Village has changed. New building projects, culminating with the development of the new ballpark, created the need to continuously revisit the venue layout, eventually moving into the East Village on the east edge of the Gaslamp Quarter in 2003.

The 2004 Street Scene venue changed dramatically from previous years as it was moved from the Gaslamp Quarter city streets and into parking lots east of PETCO Park and north of Imperial Avenue. These paved areas are defined by Park Boulevard on the west, K Street on the north, 14th Street on the east, and Imperial Avenue, Tailgate Park on the south, with one additional section south of Imperial Avenue between 11th Avenue and Park Boulevard. The most critical component of the venue was that San Diego Trolley, Inc.'s (SDTI's) right-of-way on 12th Avenue, between K Street and Imperial Avenue, literally bisected the multistage event site.



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.

Street Scene 2004 was open to all ages, as opposed to recent years when the Friday and Saturday dates were restricted to those 21 and older. Previously, a Sunday afternoon date was open to all ages, but that was eliminated this year. In addition to the elimination of the age restriction, musical groups attractive to a younger audience replaced the musical diversity experienced over the previous 19 years. Some of these artists are historically known for attracting unruly behavior at their concerts. Other changes included reduction of the number of stages from nine to three and the number of bands from 89 to 16. These changes notwithstanding, despite the smaller venue site, the same number of people was expected to attend.

GENERAL SERVICE OVERVIEW

Friday, August 27

1. All available (105) light rail vehicles (LRVs) were placed in service. No cars were held out of service unless required for maintenance or repair. A demand for maximum availability was due to the regular afternoon peak period and to accommodate pre-event service to Qualcomm Stadium station for a Chargers preseason football game.
2. 32 train sets circulated over three designated lines as follows: Green Line (5), Orange Line (9), and Blue Line (18) trains.
3. Blue Line service operated at 7.5-minute intervals. Orange Line and Green Line service was operated at a 15-minute service frequency.
4. Rolling stock operated in a very reliable manner with no service failures reported.
5. Over 14,000 passengers, representing more than 27,000 trips, were counted at the primary locations (12th & Imperial Transfer and Gaslamp Quarter Stations).
6. An additional 4,000 passengers, representing more than 8,000 trips, were counted at Qualcomm Stadium Station for the Chargers preseason football game.

Saturday, August 28

1. 95 light rail vehicles (LRVs) were required to operate a combination of regularly scheduled service and special event service to Street Scene.
2. 24 train sets circulated over three designated lines as follows: Green Line (5), Orange Line (9), and Blue Line (10) trains. All service operated on a 15-minute headway.
3. Over 17,800 passengers, representing more than 31,600 trips, were counted at the primary locations (12th & Imperial Transfer and Gaslamp Quarter Stations).

Reported Event Attendance

- Friday: 45,000 - 47,000
- Saturday: 55,000

Venue/Access and Pedestrian Control Measures

Although the parking lots were surrounded by temporary 6-foot chain-link fences, two pedestrian thoroughfares were set up to allow bidirectional foot traffic at K Street and the yet-to-be-opened L Street intersections (pathway measuring 16.9 to 25.2 feet in width). This would prove to be an area of great concern as the event progressed. Initially, the event promoters provided eight security personnel (Staff Pro) at each location to assist Heritage Security with crowd control to allow trains to continue unimpeded through the area. At times, this plan functioned as intended as the ebb and flow of pedestrian traffic was usually within the capacity of the crossing points. Security used rolling gates to close off pedestrian access as trains were on approach.

Friday Night

Concerns arose as the crowd level began to exceed the throughput capacity at L Street, which was especially apparent during times when the various stages were undergoing a change in performers. This situation was further exacerbated as crowds traveling in opposite directions had little room to maneuver around each other, creating difficulty in clearing the tracks for approaching trains. At this point, K Street was underused due to its location at the far north end of the venue. Street Scene officials were contacted, and additional personnel were sent to assist.

Operations were conducted without incident, albeit with some minor delay occurring at the L Street pedestrian crossing due to excessive crowding. Although not related to trolley operations, paramedic services transported up to a dozen individuals who were injured during a crowd surge at the Tailgate Park music venue.

Saturday Night

Street Scene officials had arranged for the more confined, but centrally located L Street to be one direction for eastbound traffic only. Pedestrians heading the opposite way were directed to K Street, which was open for bidirectional traffic. Initially, this arrangement worked well and relieved much of the congestion at L Street. However, at one point during the event as two of the main stages were changing artists, the influx of pedestrian traffic became too great to be safely handled at K Street. Thousands of pedestrians moving in both directions created a condition at the K Street crossing where a train was stopped and unable to continue. SDTI staff on site suspended service in the interest of safety, and the San Diego Police Department (SDPD) was called to assist. Prior to the officers' arrival, unruly crowds began climbing over and eventually knocking down sections of fencing adjacent to the right-of-way, spilling onto the tracks. Once law enforcement personnel arrived on scene, order was restored to the point where service was able to continue albeit some 40 minutes later.

In addition to the above, a 17-minute delay occurred at the County Center/Little Italy Station when a group of unruly individuals held doors open and placed stickers throughout the train.

Manual Ticket Sales/Passenger Processing

1. Manual ticket sales were conducted at 17 locations, with six additional locations serviced by ambassadors.
2. Manual ticket sales and passenger processing were conducted at the 12th & Imperial Transfer and Gaslamp Quarter Stations in accordance with standard procedures, including the use of turnstiles and barriers. This arrangement worked well during the pre-event time frame and is effective for Padres baseball crowds. However, it had little effect on the post-event crowds from Street Scene, especially at the Gaslamp Quarter Station due to the large number of people involved, their general behavior, and their unfamiliarity with the pre- and post-event patron processing procedure. The ability to better control this situation was lessened by the temporary need for security officers to protect postgame egress at Qualcomm Stadium Station.

Parking

1. On Friday, free parking was unavailable at Qualcomm Stadium due to the Chargers preseason football game, but was heavily used on Saturday.
2. On both Friday and Saturday, parking lots at LRT stations north of downtown (Old Town Transit Center and Morena/Linda Vista Station) were reported to be full or near capacity.
3. The MTS parking garage on Imperial Avenue experienced light use.

Summary Assessment

1. Staff observed that the venue appeared to have been oversold and was excessively crowded. Saturday night appeared to be the most severe with tens of thousands of fans crowded into the music venues. Based on attendance expectations, an enhanced complement of security personnel and SDPD officers should have been available for rapid emergency deployment or postassignments.
2. The level of service planned and implemented to support this event was adequate.
3. The deployment of manual ticket sales was adequate to address the service demand and patronage.
4. Several trains suffered vandalism ranging from severe graffiti markings to an entire window and frame being destroyed.

5. Incidents were reported of unruly patrons spitting on ticket sales agents at the 12th & Imperial Transfer Station and at security personnel protecting at the L Street pedestrian crossing.
6. The initial music venue site plan identified Tailgate Park for parking and storage so the event would not encroach upon the SDTI right-of-way. The plan was modified to include Tailgate Park as a music venue, without SDTI's knowledge and with relatively little notice.
7. Passenger control elements, especially for during the postevent time frame, proved to be ineffective.
8. The revenue generated during Street Scene weekend exceeded operating costs, resulting in a net profit.

MTS Building Management Issues/Concerns

Although not directly related to SDTI's operations, the James R. Mills Building management had numerous concerns with the concert promoter projecting images upon the MTS Clock Tower and denied permission to do so. Regardless, a contractor to the event promoter projected images upon the MTS Clock Tower both nights of the event. The image projectors were located with the venue and displayed Street Scene images ranging from skulls to simple line patterns (see Attachment A).

Revenue from Ticket Sales

Manual ticket sales booths	\$	65,799
Ticket vending machine sales.....	\$	<u>55,178</u>
Total Revenue	\$	120,977

Costs

Revenue Department	\$	6,460
Transportation Department.....	\$	15,722
Maintenance of Way Department	\$	3,028
Light Rail Vehicle Department	\$	4,082
Facilities Department.....	\$	536
Code Compliance Department	\$	5,580
Security Personnel	\$	29,645
LRV car miles	\$	7,172
Vandalism	\$	<u>2,118</u>
Total Cost.....	\$	74,343
TOTAL NET REVENUE	\$	46,634

Note: Revenue figures generated from North County Transit District (NCTD) Coaster service transfers were not available at the time of this writing.

Follow-Up Actions

To address and resolve the issues identified in this report, staff will meet and work closely with city officials, the San Diego Police Department, and Hagey Productions, during postevent meetings and for the 2005 event-planning process.



Paul C. Jablonski
Chief Executive Officer

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

JGarde/OCT7-04.30.WTERRY/9-29-04

Attachment: A. Building Management Memorandum **(Board Only)**

Joyce Stuebing
Investment Manager
Pinnacle Realty Management Co.
(619) 236-0761

JAMES R. MILLS BUILDING AND PARKING STRUCTURE
SUMMARY OF STREET SCENE ACTIVITY

The Ace Parking vehicle count is as follows:

Friday	278 vehicles	\$ 5,560
Saturday	228 vehicles	\$ 4,560
Padres	125 vehicles	\$ 1,875
(displaced staff from the parking lot next to us)		
Total		\$11,995

SDPD Special Event Police Traffic Direction:

These people were stationed at 14th and Imperial Avenue. There were two lanes going West. One lane was closed off, and had a LEFT TURN ONLY sign there. There was another sign that said MTS Garage and Trolley - open. The staff person was telling people who wanted to come to the garage to park that the fee was \$20.00. Most of the time, the car would then make a U turn and leave the area. I did call the phone number for the special events director and asked them not to give out that information at that point. They said that they were going to continue giving out the price because they felt it was better for people to turn around at that point rather than when they got to the parking structure.

Images projected on the Clock Tower:

Last year the Street Scene coordinator asked Building Management to approve having images projected on our Building and/or on the Clock Tower. We deferred the decision to Ron Roberts who emphatically rejected the idea.

This year when we were approached again, we denied approval. Then on the day before the event we noticed that 10 spot lights were aimed directly at our Building/Clock Tower. I brought this to the attention of Tiffany Lorenzen who immediately attempted to make contact with Michael Trimble - Event Coordinator, to find out what was planned. We walked over to the Street Scene Management Office, but he was not there. They were able to contact him by phone, but he did not speak to Tiffany. About 45 minutes later I reached Michael Trimble by phone. He said that he was certain that there were no plans to project any images on our Building or Clock Tower.

Images were projected on 3 sides of our Clock Tower. The designs were primarily flowers, circles, lightbulbs with skeleton faces and other nondescript images (no advertising). It took place at the following times: Friday - 10:55 pm until 12:20 am and Saturday - a few minutes at a time, several times through out the evening between 9:00 pm and

midnight. They also displayed on the old Webers Bread building and a building on the North side of the event.

Miscellaneous Concerns:

One of our main concerns was that people would attempt to tailgate on the 6th level of the AutoPark. We got total co-operation from the County, MTDB, SDTE and all Building employees regarding the request to park all vehicles that would be in the parking structure after 5:00 p.m. on Friday through the balance of the weekend, on the 6th level of the parking structure. The 6th level was about 2/3 full. We stationed 3 security guards on the 6th level - one at each stairwell and one at the elevators as well.

In addition, we stationed a security guard at each stairwell on each lower levels to discourage people from going up to the next level. This worked. We did have a number of people who wanted to go up, but did respond by going down and out of the parking structure when confronted by security.

We did have one person who made it to the 6th level of the parking structure with an empty bottle that he wanted to throw down to the sidewalk six levels below. He was stopped by security.

One of our biggest problems was public urination as people were leaving the event. They wanted to use any available corner or relatively hidden spot in the AutoPark. Security caught most of them and had water and a scrub brush available for them to clean up their mess.

The AutoPark was totally trashed both Friday and Saturday. The parking attendant came in 4 hours on Saturday and 4 hours on Sunday and did nothing but empty the trash cans and pick up trash. The Autopark looked great when Building employees came in to work on Monday morning.

We experienced no vandalism or damage to our property.

2004 Street Scene
Post Event Summary

Board of Directors Meeting
October 7, 2004
By
Tom Doogan

2004 Street Scene Facts

- 2004 marked the event's 20th anniversary
- Event has grown over the years resulting in larger venues within the Gaslamp Quarter/East Village areas
- Redevelopment in the Gaslamp Quarter, including the ballpark, has reduced the area available to hold such an event
- Venue was moved for the first time away from city streets in the Gaslamp Quarter/East Village to the new parking lots east of the ballpark

LRT Service Overview

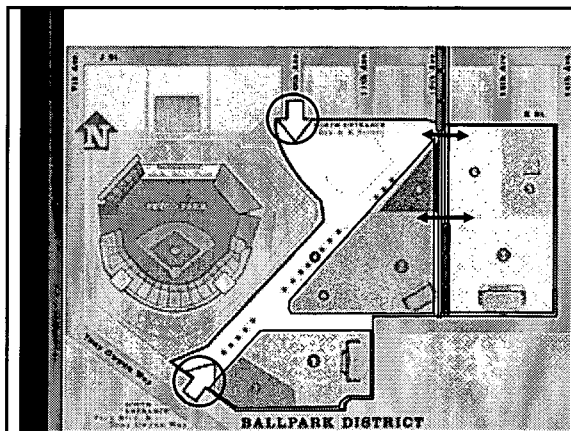
- Green Line service operated between Qualcomm Stadium and the Gaslamp Quarter
- Enhanced Orange and Blue Line service; extended 15-minute service throughout the event
- Late night Orange Line service into Santee
- Late night 'sweeper' trains operated in all directions

Ticket Sales Summary

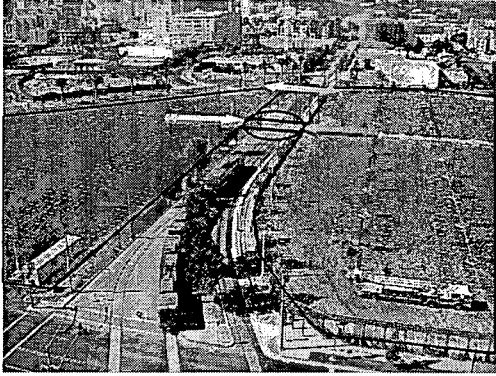
- Manual tickets sales were conducted at 17 locations
- Ambassadors located at an additional 6 locations
- Over 31,000 one-way equivalent tickets sold at ticket booths
- Station ticket vending machines recorded significant sales volume increases

Attendance & Ridership Statistics

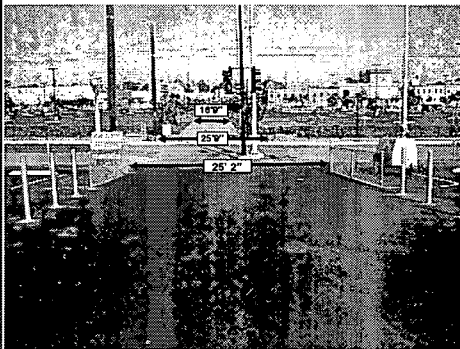
- Friday attendance: 45 – 47,000
- Friday ridership: 14,000 (30% of gate)
 - Chargers game at Qualcomm resulted in additional 4,000 riders (8,000 trips)
- Saturday attendance: 55,000
- Saturday ridership: 17,800 (32% of gate)
- Total event passenger trips = **71,600**



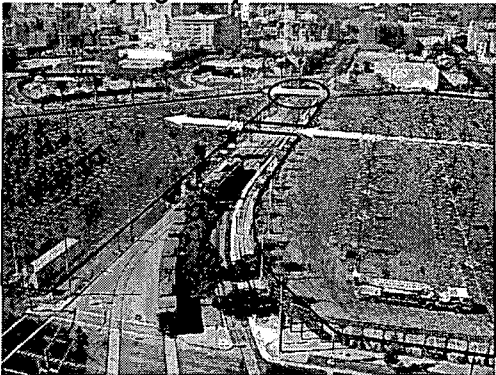
Friday Night Configuration



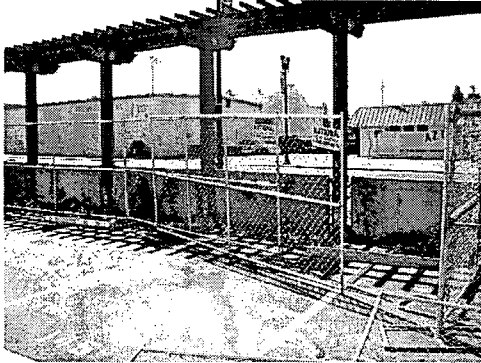
L Street Pedestrian Thoroughfare



Saturday Night Adjustments



Venue Perimeter Fencing



Summary Assessment

- Venue appeared to have been oversold and catered to a younger crowd
- LRT service level was sufficient to handle demand
- Manual ticket sales level and deployment were adequate
- Several reports of vandalism on trains
- Unruly crowds generated significant incidents of staff abuse and numerous uncontrolled situations

Summary Assessment (cont.)

- Initial plan had tailgate park set aside for parking, not as part of the venue
- Some passenger control elements during post-event proved ineffective at Gaslamp station
- Uncontrolled crowd movement onto 12th Avenue at K and L Streets caused service interruptions and suspension of service for 45 minutes. Mounted police responded and restored crowd control

Summary Assessment (cont.)

- Total revenue received = \$123,867
- Incremental operating costs = \$74,343
- Net revenue =

\$49,524

Follow-up Actions

- Address and resolve the issues identified during the 2004 event
- Aggressively support efforts to effect a change in venue or secure assurances of substantial improvements to venue access as it relates to the 12th Avenue rail corridor
- Continue to work with officials involved with planning the 2005 event, specifically:
 - City of San Diego
 - San Diego Police Department
 - Event promoter Hagey Productions



Metropolitan Transit System

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

Agenda

Item No. **31**

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

OPS 920.1, 960.5
OPS 970.5 (PC 30103)
(PC 30101, 30102)

October 7, 2004

Subject:

MTS: OPERATIONS STATUS REPORTS

RECOMMENDATION:

That the Board of Directors receive the July 2004 operation status reports for San Diego Transit Corporation (SDTC) (Attachment A), San Diego Trolley, Inc. (SDTI) (Attachment B), and Metropolitan Transit System (MTS) Contract Services (Attachment C).

Budget Impact

None at this time.

DISCUSSION:

These reports are designed to provide a snapshot of SDTC's, SDTI's, and MTS Contract Services' performance for July 2004. Beginning with July 2004, the MTS Finance Department is preparing a separate budget monitoring report. This report will only address operating performance trends.

Paul C. Jablonski
Chief Executive Officer

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

JGarde/OCT7-04.31.SHAFNER/9-28-04

Attachments: A. SDTC's Operations Status Report
B. SDTI's Operations Status Report
C. MTS Contract Services' Operations Status Report

} Board Only



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 report about the status of San Diego Transit Corporation's (SDTC's) operations through July 2004 provides an overview of service quality based on various performance indicators and a discussion of ridership and productivity.

SERVICE QUALITY

Service Reliability. The trip completion rate for July 2004 was 99.60 percent. This represents a slight increase over the 4th quarter of FY 2004 (99.59 percent). Trip completion information by quarter is provided in Attachment A.

Schedule Adherence. System on-time performance continued to improve significantly in July, reaching 83.1 percent, an increase of 1.3 percentage points over the results for June. While the rate of late departures remained the same at 14.3 percent, the rate of early departures declined from 3.9 percent to 2.6 percent. Attachment B provides performance trend data by quarter.

To improve on-time performance further, SDTC incorporated the first round of its new comprehensive Ride Check Program with running time adjustments on 18 routes in the service changes effective on September 5, 2004. A second round of adjustments, which will include weekend trips, is planned for the next service change in January 2005.

Customer Service. Total customer complaints increased to 6.37 per 100,000 passengers in July, up from 6.04 per 100,000 passengers in June. The rise in pass fares that went into effect on July 1 may have contributed to this increase. Total complaints by month are presented in Attachment C.

System Safety. In July, SDTC experienced a total collision accident rate of 2.74 per 100,000 miles, down from 3.36 per 100,000 miles in June. The trend continues downward from the rate of 3.75 in FY 2004. Attachment D provides monthly data on accident rates.

RIDERSHIP AND PRODUCTIVITY

Ridership. Total system ridership was 2,072,400 in July 2004, a 6.9 percent decline when compared to the same month in 2003. When adjusted for the truncation of Route 34 from downtown San Diego to Old Town, which became effective on February 1, 2004, the rate of decline was 6.6 percent. While the decline in ridership correlates well with the decrease in revenue hours of service provided from FY 2003 to FY 2004 (refer to the productivity section below), no significant correlation with demographic trends (changes in population and household income, among others) has been found. Approximately 0.75 percent of the decline can be ascribed to the increase in pass fares on July 1. Ridership trends by route and fare components are presented in Attachment E.

Productivity. Changes in service levels directly impact ridership results, which, consequently are more accurately portrayed on a rate basis. This close correlation between service levels and passenger trends is depicted in the chart in Attachment F. Comparing the results for July to those of June, ridership rates were flat. The number of passengers carried per revenue mile of service increased marginally from 2.41 to 2.42, and the number of passengers carried per revenue hour decreased marginally from 29.12 to 29.10. The quarterly trends of these rates over the past three years are presented in Attachment G.

SDTC also tracks two cost-effectiveness measures: (1) the farebox recovery ratio (the percentage of costs recovered from farebox receipts); and (2) the subsidy amount per passengers served. The results for FY 2004 for these measures will be presented in the next report, when the data will be available.

MILES BETWEEN MECHANICAL FAILURES

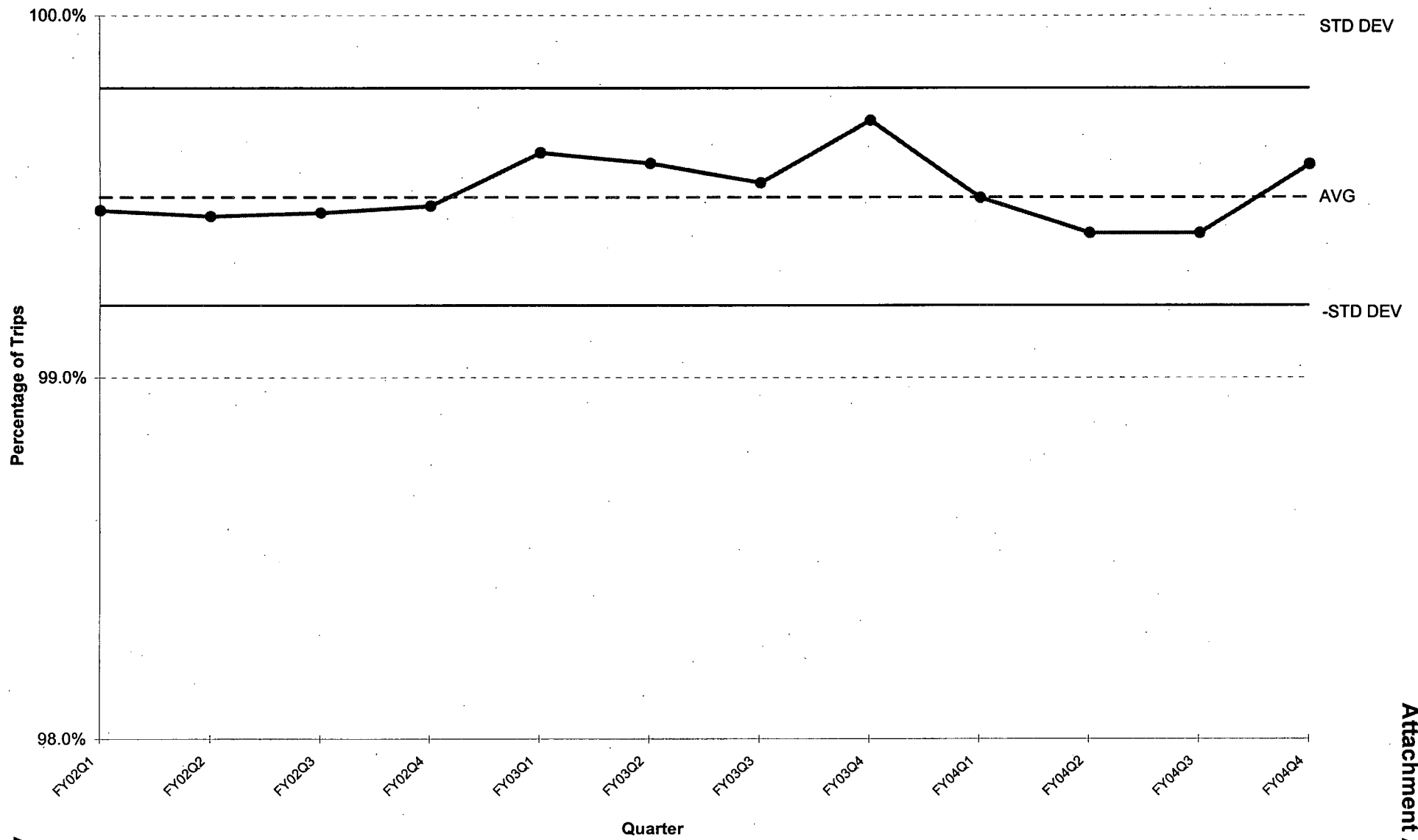
There were 183 total chargeable road calls in the month of July for SDTC's fleet, which equates to a mean distance between failures (MDBF) of 5,616 miles. In contrast, the MDBF for buses that have been through the Preventative Maintenance Program was 7,426 miles, while the MDBF for buses that have not been through the Preventative Maintenance Program was 4,491 miles (Attachment H).

As of September 27, 2004, the Preventative Maintenance Program has completed 168 buses or 62 percent of the fleet, with an anticipated completion date of December 31, 2004. The Preventative Maintenance Program started January 7, 2004, as a comprehensive inspection program; due to the poor state of the fleet, the program essentially became an in-house overhaul program. After inspection, each bus received all of the repairs necessary to bring it back to like-new condition. All mechanical and exterior repairs were included, such dents, scrapes, fresh painting, new seat covers where necessary, and a thorough cleaning.

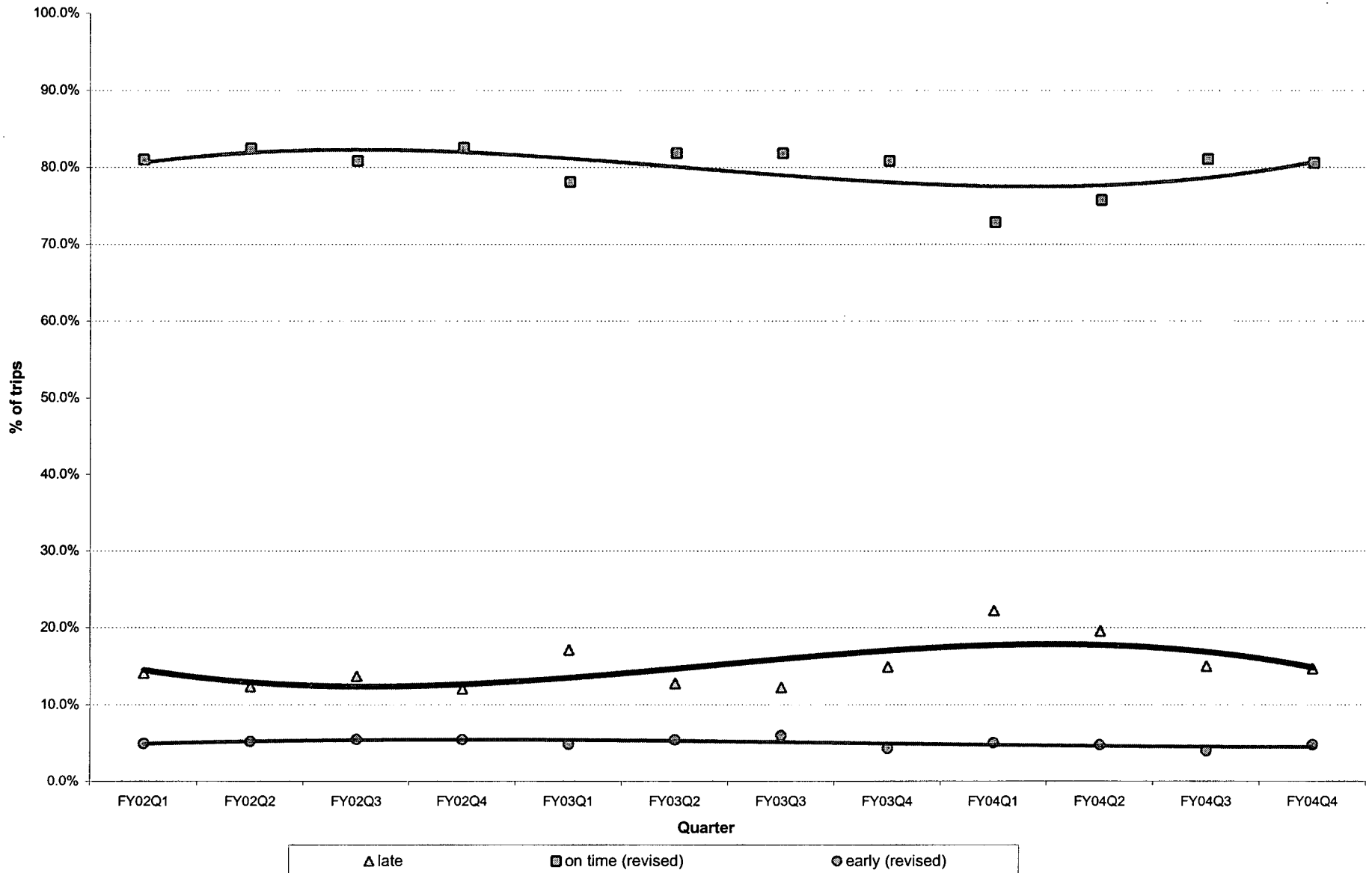
JGarde/OCT7-04.31.ATTA.MTHOMSEN
9/29/04

Attachments: A. Trip Completion
B. On-time Performance
C. Passenger Complaints
D. Accident Rates
E. Ridership by Route and Fare Components
F. Ridership and Service Level Trends
G. Service Effectiveness
H. SDTC MDBF Report

SDTC Trip Completion by Quarter (2000-Present)

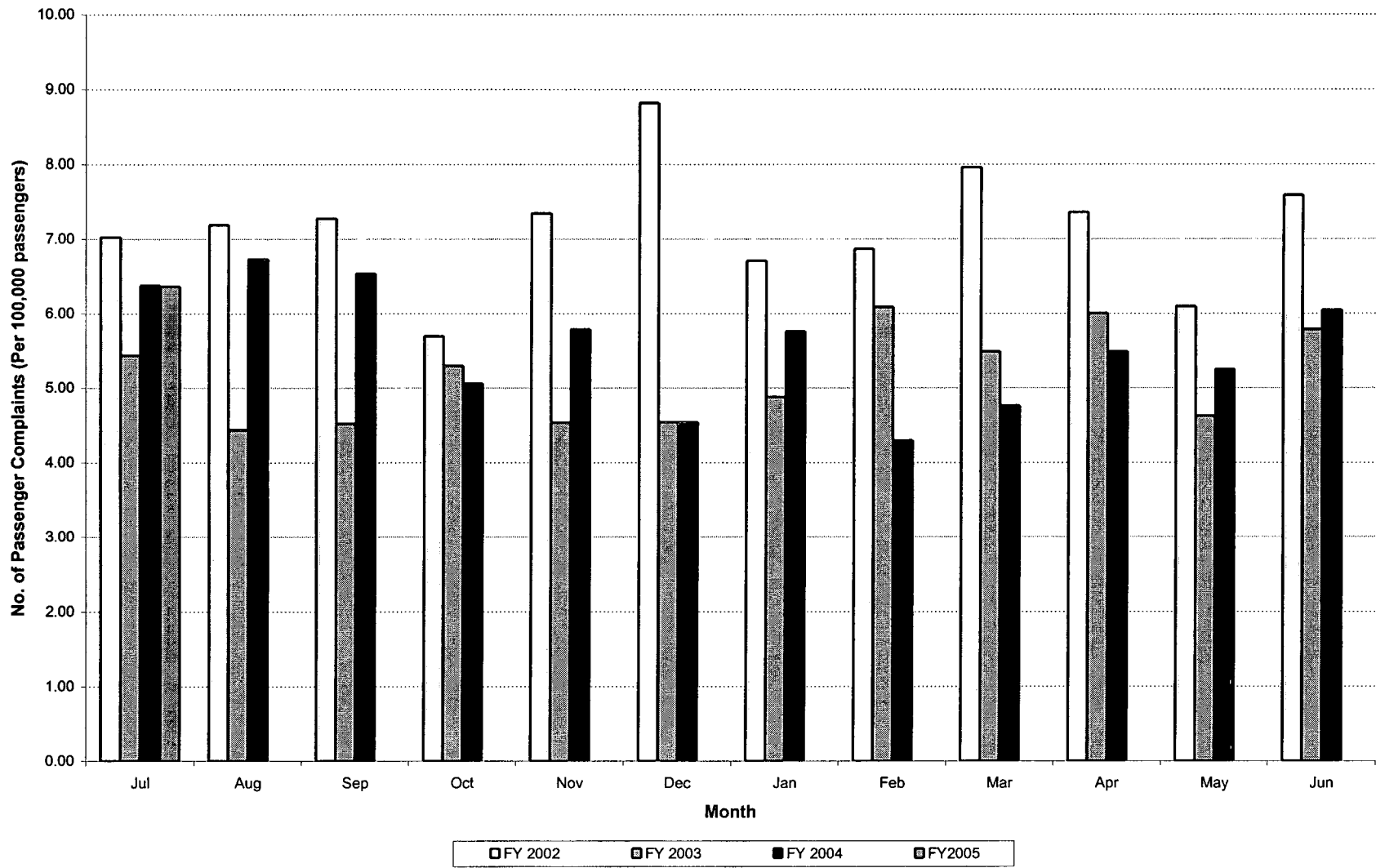


SDTC System On-Time Performance by Quarter - Revised Statistics (FY2002-FY2004)



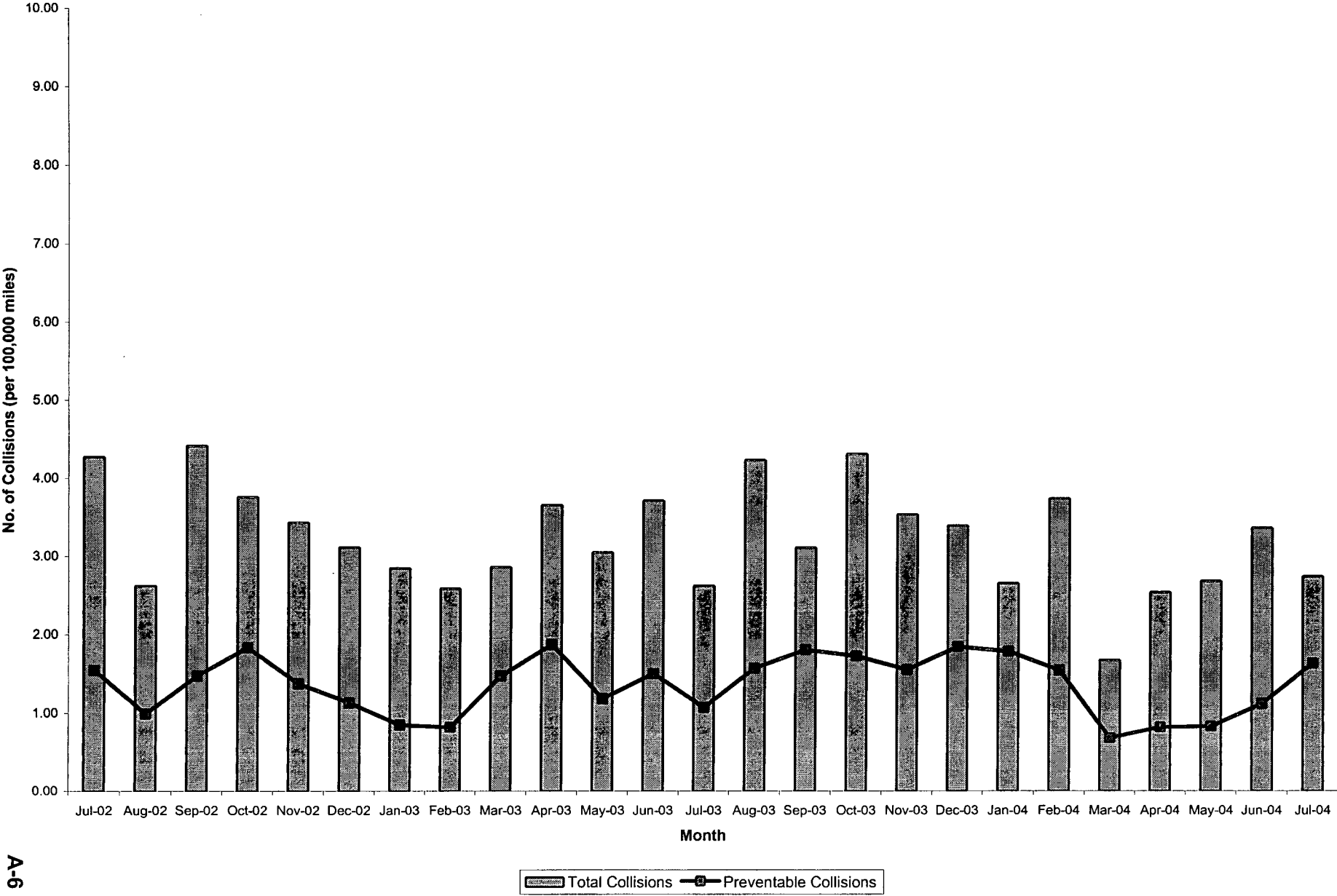
(On-time performance figures were corrected to include early arrivals in on-time statistics)

SDTC Total Passenger Complaints (FY2002 - FY2004)



Attachment C

SDTC Summary of Collision Accidents - FY2003 and FY2004



SDTC Ridership and Fare Components: July 2004 and FY 2005

BY ROUTE

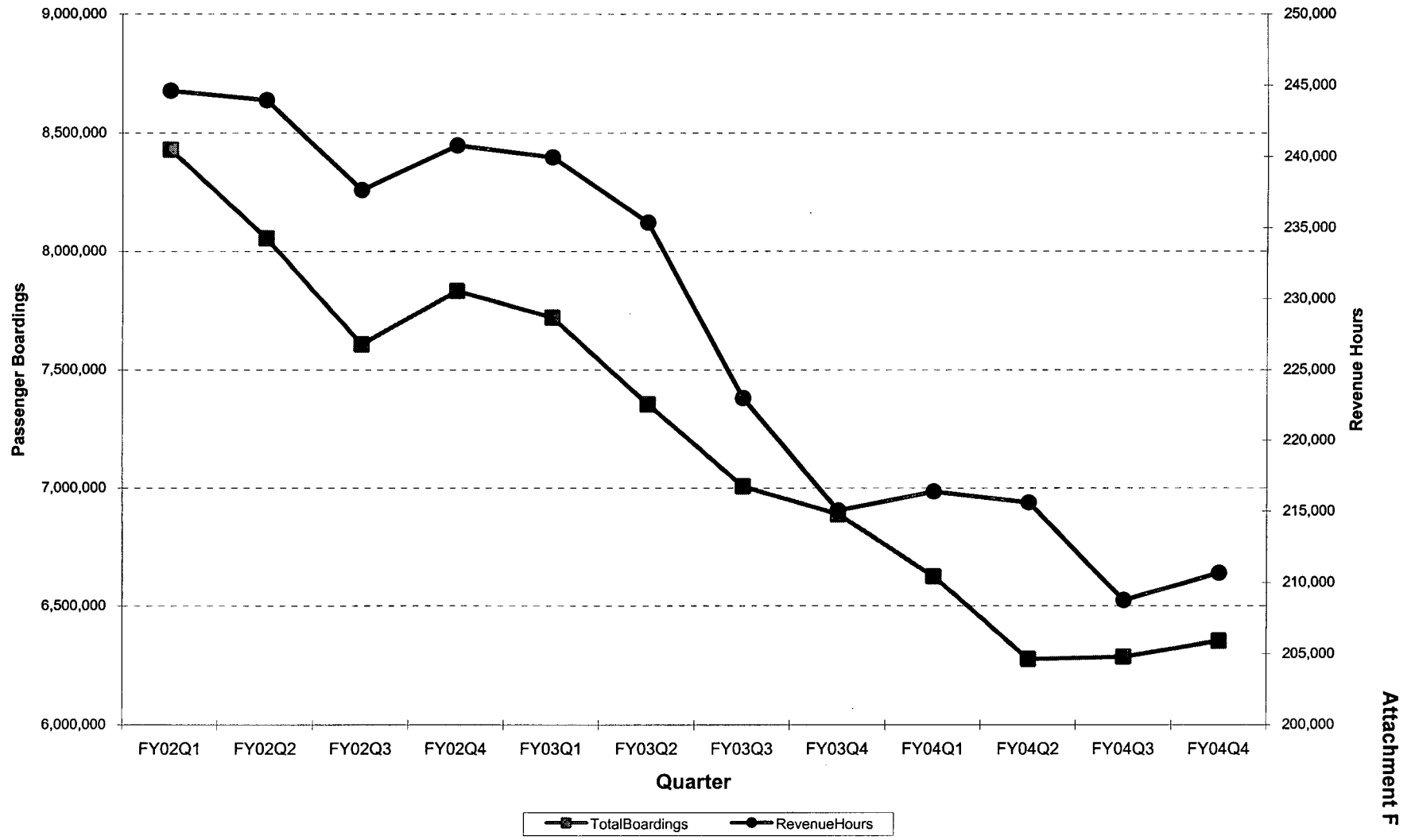
Route	Description	Month			Fiscal Year		
		Jul-04	Jul-03	Change	FY 2005	FY 2004	Change
1	Downtown/EI Cajon	71,230	73,219	-2.7%	71,230	73,219	-2.7%
2	Downtown/University Heights	136,651	149,945	-8.9%	136,651	149,945	-8.9%
3	Mission Hills, Euclid Ave	125,773	127,325	-1.2%	125,773	127,325	-1.2%
4	Downtown/Lomita Village	64,901	84,687	-23.4%	64,901	84,687	-23.4%
5	UTC/College Grove	93,941	99,027	-5.1%	93,941	99,027	-5.1%
6	Old Town/North Park/32nd & Harbor	67,200	60,075	11.9%	67,200	60,075	11.9%
7	Downtown/La Mesa	263,874	320,396	-17.6%	263,874	320,396	-17.6%
9	Old Town/Pacific Beach	44,353	49,923	-11.2%	44,353	49,923	-11.2%
11	SDSU/Skyline Hills	198,984	198,017	0.5%	198,984	198,017	0.5%
13	Fashion Valley/Euclid Ave	48,600	55,698	-12.7%	48,600	55,698	-12.7%
15	Downtown/EI Cajon	104,331	109,963	-5.1%	104,331	109,963	-5.1%
16	Hillcrest/Euclid Ave	36,963	45,810	-19.3%	36,963	45,810	-19.3%
20	Downtown/North County Fair	104,662	106,039	-1.3%	104,662	106,039	-1.3%
25	Downtown/Clairemont	73,845	77,530	-4.8%	73,845	77,530	-4.8%
26	Old Town/Point Loma	24,672	35,075	-29.7%	24,672	35,075	-29.7%
27	Fashion Valley/Clairemont Mesa	37,416	47,600	-21.4%	37,416	47,600	-21.4%
28	Old Town/Point Loma	25,688	14,988	71.4%	25,688	14,988	71.4%
30	Downtown/Scripps Ranch	66,697	66,467	0.3%	66,697	66,467	0.3%
34	Downtown/UCSD	151,425	179,020	-15.4%	151,425	179,020	-15.4%
35	Old Town/Ocean Beach	50,894	42,705	19.2%	50,894	42,705	19.2%
40	Downtown/Fletcher Hills	3,511	3,461	1.4%	3,511	3,461	1.4%
41	La Jolla/Fashion Valley	81,626	82,751	-1.4%	81,626	82,751	-1.4%
44	Old Town/Clairemont	48,407	53,083	-8.8%	48,407	53,083	-8.8%
50	Downtown/UTC	22,668	27,835	-18.6%	22,668	27,835	-18.6%
51	Trolley	8,133		n/a	8,133		n/a
70	Downtown/69th & University Ave	4,204	9,519	-55.8%	4,204	9,519	-55.8%
72	Special Events - Padres		270	n/a		270	n/a
73	Special Events - Chargers			n/a			n/a
75	Special Events - Charter			n/a			n/a
76	Marketing	834	5	n/a	834	5	n/a
77	Coaster			n/a			n/a
81	Old Town/Grossmont Trolley	35,459	30,273	17.1%	35,459	30,273	17.1%
115	Downtown/EI Cajon	60,156	57,444	4.7%	60,156	57,444	4.7%
150	Downtown/UTC	10,584	12,787	-17.2%	10,584	12,787	-17.2%
210	Downtown/Mira Mesa	4,703	4,758	-1.2%	4,703	4,758	-1.2%
System Total		2,072,385	2,225,695	-6.9%	2,072,385	2,225,695	-6.9%
* System Total Without Special Routes		2,063,418	2,225,420	-7.3%	2,063,418	2,225,420	-7.3%
* System Total Without Special Routes and Rte 34		1,911,993	2,046,400	-6.6%	1,911,993	2,046,400	-6.6%

BY FARE COMPONENT

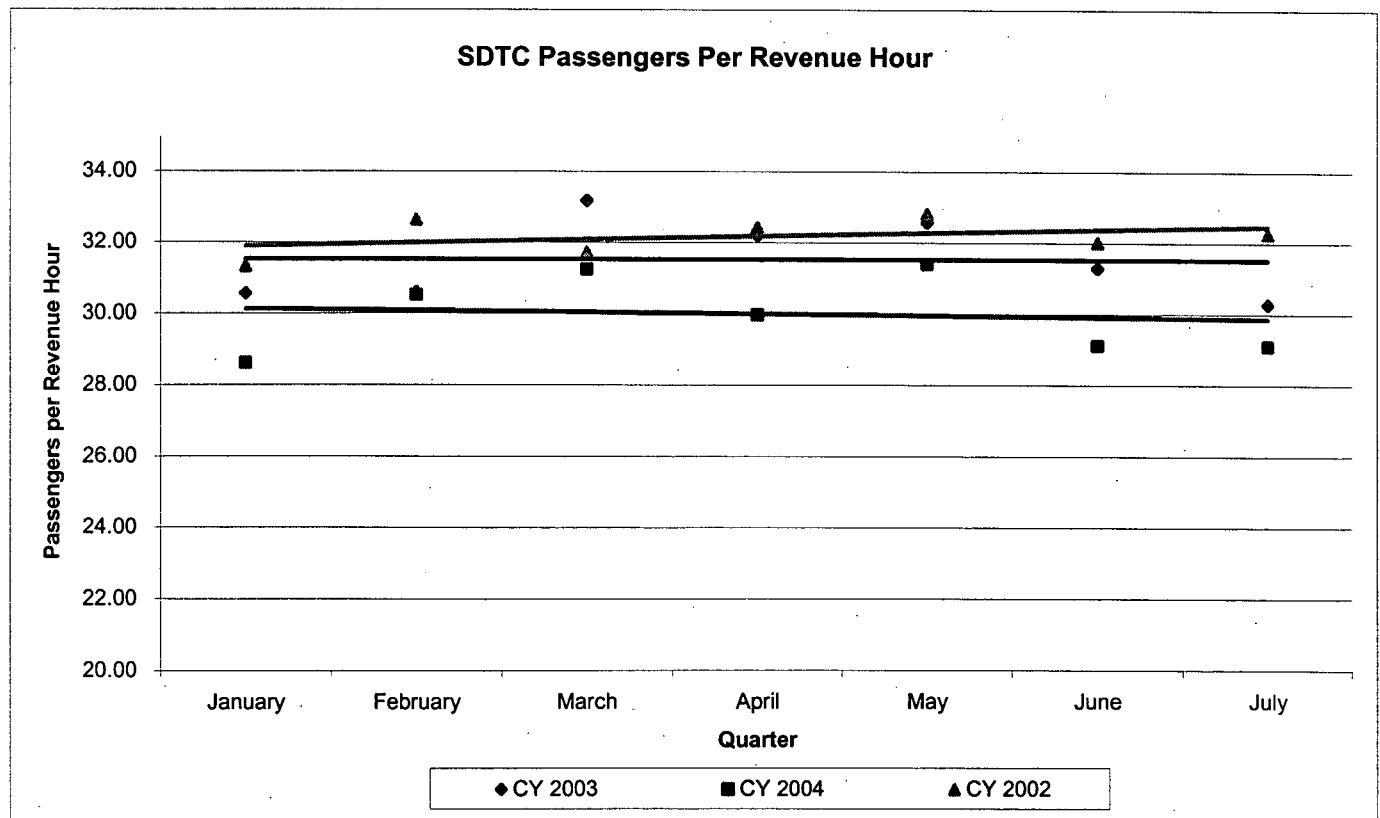
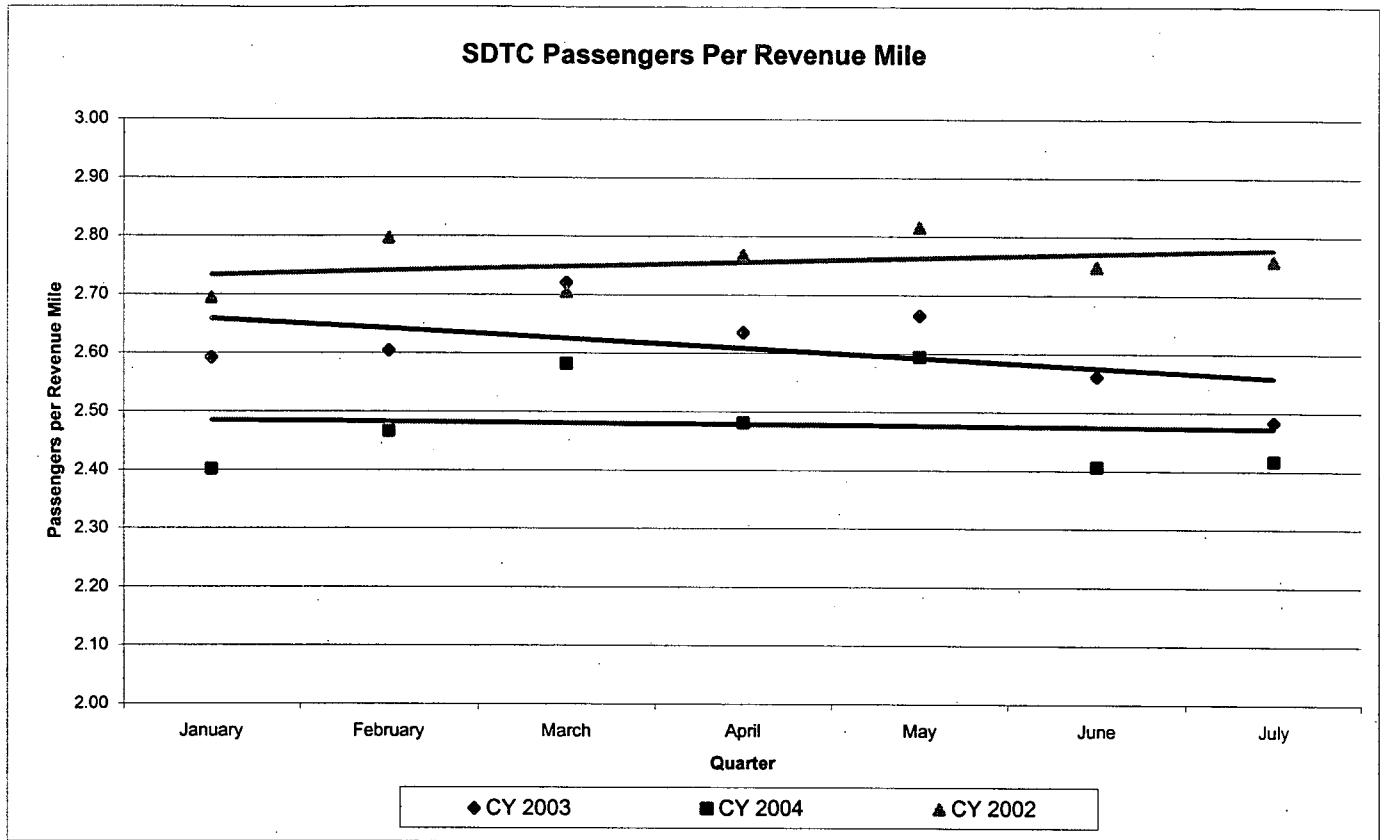
Fare Component	Month			Fiscal Year to Date		
	Jul-04	Jul-03	Change	FY 2005	FY 2004	Change
S and D Pass	585,267	615,598	-4.9%	585,267	615,598	-4.9%
Ready Pass	434,548	460,229	-5.6%	434,548	460,229	-5.6%
Adult Cash	348,756	399,714	-12.7%	348,756	399,714	-12.7%
Transfers	332,858	376,014	-11.5%	332,858	376,014	-11.5%
Youth Pass	144,355	159,318	-9.4%	144,355	159,318	-9.4%
Free	103,732	94,294	10.0%	103,732	94,294	10.0%
Day Pass	62,585	62,262	0.5%	62,585	62,262	0.5%
S and D Cash	47,074	42,947	9.6%	47,074	42,947	9.6%
Tokens	12,766	14,708	-13.2%	12,766	14,708	-13.2%
Tickets	444	611	-27.3%	444	611	-27.3%
System Total	2,072,385	2,225,695	-6.9%	2,072,385	2,225,695	-6.9%
System Total Without Special Routes	2,063,418	2,225,420	-7.3%	2,063,418	2,225,420	-7.3%
System Total Without Special Routes and Rte 34	1,911,993	2,046,400	-6.6%	1,911,993	2,046,400	-6.6%

* Calculation made sans special and seasonal routes (51, 72-77) because of the large variability in ridership within and among fiscal years.

SDTC Ridership And Service Level Trends (FY2002 - FY2004)



SDTC Service Effectiveness



SAN DIEGO TRANSIT CORPORATION
Mean Distance Between Failures (MDBF) Report

July 2004

	Total Fleet	Imperial Ave Division	Kearny Mesa Division
Total Chargeable* Road Calls:	183	128	55
Non-Preventative Maintenance Road Calls:	110	89	21
Preventative Maintenance Road Calls:	73	39	34
 Total Miles:	 1,036,043	 661,770	 374,273
Non-Preventative Maintenance Miles:	493,958	355,732	138,226
Preventative Maintenance Miles:	542,085	306,038	236,047
 MDBF:	 5,616	 5,170	 6,805
Non-Preventative Maintenance only:	4,491	3,997	6,582
Preventative Maintenance only:	7,426	7.847	6,943

*Note: Chargeable road calls are defined as a failure of some mechanical element of a bus regardless if it results in a service interruption to our customers or not. Chargeable road calls are responded to by the Maintenance Department and by standby operators. Standards were tightened in January 2004 by Claire Spielberg in efforts to get a better-defined synopsis of the condition of San Diego Transit Corporation's fleet.

SAN DIEGO TROLLEY, INC.

TRANSPORTATION DEPARTMENT SUMMARY

RIDERSHIP

During the month of July, according to statistical information provided by the San Diego Association of Governments (SANDAG), average daily ridership was fixed at 87,186. This represents an increase of 5.3 percent in comparison to June (87,186 vs. 82,585). Ridership increased on weekdays (5,381-plus), Saturdays (8,570-plus), and Sundays (4,575-plus). Additionally, the average weekday ridership was fixed at 93,511.

When the current total monthly ridership level is compared with the same reporting period last fiscal year (2,702,758 vs. 2,190,727), an increase of 23.4% is realized.

Note: In July there were 16 Padres home games played as opposed to 14 during the month of June. During July service to PETCO Park for Padres baseball games, the top 50 all-time highest daily ridership was achieved twice (125,872 and 126,351).

SPECIAL EVENT SERVICE

Padres Baseball

SDTI provided service to 16 Padres home games at PETCO Park during July. At this point in the season, game attendance is up 56% (1,780,017 vs. 1,143,475) and ridership is up 287% (413,191 vs. 106,811), representing 20.4% of the gate when compared to the same time last year. Revenue from manual ticket sales also increased 385% (\$821,261 vs. \$169,481) when compared to the same period last year. To date, season totals in attendance (1,780,017), ridership (413,191), and gate percentage (23.2%) remain strong.

Comic Con

The annual Comic Con event was held at the San Diego Convention Center from July 22-25, 2004. This event continues to grow annually; Saturday's attendance alone was estimated at 40,000. To support this event, extra service was operated daily. Over the three-day event, \$11,551 in revenue was collected, representing 6,086 one-way trips.

Miscellaneous Events

SDTI staff coordinated with a variety of special events that required limited extra service and only minimal oversight. The events included:

- Multiple Independence Day fireworks displays held in the vicinity of San Diego Trolley, Inc. (SDTI), rights-of-way in Chula Vista, Santee, and on San Diego Bay.
- International Soccer - Mexico vs. Argentina on Sunday, July 18, 2004, at Qualcomm Stadium played in front of a moderate crowd, with only 746 patrons using the trolley.

PERFORMANCE

During the month of July, there were 10,231 regular train trips scheduled and 10,229 were operated, representing a schedule adherence of 99.9%. Of the trips operated, 657 trains were delayed in excess of five minutes. Excluding contractor-related delays and those associated with multiple wheelchair use, the adjusted number of late trains was 152 with an on-time performance level of 98.5%. See *Monthly Performance Statistics* report for the month of July (A-3).

ACCIDENTS

LRV/Truck/Automobile: Total = 1

On July 20, 2004, at 11:49 a.m., a motorist traveling east on C Street, in downtown San Diego, made an abrupt right turn and was struck by eastbound Train No. 18 at the intersection of Tenth Avenue and C Street. No injuries were reported and only minor damage was sustained by the automobile and the LRV. The accident was considered to be unavoidable.

LRV/Pedestrian: Total = 0

LRV/Other: Total = 0

Personal Injuries/Medical Problems: Total = 16

Of the 16 injuries reported, 11 were slips, trips, falls, or other injuries occurring on trains or transit property. There were two incidents involving a personal medical problem that was not trolley-related, and three incidents involving SDTI employee or security officer injuries.

Summary

During FY 2005 (commencing July 1, 2004) there have been 243,842 train miles operated. The total number of accidents in this fiscal year to date is one, representing 0.41 accidents per 100,000 miles operated.

LIFT SERVICE

In July, there were 7,138 (***the highest lift use ever***) wheelchairs carried compared to 6,023 in June. During the July reporting period, there were 11 failures (0.15 of total uses) and 225 delays due to excessive boarding/deboarding time involving multiple wheelchairs. In July, 162 wheelchair passengers were bypassed due to insufficient room onboard. There were four consecutive bypasses.

JGarde
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9/29/04

Monthly Performance Statistics – JULY 2004

Date	Trips Scheduled	Trips Operated	Trips Annulled			Trips Late						L	A
			Total	C/R	Other	Total	C/R	SDGE	S/E	S/D	Other		
07/01/04	361	361	0	0	0	18	0	0	0	11	7	L1	
07/02/04	361	361	1	0	1	37	0	0	19	14	4	L2	A1
07/03/04	276	276	0	0	0	19	0	0	13	3	3	L3	
07/04/04	254	254	0	0	0	35	0	0	26	1	8	L4	
07/05/04	254	254	0	0	0	7	0	0	0	6	1		
07/06/04	361	361	0	0	0	19	0	0	8	9	2	L5	
07/07/04	361	361	0	0	0	15	0	0	1	9	5	L6	
07/08/04	361	361	0	0	0	27	0	0	9	15	3	L7	
07/09/04	361	361	1	0	1	31	0	2	18	9	2	L8	A2
07/10/04	276	276	0	0	0	46	0	0	39	2	5	L9	
07/11/04	254	254	0	0	0	27	0	0	26	0	1	L10	
07/12/04	361	361	0	0	0	17	0	0	0	9	8	L11	
07/13/04	361	361	0	0	0	22	0	0	0	6	16	L12	
07/14/04	361	361	0	0	0	12	0	0	0	8	4	L13	
07/15/04	361	361	0	0	0	25	0	0	0	13	12	L14	
07/16/04	361	361	0	0	0	23	11	0	0	10	2	L15	
07/17/04	276	276	0	0	0	3	0	0	0	1	2		
07/18/04	254	254	0	0	0	5	1	0	0	3	1		
07/19/04	361	361	0	0	0	18	0	7	0	9	2	L16	
07/20/04	361	361	0	0	0	18	0	0	0	11	7	L17	
07/21/04	361	361	0	0	0	20	0	0	0	14	6	L18	
07/22/04	361	361	0	0	0	25	0	0	0	12	13	L19	
07/23/04	361	361	0	0	0	33	0	0	5	20	8	L20	
07/24/04	276	276	0	0	0	22	0	0	20	1	1	L21	
07/25/04	254	254	0	0	0	6	0	1	0	0	5		
07/26/04	361	361	0	0	0	26	0	0	15	3	8	L22	
07/27/04	361	361	0	0	0	16	0	0	9	2	5	L23	
07/28/04	361	361	0	0	0	21	0	0	7	11	3	L24	
07/29/04	361	361	0	0	0	19	0	0	11	5	3	L25	
07/30/04	361	361	0	0	0	23	0	0	15	5	3	L26	
07/31/04	276	276	0	0	0	22	0	0	11	9	2	L27	
TOTAL	10,231	10,229	2	0	2	657	12	10	258	225	152		

TRIPS OPERATED AS A PERCENTAGE OF TRIPS SCHEDULED = 99.98%

TRIPS ON TIME AS A PERCENTAGE OF TRIPS OPERATED = 93.58%

Excluding delays for special events, senior/disabled riders, and contractor-related activity:

ADJUSTED TRIPS ON TIME AS A PERCENTAGE OF TRIPS OPERATED = 98.51%

L = Explanation of late trains

A = Explanation of annulled trips

C/R = Contractor-related

SDGE = San Diego Gas & Electric

S/E = Special events

S/D = Senior/Disabled

Other = Not the result of an outside force

SAN DIEGO TROLLEY, INC.

LRV MAINTENANCE DEPARTMENT SUMMARY

LIGHT RAIL VEHICLES

The LRV-related performance indicator for the month of July was maintained at the level indicated below and failed to meet the goal established by the LRV Maintenance Department:

	<u>Actual</u>	<u>Goal</u>
Car Miles Between Service Failures	39,542	49,223

During this reporting period, the following LRV service failures occurred requiring field response:

- Seven electronic failures.
- One brake fault.
- Two disc brake problems.
- Three main breaker problems.
- Two blower failures.
- Two incidents involving a train consist that would not move in either direction.

Miscellaneous Other Activity

The following miscellaneous activities occurred during the month of July:

- Monthly safety classes were held involving all LRV personnel.
- The Siemens U-2 step retrofit to inhibit step activation at raised platforms concluded in July, with all 71 U-2 LRVs now completed.

SAN DIEGO TROLLEY, INC.

WAYSIDE MAINTENANCE DEPARTMENT SUMMARY

WAYSIDE/SIGNALS

All track switches, signals, crossing gates, and substations were inspected in accordance with Public Utilities Commission (PUC)- and Federal Railroad Administration (FRA)-required inspection intervals. Additional activities included the following:

- Transformer was installed and Yard Substation No. 4 is back on-line.
- Monthly public address system inspection was completed and repairs made.
- Substation inspections and preventative maintenance were completed.
- Weekly safety meetings were held for all shifts.

R. J. DONOVAN WAYSIDE CREW

- Performed weed abatement at two locations on the Orange Line.

TRACK

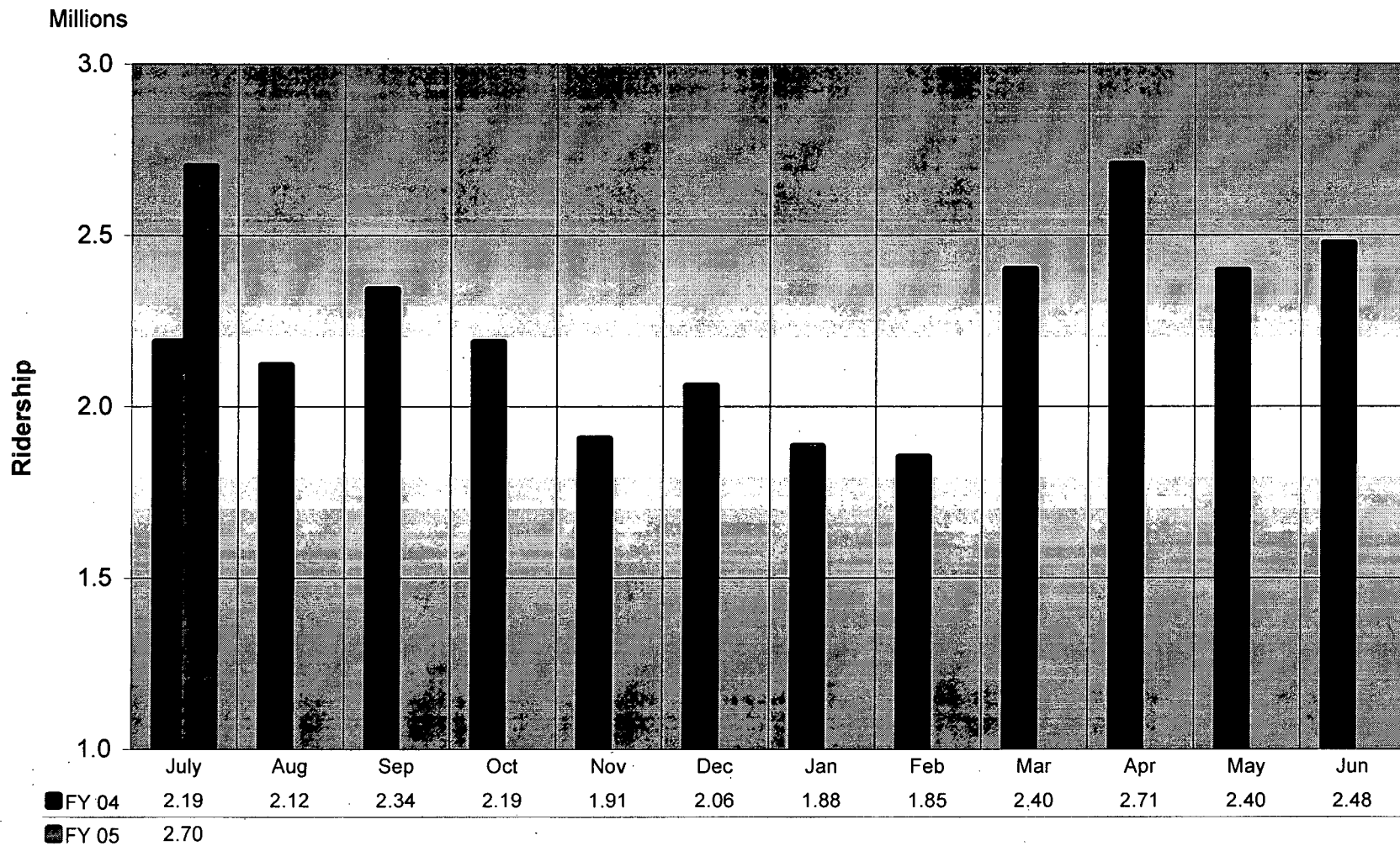
The track crew completed 100% of FRA-required monthly inspections. Their work also included the following:

- A total of 43 crossties were replaced at Switch No. S91B.

San Diego Trolley

Revenue Department

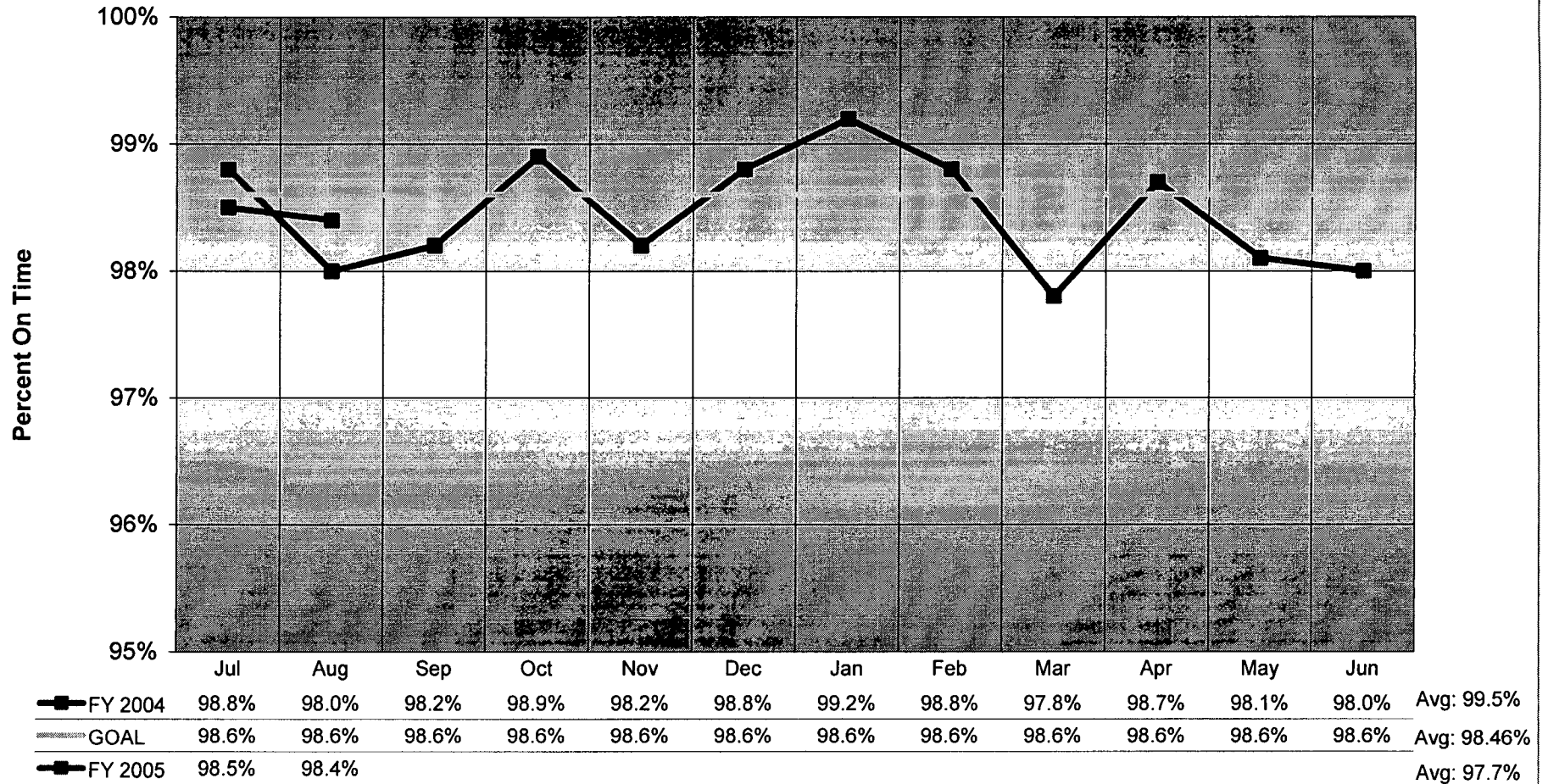
Ridership



San Diego Trolley

Transportation Department

On Time Performance

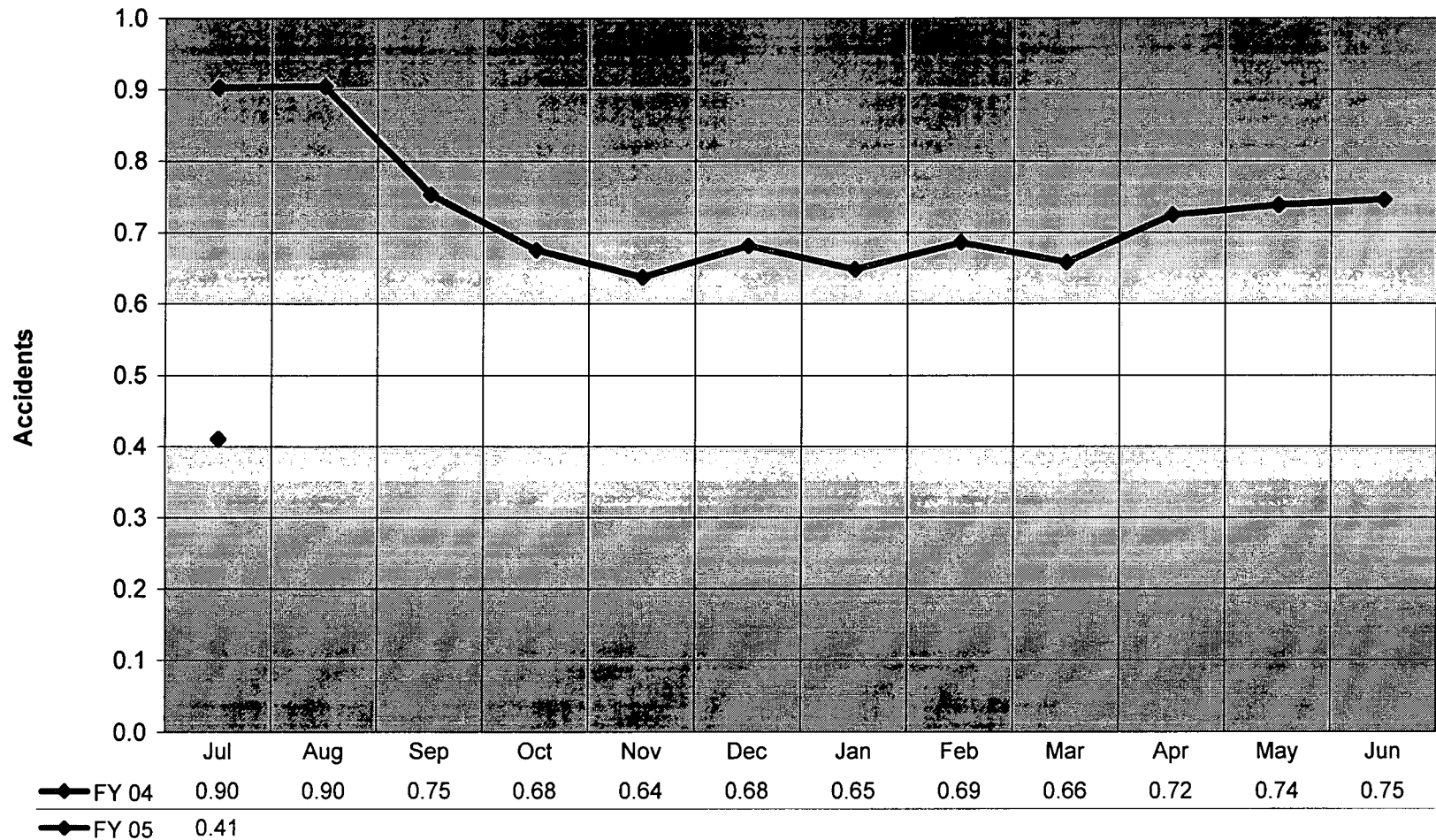


San Diego Trolley

Transportation Department

Accidents Per 100,000 Miles

(Cumulative)



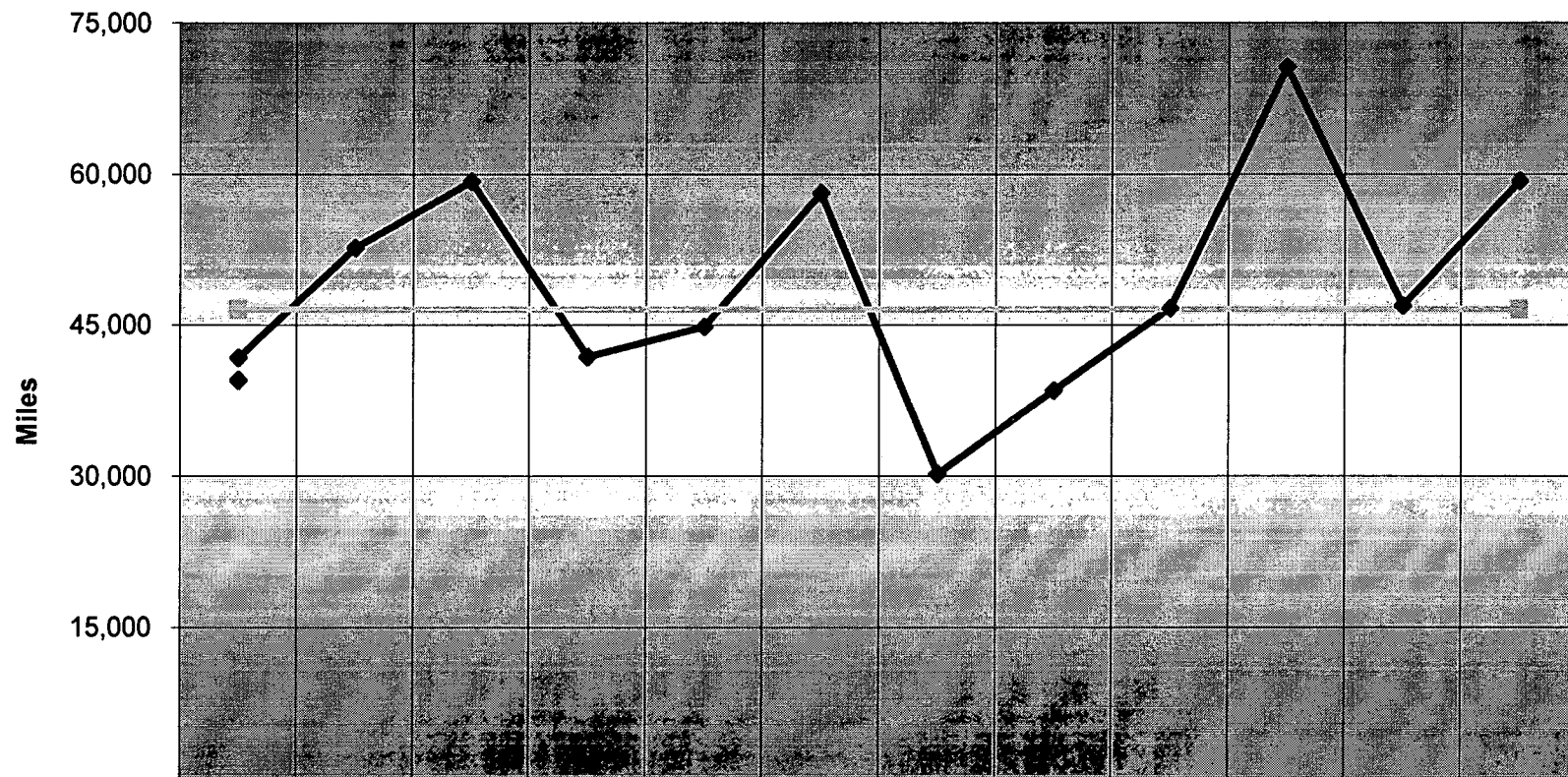
Avg: 1.04

Avg YTD: .041

San Diego Trolley

LRV Maintenance Department

Car Miles Between Service Failures



● FY 04	41,727	52,692	59,279	41,822	44,838	58,131	30,195	38,540	46,659	70,587	46,899	59,311	Average: 49,223
— GOAL	46,556	46,556	46,556	46,556	46,556	46,556	46,556	46,556	46,556	46,556	46,556	46,556	Average: 39,542
● FY 05	39,542												



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MTS CONTRACT SERVICES OPERATIONS STATUS REPORT JULY 2004

Shown below are a few highlights summarizing the financial performance, ridership trends, and operating performance indicator trends covering the past two-year period and July 2004.

Summary Highlights

- The financial results for MTS Contract Services are now presented as part of the MTS consolidated budget report.
- July 2004 ridership was down 1.0 percent compared to July 2003. Total passengers carried on all MTS Contract Services for July 2004 was 1,526,691.

Ridership

- Ridership for July 2004 was down 1.0 percent compared to July 2003. This was somewhat affected by July 2004 having one less weekday compared to July 2003. Attachment A reflects the monthly ridership trend over the past two fiscal years and Attachment B reflects the passengers per revenue mile over the past two years. The ridership trend has been generally positive since about February 2004. The South Central services operated by ATC/VANCOM continued the positive ridership trends since February 2004, with particular gains in South Bay and Central San Diego.

Despite the fare increases on July 1, 2004, and the service reductions on selected MTS Contract Services in September 2003 and February 2004, the average weekday ridership overall appears to be at least equivalent to July 2003.

Passengers per revenue mile trends are shown in Attachment B and show a relatively flat performance trend since fall of 2002. Productivity appears to be slightly positive since February 2004 as the economy, South Bay activity, and the service changes have had a positive impact.

On-time Performance

The FY 03 and FY 04 charts are shown in Attachment C through June 2004. Data for the MTS Contract Services is compiled quarterly to insure a valid statistical sample. This will be updated in the September 2004 report.

Miles Between Mechanical Failures

Miles between mechanical failures are shown in Attachment D. The goal has been to achieve greater than 7,000 miles between mechanical failures. Only the larger fixed-route operating contracts have the



performance incentives and penalties in this performance area. July 2004 miles between mechanical failures for all MTS Contract Services was 8,920 compared to 8,297 in July 2003 and 10,706 in June 2004. The average is brought down slightly in the summer due to the minibuses and mid size buses, particularly in hot East County areas where air-conditioning and heat result in road calls related to overheating.

Accidents

Accidents are shown in Attachment E. These include all types of accidents including preventable, nonpreventable, injury, and property damage. The goal is to achieve a rate of accidents below 4 accidents per 100,000 miles. Both South Central (ATC/Vancom) and East County have significant monthly mileage and reflect a more consistent rate. The smaller operations were combined and are shown on the chart. For July 2004, the MTS Contract Services combined has averaged 2.9 accidents per 100,000 miles, meeting our goal.

Customer Service/Complaints

While there is no specific standard or goal, staff watches this category closely for trends. Customer comment cards are included on all MTS Contract Services buses and are received daily at the MTS offices. Attachments F1 and F2 show the customer complaints per 100,000 passengers carried for fixed-route services (F1) and Americans with Disabilities Act (ADA) services (F2). These two charts have very different trends as ADA paratransit services have much higher complaints relative to the number of passengers carried. The fixed route services have been in the range of 4 to 10 complaints per 100,000 passengers while the ADA complaints have been in the range of 50 to 200 complaints per 100,000 passengers. These charts are updated quarterly and will be updated for the September 2004 operations report.

Completed Trips

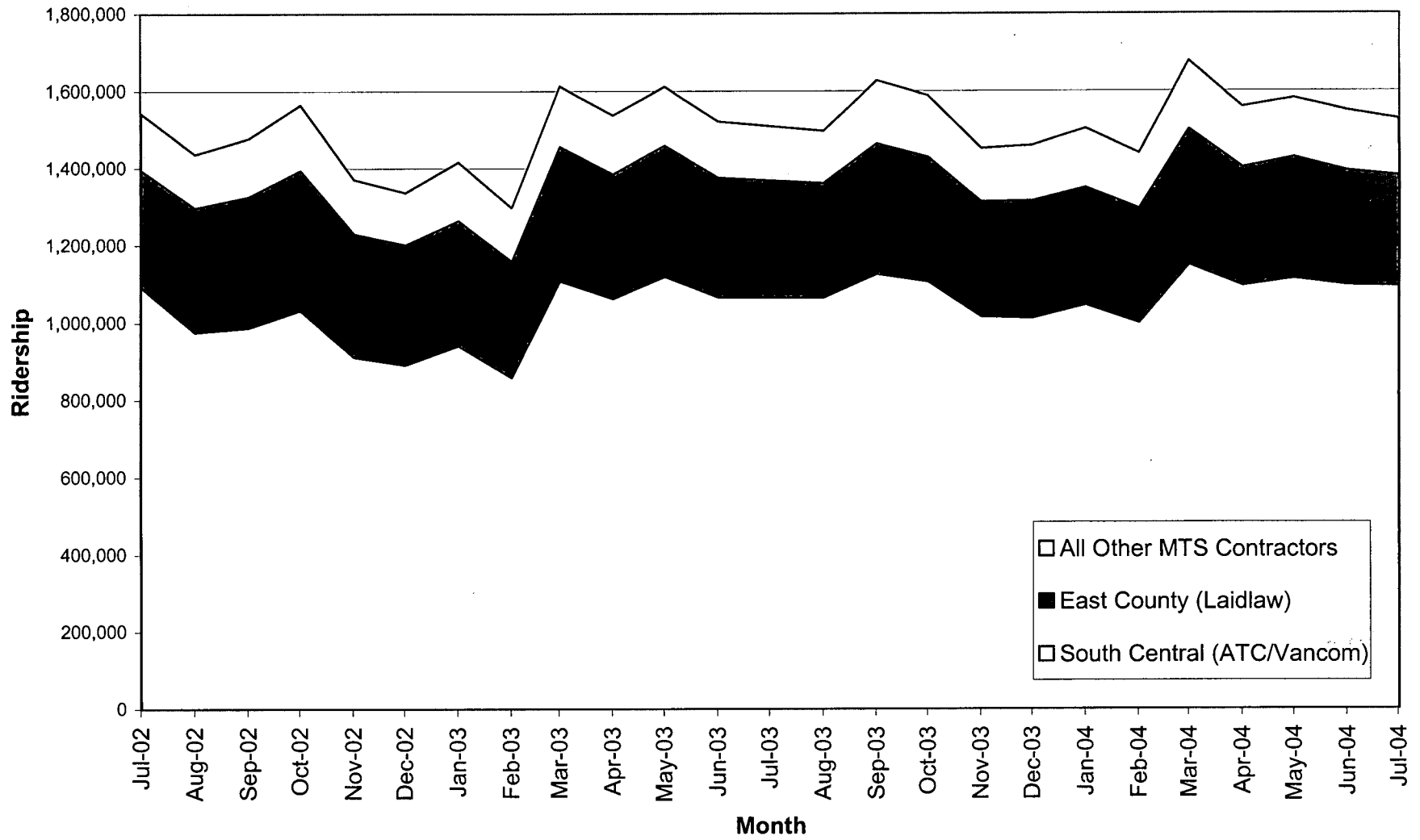
Completed trips are a significant factor in the reliability of service. It is one of three primary performance incentives for the contractors operating fixed-route services. The July 2004 completed trips ratio (see Attachment G) was 99.96 percent, slightly ahead of the FY 04 total of 99.95 percent. This compares to the July 2003 average of 99.93 percent. Use of standby buses on the South Bay, Central, and East County services operated by ATC/Vancom and Laidlaw Transit Services since July 2002, have been very successful at reducing lost service. These standby buses are used frequently to respond to late buses due to wheelchair boardings and alightings, heavy traffic congestion, or mechanical failures impacting the service.

EHurwitz
OCT7-04.31.ATTC.SHAFFNER
9/28/04

- Attachments:
- A. MTS Contract Services Ridership
 - B. MTS Contract Services Passengers per Revenue Mile
 - C. MTS Contract Services Fixed-Route/Flex On-Time Performance
 - D. MTS Contract Services Miles Between Mechanical Failures
 - E. MTS Contract Services Accidents Per 100,000 miles
 - F. MTS Contract Services Complaints Per 100,000 Passenger Trips
 - G. MTS Contract Services Completed Trips



MTS Contract Services Ridership





MTS Contract Services Ridership

Fiscal Year 2003

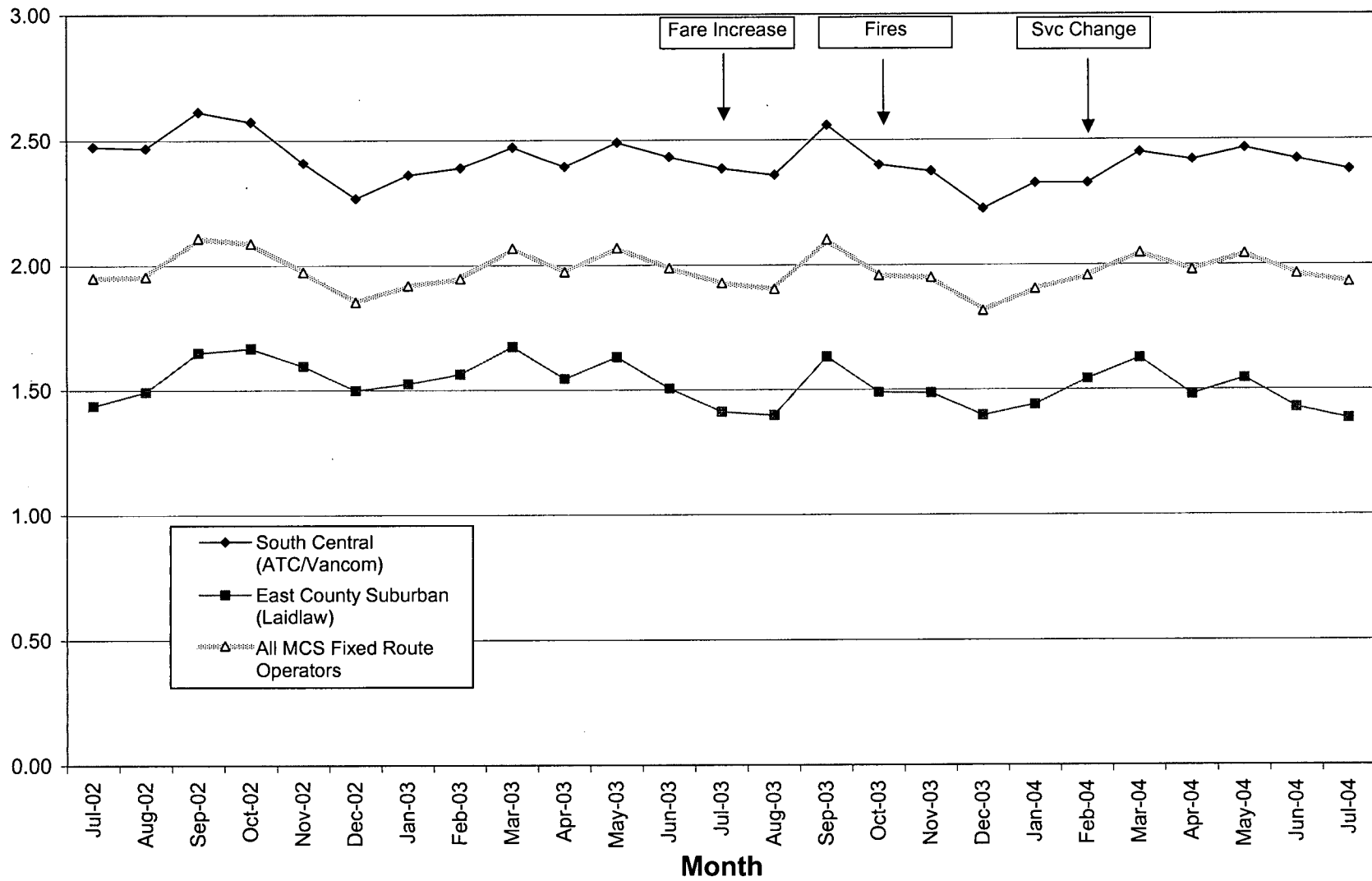
Contractor	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03	FY03 Total
South Central (ATC/Vancom)	980,580	976,114	987,364	1,032,355	911,152	890,148	940,040	857,713	1,107,264	1,061,813	1,118,461	1,065,709	11,928,713
East County (Laidlaw)	308,575	320,847	338,426	361,585	318,646	311,207	323,495	300,510	348,458	322,276	340,179	309,212	3,903,416
Flex 961-965 (Southland)	32,152	28,726	37,817	44,019	37,170	35,025	37,662	34,200	39,949	37,464	37,481	35,595	437,260
Flex 800 Series (Laidlaw)	15,397	14,952	15,526	17,159	14,888	15,108	16,296	14,270	16,308	15,312	16,374	14,619	186,209
Poway (Laidlaw)	24,324	21,397	24,647	27,545	23,107	21,361	23,380	21,115	23,718	24,237	25,589	22,919	283,339
Express (Coach USA)	22,334	23,027	22,129	25,127	19,756	19,851	23,018	20,460	22,780	23,177	21,367	21,011	264,037
Fixed Route Subtotal	1,383,362	1,385,063	1,425,909	1,507,790	1,324,719	1,292,700	1,363,891	1,248,268	1,558,477	1,484,279	1,559,451	1,469,065	17,002,974
DART (Southland)	2,477	2,258	1,279	1,366	1,158	1,114	1,139	1,024	1,194	1,179	1,237	1,123	16,548
SVCC (Laidlaw)	15,705	16,460	15,143	17,670	15,063	12,522	16,323	15,578	16,884	17,296	15,205	16,815	190,664
Paratransit-ADA (Laidlaw)	29,424	28,760	31,177	34,057	26,414	26,681	30,825	28,452	32,103	31,181	31,294	30,294	360,662
Demand Response Subtotal	47,606	47,478	47,599	53,093	42,635	40,317	48,287	45,054	50,181	49,656	47,736	48,232	567,874
Rural Bus (Laidlaw)	3,268	3,625	3,326	3,563	3,383	3,568	3,651	3,459	3,928	3,671	3,956	3,485	42,883
All Other Contractors Subtotal	145,081	139,205	151,044	170,506	140,939	135,230	152,294	138,558	156,864	153,517	152,503	145,861	1,781,602
Grand Total	1,434,236	1,436,166	1,476,834	1,564,446	1,370,737	1,336,585	1,415,829	1,296,781	1,612,586	1,537,606	1,611,143	1,520,782	17,613,731

Fiscal Year 2004

Contractor	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	FY04 Total	Jul-04
South Central (ATC/Vancom)	1,091,880	1,065,037	1,124,871	1,104,896	1,015,850	1,011,588	1,045,585	998,999	1,148,646	1,094,723	1,112,865	1,096,130	12,911,070	1,093,585
East County (Laidlaw)	303,992	296,207	338,622	323,345	296,061	302,187	303,345	295,365	351,395	306,862	314,340	296,289	3,728,010	286,405
Flex 961-965 (Southland)	33,695	30,030	47,498	47,856	41,779	43,373	43,307	40,068	50,654	44,841	43,270	42,404	508,775	38,889
Flex 800 Series (Laidlaw)	14,037	13,244	14,570	15,923	13,601	13,996	15,530	14,014	16,132	14,162	14,958	14,985	175,152	13,253
Poway (Laidlaw)	23,302	20,571	24,413	22,535	19,660	20,468	22,569	20,490	25,497	22,112	22,905	21,494	266,016	20,644
Express (Coach USA)	21,965	20,350	21,969	20,965	16,783	19,086	20,223	19,124	23,189	21,199	19,789	21,349	245,991	20,517
Fixed Route Subtotal	1,488,871	1,445,439	1,571,943	1,535,520	1,403,734	1,410,698	1,450,559	1,388,060	1,615,513	1,503,899	1,528,127	1,492,651	17,835,014	1,473,293
DART (Southland)	1,133	1,060	1,176	1,156	952	1,150	1,195	1,061	1,309	1,117	1,093	1,119	13,521	947
SVCC (Laidlaw)	18,421	18,431	18,764	18,947	15,918	15,056	17,817	18,034	20,817	18,854	17,588	19,505	218,152	19,505
Paratransit-ADA (Laidlaw)	31,128	27,908	30,874	28,565	26,817	27,731	28,310	26,607	32,566	29,614	28,936	30,008	349,064	27,861
Demand Response Subtotal	50,682	47,399	50,814	48,668	43,687	43,937	47,322	45,702	54,692	49,585	47,617	50,632	580,737	48,313
Rural Bus (Laidlaw)	3,337	3,556	3,623	3,652	3,387	3,749	4,703	4,457	5,516	5,456	5,475	5,328	52,239	5,462
All Other Contractors Subtotal	147,018	135,150	162,887	159,599	138,897	144,609	153,654	143,855	175,680	157,355	154,014	156,192	1,828,910	146,701
Grand Total	1,542,890	1,496,394	1,626,380	1,587,840	1,450,808	1,458,384	1,502,584	1,438,219	1,675,721	1,558,940	1,581,219	1,548,611	18,467,990	1,526,691



MTS Contract Services Passengers per Revenue Mile



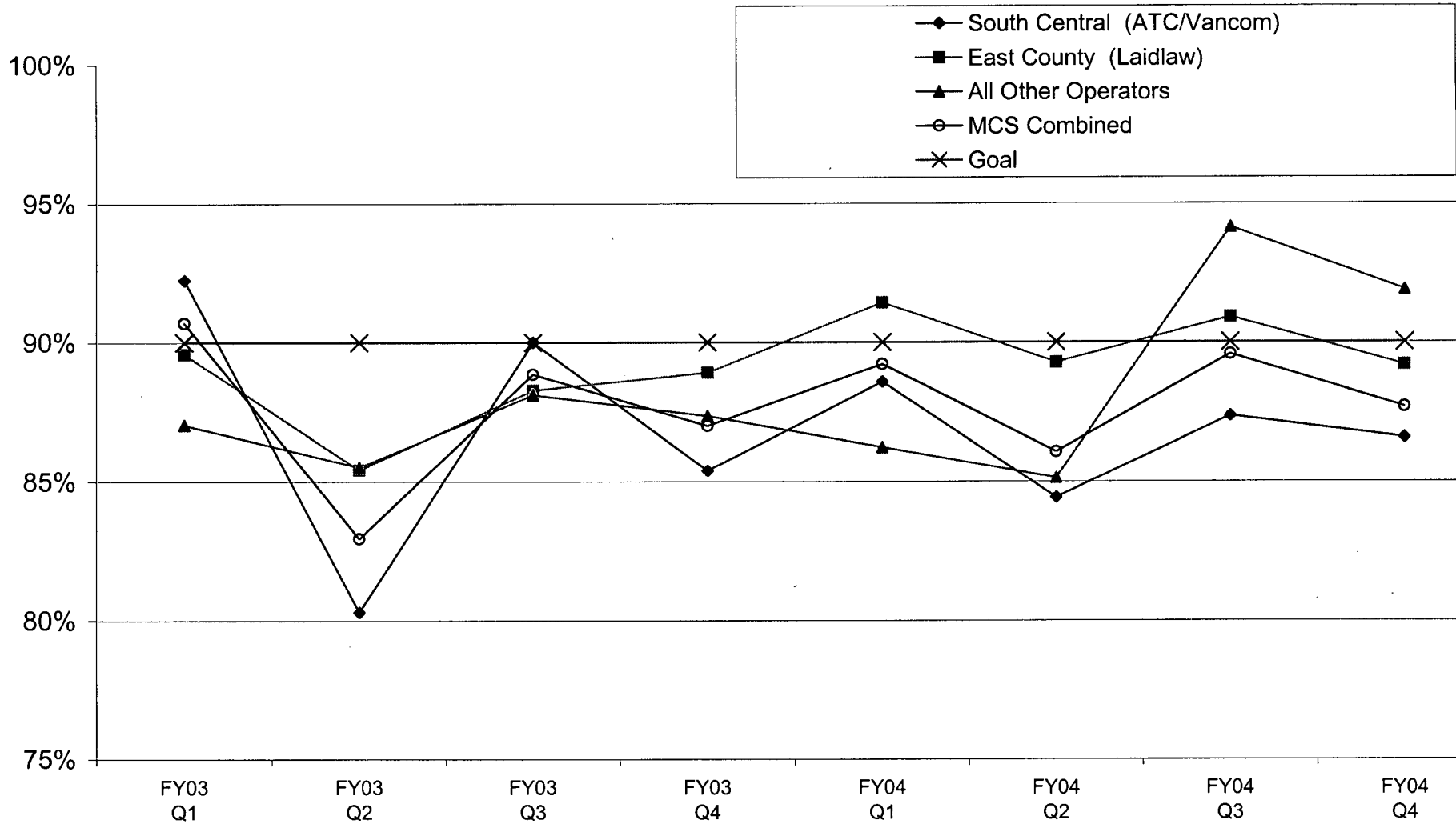


Board/Management Indicators
MTS Contract Services
Passengers per Revenue Mile
Comparison by Fiscal Year and Month

Fiscal Year 2003													FY03	
Contractor	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03	Total	
South Central (ATC/Vancom)	2.47	2.47	2.61	2.57	2.41	2.27	2.36	2.39	2.47	2.39	2.49	2.43	2.45	
East County (Laidlaw)	1.44	1.49	1.65	1.67	1.60	1.50	1.53	1.56	1.67	1.54	1.63	1.50	1.56	
Flex 961-965 (Yellow Cab)	1.17	1.05	1.38	1.41	1.33	1.22	1.26	1.24	1.36	1.26	1.35	1.30	1.28	
Flex 800 Series (Laidlaw)	1.04	1.03	1.15	1.16	1.09	1.06	1.10	1.10	1.18	1.08	1.16	1.07	1.10	
Poway (Laidlaw)	0.87	0.77	0.92	0.97	0.89	0.79	0.84	0.83	0.86	0.88	0.93	0.86	0.87	
Express (Coach USA)	0.78	0.81	0.85	0.84	0.76	0.72	0.81	0.83	0.84	0.81	0.78	0.76	0.80	
Fixed Route Subtotal	1.95	1.95	2.11	2.09	1.97	1.85	1.92	1.94	2.07	1.97	2.07	1.99	1.99	
DART (Yellow Cab)	0.24	0.23	0.24	0.23	0.24	0.23	0.20	0.20	0.21	0.23	0.23	0.23	0.23	
SVCC (Laidlaw)	1.28	1.15	1.32	1.34	1.42	1.28	1.43	1.44	1.51	1.48	1.39	1.50	1.37	
Paratransit-ADA (Laidlaw)	0.12	0.12	0.11	0.12	0.12	0.10	0.11	0.10	0.11	0.11	0.11	0.11	0.11	
Demand Response Subtotal	0.17	0.17	0.16	0.17	0.18	0.15	0.16	0.16	0.16	0.16	0.16	0.17	0.16	
Rural Bus (Laidlaw)	0.24	0.28	0.26	0.26	0.31	0.33	0.30	0.32	0.37	0.34	0.34	0.33	0.30	
Overall Total	1.43	1.44	1.50	1.50	1.49	1.36	1.37	1.38	1.50	1.44	1.51	1.47	1.45	
Fiscal Year 2004													FY04	
Contractor	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Total	Jul-04
South Central (ATC/Vancom)	2.38	2.36	2.56	2.40	2.37	2.22	2.33	2.33	2.45	2.42	2.46	2.42	2.39	2.38
East County (Laidlaw)	1.41	1.40	1.63	1.49	1.49	1.40	1.44	1.54	1.63	1.48	1.55	1.43	1.49	1.38
Flex 961-965 (YC/Southland)	1.17	1.08	1.45	1.35	1.38	1.27	1.31	1.34	1.42	1.31	1.38	1.24	1.31	1.18
Flex 800 Series (Laidlaw)	0.95	0.96	1.03	1.07	1.07	0.97	1.11	1.39	1.38	1.27	1.40	1.34	1.14	1.23
Poway (Laidlaw)	0.85	0.76	0.91	0.84	0.77	0.74	0.83	0.87	0.94	0.86	0.91	0.83	0.84	0.81
Express (Coach USA)	0.76	0.74	0.80	0.71	0.67	0.65	0.73	0.76	0.78	0.73	0.76	0.74	0.74	0.75
Fixed Route Subtotal	1.93	1.90	2.10	1.96	1.95	1.82	1.90	1.96	2.05	1.98	2.04	1.96	1.96	1.93
DART (YC/Southland)	0.21	0.21	0.23	0.22	0.23	0.24	0.25	0.25	0.25	0.23	0.22	0.24	0.23	0.23
SVCC (Laidlaw)	1.56	1.63	1.62	1.54	1.62	1.39	1.59	1.68	1.60	1.56	1.59	1.60	1.58	1.39
Paratransit-ADA (Laidlaw)	0.11	0.11	0.11	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Demand Response Subtotal	0.17	0.18	0.17	0.19	0.18	0.18	0.19	0.19	0.19	0.19	0.19	0.19	0.18	0.19
Rural Bus (Laidlaw)	0.24	0.20	0.24	0.22	0.20	0.09	0.12	0.10	0.11	0.10	0.11	0.10	0.12	0.10
Overall Total	1.43	1.44	1.54	1.49	1.48	1.37	1.42	1.44	1.49	1.44	1.50	1.44	1.46	1.42



MTS Contract Services Fixed Route/Flex On-Time Performance





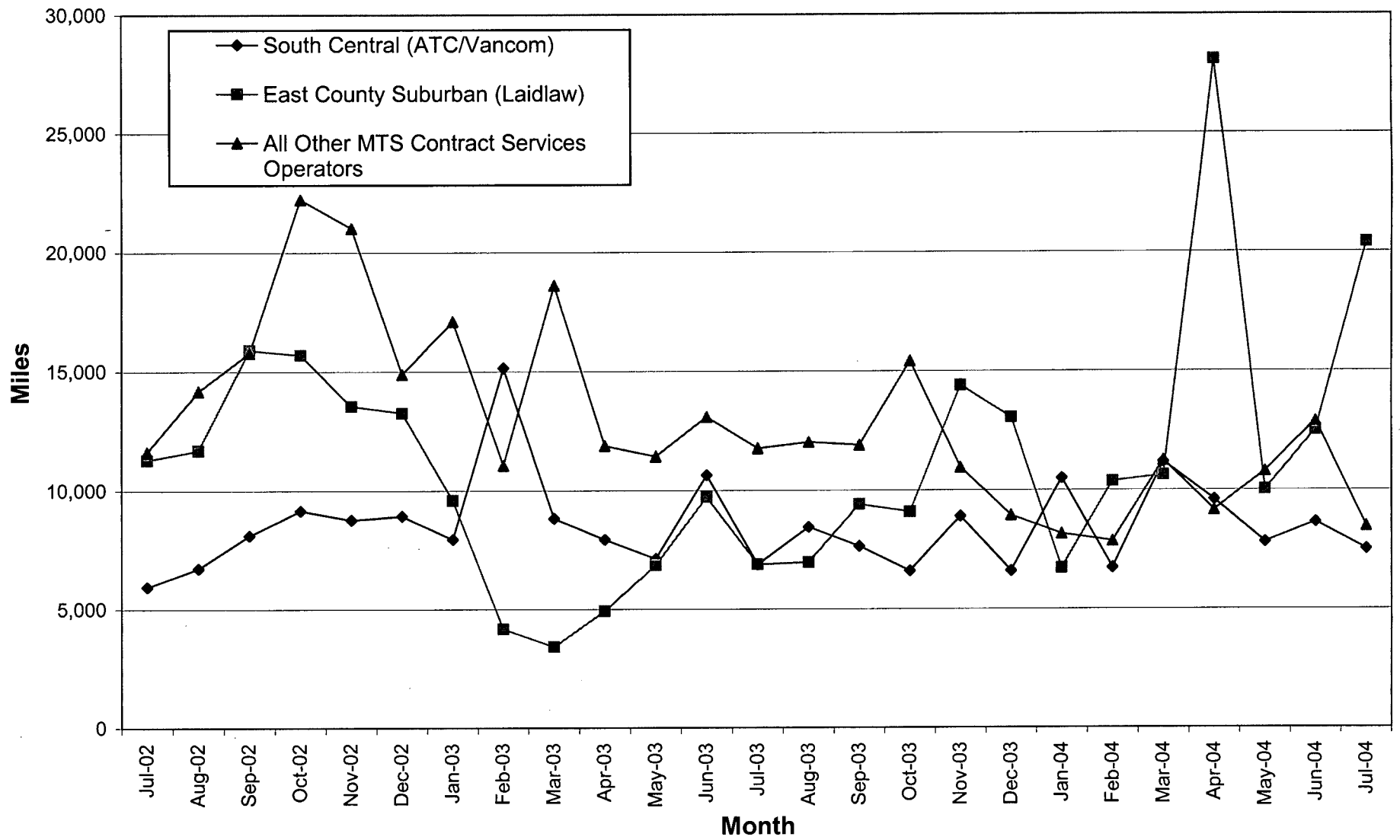
**Board/Management Indicators
On-Time Performance
MTS Contract Services Fixed Route/Flex
Comparison by Fiscal Year and Quarter**

Contractor	FY03 Q1	FY03 Q2	FY03 Q3	FY03 Q4	On-Time FY03	FY04 Q1	FY04 Q2	FY04 Q3	FY04 Q4	On-Time FY04
South Central (ATC/Vancom)	92.2%	80.3%	90.0%	85.4%	87.4%	88.6%	84.4%	87.4%	86.6%	86.8%
East County (Laidlaw)	89.6%	85.4%	88.3%	88.9%	88.2%	90.6%	88.2%	90.5%	89.2%	89.8%
Flex 961-965 (YC/Southland)	100.0%	100.0%	100.0%	97.9%	99.5%	91.0%	94.7%	97.6%	93.6%	94.1%
Poway (Laidlaw)	83.2%	84.7%	89.2%	90.9%	86.8%	84.0%	79.7%	88.2%	88.0%	84.9%
Express (Coach USA)	89.3%	89.1%	88.9%	90.9%	89.8%	80.7%	78.4%	95.8%	100.0%	84.5%
Flex 851, 853, 874	100.0%	100.0%	72.7%	85.7%	95.7%	83.3%	94.1%	100.0%	92.3%	93.2%
Contract Services Combined	91.3%	83.5%	89.2%	87.6%	88.1%	88.9%	85.7%	89.2%	87.7%	88.0%
Goal	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%

Definition: Total number of checks on-time / total number of checks taken



MTS Contract Services Miles Between Mechanical Failures





Board/Management Indicators
MTS Contract Services
Miles Between Mechanical Failures
Comparison by Fiscal Year and Month

Fiscal Year 2003

Contractor													FY03
	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03	Average
South Central (ATC/Vancom)	5,942	6,728	8,109	9,150	8,772	8,929	7,949	15,140	8,831	7,939	7,117	10,651	8,300
East County (Laidlaw)	11,294	11,685	15,889	15,687	13,537	13,255	9,591	4,174	3,425	4,926	6,862	9,723	7,851
Flex 961-965 (Yellow Cab)	4,636	6,468	8,071	12,279	6,593	16,861	11,718	16,069	5,718	17,526	10,879	5,357	8,375
Flex 800 Series (Laidlaw)	5,470	3,983	2,155	5,435	14,896	5,261	4,047	4,766	5,059	3,892	15,500	4,998	4,773
Poway (Laidlaw)	14,734	9,787	14,155	30,353	13,771	5,745	4,918	9,009	29,279	14,684	9,718	9,430	10,824
Express (Coach USA)	29,876	59,679	54,320	62,468	54,258	57,670	59,752	25,766	56,963	19,917	19,012	19,145	49,330
Fixed Route Average	7,531	8,427	9,751	11,447	10,729	10,584	8,753	8,614	6,579	7,231	7,659	10,171	8,670
DART (Yellow Cab)	12,907	12,508	7,618	4,162	7,143	7,243	7,668	6,924	7,547	7,750	7,636	7,469	20,147
SVCC (Laidlaw)	7,943	8,211	14,869	17,068	13,955	12,803	15,134	14,274	14,806	15,384	14,588	14,839	34,363
Paratransit-ADA (Laidlaw)	11,984	17,833	22,125	22,843	24,755	15,104	22,803	11,544	23,911	11,438	10,628	15,380	15,888
Demand Response Average	11,695	17,299	23,116	23,981	26,023	15,686	23,748	11,635	24,836	11,561	11,070	16,055	16,246
Rural Bus (Laidlaw)	20,873	5,125	6,689	19,641	9,026	8,699	9,406	3,361	4,363	16,641	6,111	8,241	7,622
Overall Average	8,466	9,638	11,683	13,780	12,646	11,658	10,888	9,141	8,418	8,186	8,374	11,323	10,007

Fiscal Year 2004

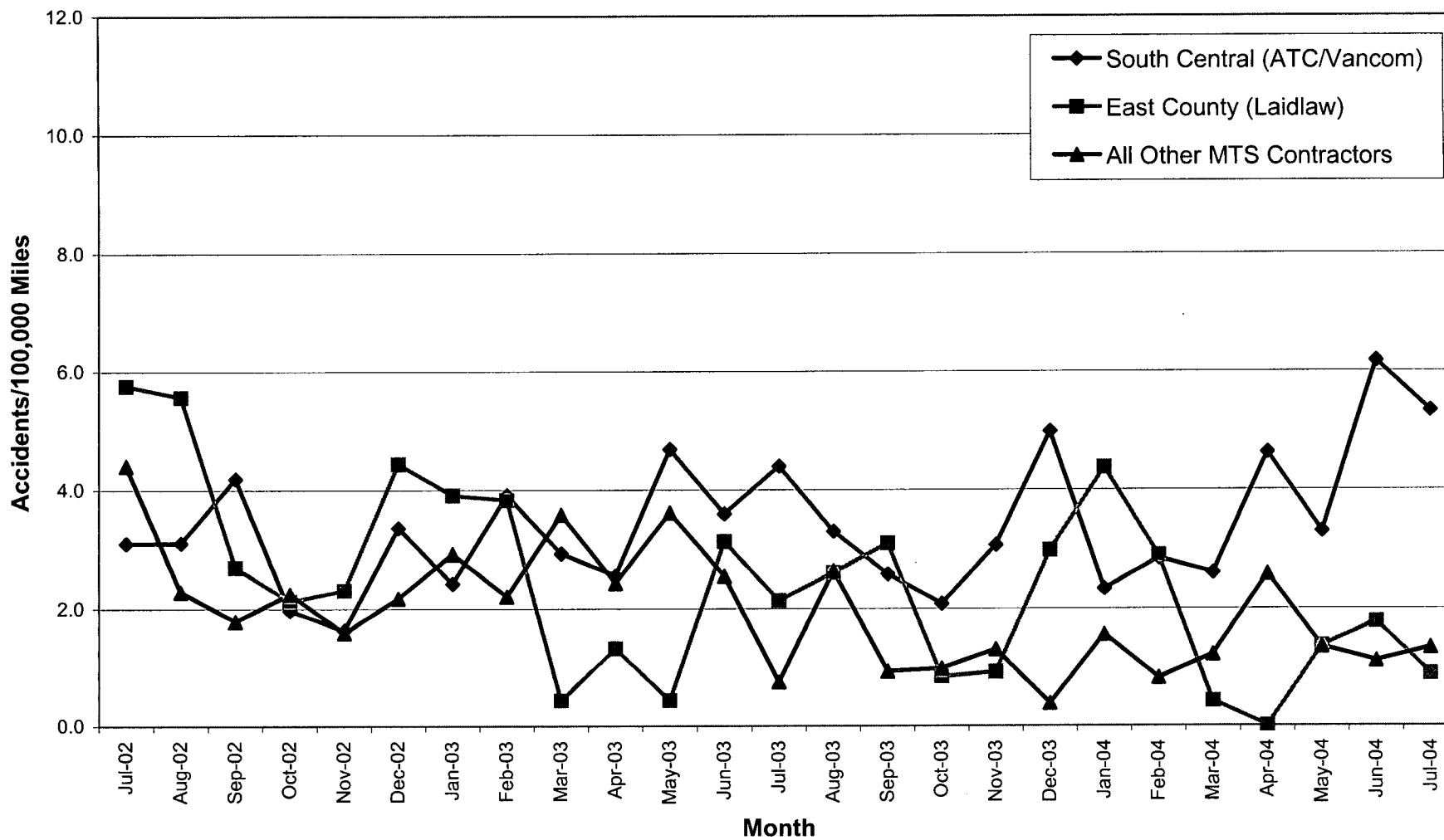
Contractor													FY04	Jul-04
	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Average	
South Central (ATC/Vancom)	6,880	8,448	7,635	6,608	8,897	6,608	10,508	6,737	11,196	9,599	7,810	8,644	8,056	7,509
East County (Laidlaw)	6,889	6,971	9,410	9,090	14,401	13,042	6,724	10,377	10,638	28,092	10,027	12,508	9,919	20,392
Flex 961-965 (YC/Southland)	4,849	5,438	5,465	6,916	8,803	2,678	4,311	3,156	4,173	5,012	2,852	6,698	4,454	3,218
Flex 800 Series (Laidlaw)	2,021	842	2,198	8,136	14,068	2,637	1,272	3,816	4,474	1,069	3,047	4,266	2,162	2,465
Poway (Laidlaw)	14,491	28,641	28,508	4,050	5,382	7,324	9,633	8,406	5,773	5,506	3,374	27,650	7,810	27,224
Express (Coach USA)	29,153	55,128	55,466	59,375	50,693	59,088	56,592	25,364	60,807	19,510	17,708	19,573	48,325	55,808
Fixed Route Average	6,994	7,431	8,179	7,530	10,484	7,329	8,323	7,394	10,387	9,777	7,522	9,787	8,255	8,809
DART (YC/Southland)	7,710	7,316	7,788	8,212	6,499	3,819	7,471	6,676	8,145	7,627	7,147	7,483	11,214	2,894
SVCC (Laidlaw)	15,678	14,904	15,119	16,224	13,002	14,091	14,774	14,234	16,684	7,983	14,539	16,077	30,215	6,103
Paratransit-ADA (Laidlaw)	15,265	20,961	12,696	24,520	12,234	27,791	20,470	12,753	15,836	29,334	44,596	16,893	18,216	11,923
Demand Reponse Average	15,946	20,582	13,236	23,927	12,776	26,650	21,455	13,371	16,594	26,049	46,673	16,852	18,548	11,321
Rural Bus (Laidlaw)	5,688	23,954	18,696	6,579	2,534	2,445	1,882	2,531	5,586	3,276	4,246	6,347	3,697	4,425
Overall Average	8,297	9,167	9,366	9,161	10,407	8,226	8,613	7,653	11,119	10,612	9,224	10,706	9,273	8,920

Note:

Smaller contractors may have zero mechanical failures in a month -- in these months, the total number of miles for that month is reported. Because of this reporting method, monthly averages will appear lower than the annual average.



MTS Contract Services Accidents per 100,000 Miles





**MTS Contract Services
Accidents per 100,000 Miles**

Accidents per 100,000 Total Miles -- Fiscal Year 2003

FY03

Contractor	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03	Total
South Central (ATC/Vancom)	3.1	3.1	4.2	2.0	1.6	3.4	2.4	3.9	2.9	2.6	4.7	3.6	3.1
East County (Laidlaw)	5.8	5.6	2.7	2.1	2.3	4.4	3.9	3.8	0.4	1.3	0.4	3.1	3.0
Flex 961-965 (Southland)	0.0	3.1	9.3	0.0	0.0	5.9	0.0	0.0	8.7	0.0	0.0	0.0	2.2
Flex 800 Series (Laidlaw)	0.0	0.0	13.3	0.0	6.7	0.0	0.0	0.0	6.6	6.4	0.0	0.0	2.7
Poway (Laidlaw)	0.0	3.4	0.0	0.0	0.0	3.5	6.8	3.7	3.4	0.0	3.4	0.0	2.0
Express (Coach USA)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fixed Route Average	3.3	3.5	3.7	1.7	1.7	3.5	2.7	3.4	2.4	1.9	3.0	2.9	2.8
DART (Southland)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SVCC (Laidlaw)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0	0.0	6.7	2.3
Paratransit-ADA (Laidlaw)	6.7	2.0	1.2	2.9	2.2	2.4	3.8	2.1	3.9	3.4	5.1	3.0	3.3
Demand Response Average	6.2	1.9	1.1	2.7	2.0	2.3	3.6	2.8	3.7	3.2	4.8	3.0	3.1
Rural Bus (Laidlaw)	4.8	14.6	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1	3.6
All Other MTS Contractors Average	4.4	2.3	1.8	2.2	1.6	2.2	2.9	2.2	3.6	2.4	3.6	2.5	2.7
All Operators Average	4.2	3.3	2.9	2.1	1.7	3.1	2.9	3.1	2.8	2.3	3.5	3.1	2.9

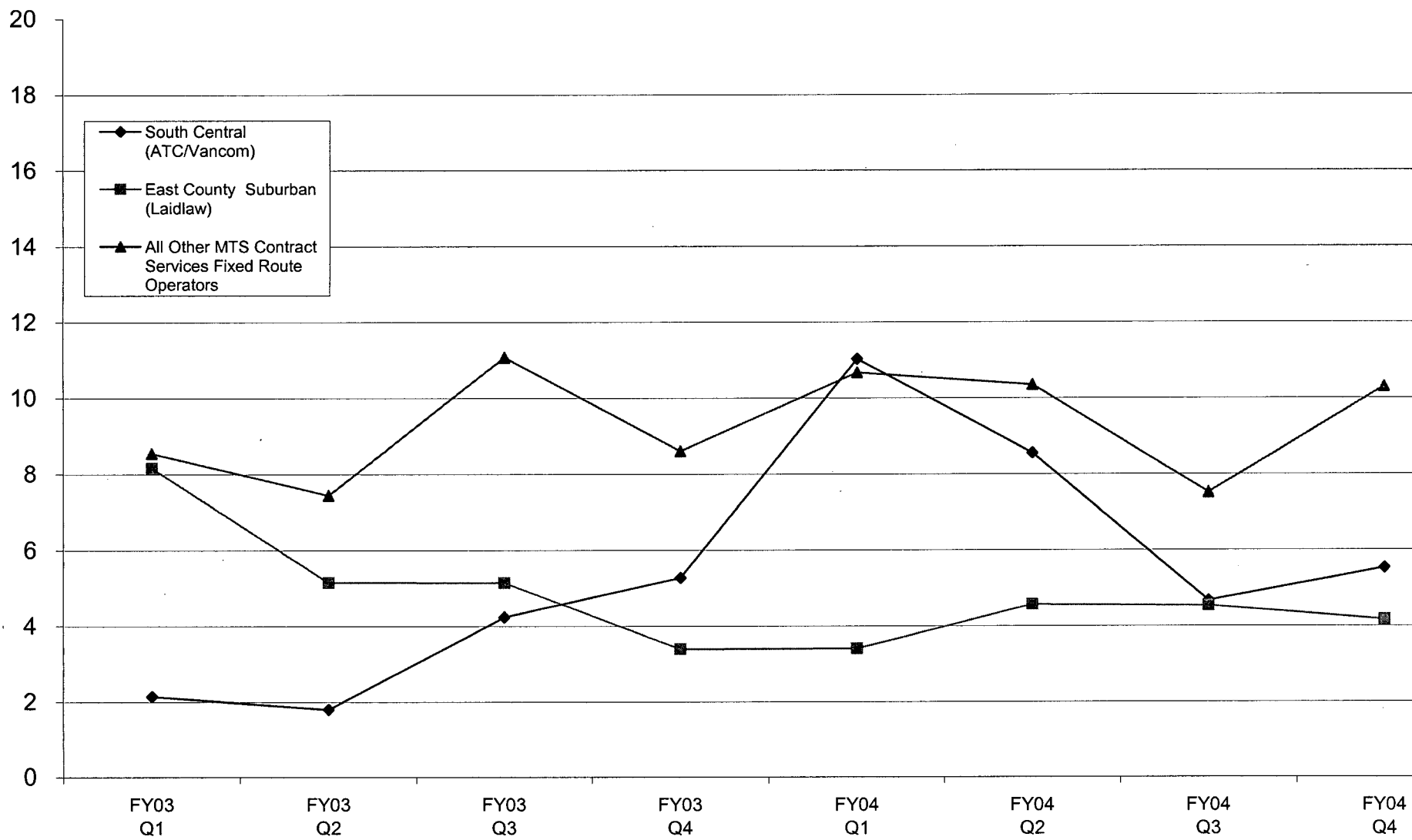
Accidents per 100,000 Total Miles -- Fiscal Year 2004 -2005

FY04

Contractor	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Total	Jul-04
South Central (ATC/Vancom)	4.4	3.3	2.6	2.1	3.1	5.0	2.3	2.8	2.6	4.6	3.3	6.2	3.5	5.3
East County (Laidlaw)	2.1	2.6	3.1	0.8	0.9	3.0	4.4	2.9	0.4	0.0	1.4	1.8	2.0	0.9
Flex 961-965 (Southland)	0.0	0.0	2.6	2.4	2.8	2.5	5.2	0.0	2.4	2.5	2.7	0.0	2.0	0.0
Flex 800 Series (Laidlaw)	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	8.2	0.0	2.3	0.0
Poway (Laidlaw)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.3	0.0
Express (Coach USA)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fixed Route Average	3.1	2.9	2.4	1.5	2.2	3.8	2.7	2.4	1.7	2.9	2.5	4.2	2.7	3.4
DART (Southland)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1	0.0	0.0	1.1	0.0
SVCC (Laidlaw)	0.0	6.7	0.0	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	6.2	1.7	0.0
Paratransit-ADA (Laidlaw)	1.1	3.2	1.1	1.3	1.7	0.3	1.6	1.4	1.7	3.4	1.6	1.2	1.6	1.9
Demand Response Average	1.1	3.3	1.1	1.2	1.6	0.3	1.8	1.3	1.6	3.5	1.5	1.5	1.6	1.8
Rural Bus (Laidlaw)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
All Other MTS Contractors Average	0.8	2.6	0.9	1.0	1.3	0.4	1.6	0.8	1.2	2.6	1.4	1.1	1.3	1.3
All Operators Average	2.5	2.9	2.0	1.4	2.0	2.7	2.4	2.0	1.6	3.0	2.2	3.3	2.3	2.9



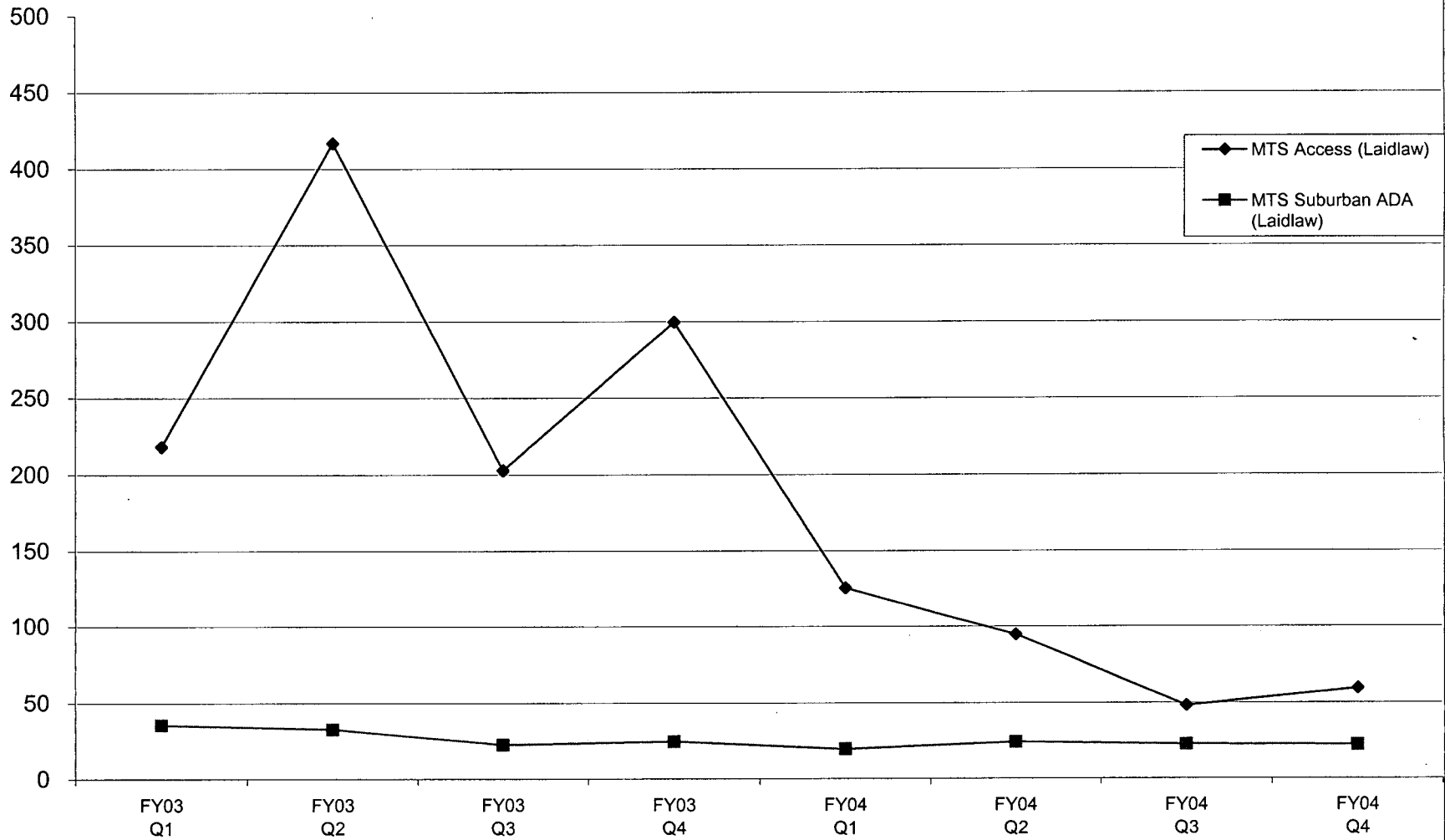
**MTS Contract Services
Fixed Route
Complaints per 100,000 Passenger Trips**



F-1



**MTS Contract Services
ADA Paratransit
Complaints per 100,000 Passenger Trips**





Board/Management Indicators
MTS Contract Services
Complaints per 100,000 Passenger Trips
Comparison by Fiscal Year and Quarter

FIXED ROUTE

Complaints / 100,000 Passenger Trips	FY03 Q1	FY03 Q2	FY03 Q3	FY03 Q4	Total FY03	FY04 Q1	FY04 Q2	FY04 Q3	FY04 Q4	Total FY04
South Central (ATC/Vancom)	2.1	1.8	4.2	5.3	3.4	11.0	8.6	4.7	5.5	7.4
East County Suburban (Laidlaw)	8.2	5.1	5.1	3.4	5.5	3.4	4.6	4.5	4.2	4.2
Flex 961-965 (YC/Southland)	3.0	6.0	1.8	5.4	4.1	11.7	12.0	3.7	13.8	10.2
Poway (Laidlaw)	7.0	4.2	4.3	5.5	5.2	10.3	3.2	4.4	12.0	7.5
Express (Coach USA)	17.8	13.9	16.6	18.3	16.7	15.6	19.4	22.4	16.0	18.3
Flex 851, 853, 874 (Laidlaw)	4.1	4.0	2.0	0.0	2.5	0.0	0.0	2.2	4.5	1.7
DART (YC/Southland)	33.3	82.5	59.6	0.0	42.3	0.0	0.0	0.0	0.0	0.0
Rural (Laidlaw)	19.6	28.5	36.2	81.0	42.0	76.1	64.9	40.9	6.2	42.1
SVCC (Laidlaw)	8.5	0.0	34.8	0.0	11.0	0.0	2.0	0.0	0.0	0.5
All Other FR MTS Contract Services Operat	8.5	7.4	11.1	8.6	8.9	10.7	10.3	7.5	10.3	9.7

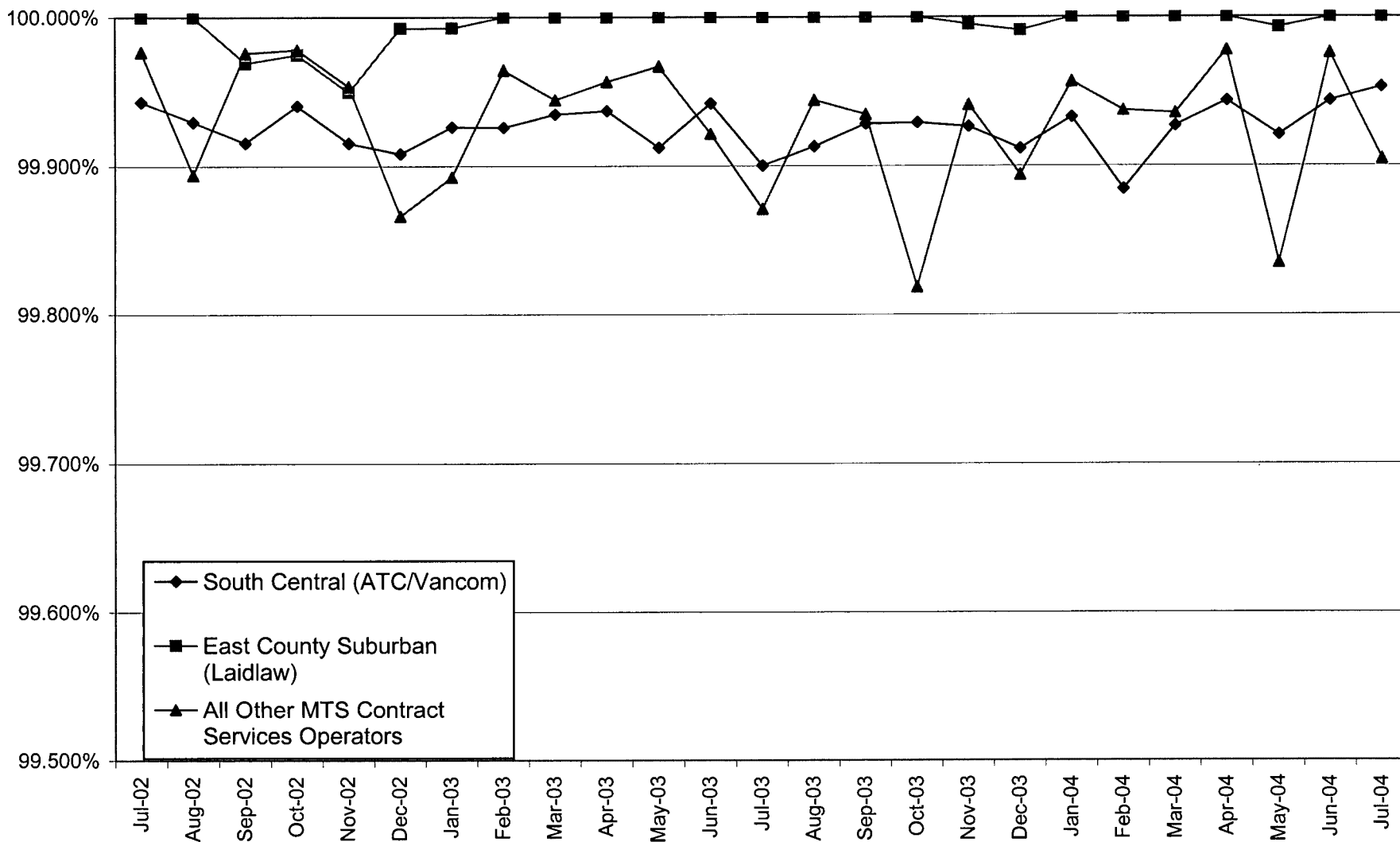
PARATRANSIT

Complaints / 100,000 Passenger Trips	FY03 Q1	FY03 Q2	FY03 Q3	FY03 Q4	Total FY03	FY04 Q1	FY04 Q2	FY04 Q3	FY04 Q4	Total FY04
ADA Paratransit (Laidlaw)	218.1	416.9	202.6	299.4	283.0	125.5	94.6	48.2	59.4	82.4
ADA Suburban (Laidlaw)	35.5	32.7	22.5	24.5	28.6	19.5	23.9	22.5	22.0	21.9
Total ADA	149.0	268.5	132.4	190.8	184.4	83.6	66.2	37.7	44.0	58.0

F-3



MTS Contract Services Completed Trips Percentage





**Board/Management Indicators
MTS Contract Services
Fixed Route Completed Trips
Comparison by Fiscal Year and Month**

Fiscal Year 2003													FY03	
Contractor	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03	Total	
South Central (ATC/Vancom)	99.943%	99.930%	99.915%	99.940%	99.915%	99.908%	99.926%	99.926%	99.935%	99.937%	99.912%	99.942%	99.928%	
East County (Laidlaw)	100.000%	100.000%	99.969%	99.975%	99.950%	99.993%	99.993%	100.000%	100.000%	100.000%	100.000%	100.000%	99.990%	
Flex 961-965 (Yellow Cab)	100.000%	99.930%	99.953%	99.957%	99.936%	99.958%	99.901%	99.978%	99.918%	99.941%	99.939%	99.855%	99.938%	
Flex 800 Series (Laidlaw)	100.000%	100.000%	100.000%	100.000%	100.000%	99.426%	100.000%	100.000%	100.000%	100.000%	100.000%	100.000%	99.951%	
Poway (Laidlaw)	99.882%	99.705%	100.000%	100.000%	100.000%	99.940%	99.705%	99.936%	100.000%	100.000%	100.000%	100.000%	99.930%	
Express (Coach USA)	100.000%	99.897%	100.000%	100.000%	99.886%	100.000%	100.000%	99.880%	99.892%	99.897%	100.000%	100.000%	99.955%	
All Other MTS Contract Services Operators	99.977%	99.894%	99.976%	99.978%	99.954%	99.866%	99.893%	99.964%	99.945%	99.957%	99.967%	99.922%	99.941%	
MTS Contract Services Combined Total	99.964%	99.942%	99.939%	99.956%	99.931%	99.923%	99.937%	99.952%	99.951%	99.955%	99.941%	99.953%	99.946%	
Fiscal Year 2004													FY04	
Contractor	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04	Total	Jul-04
South Central (ATC/Vancom)	99.900%	99.913%	99.928%	99.929%	99.926%	99.912%	99.933%	99.884%	99.927%	99.944%	99.921%	99.944%	99.922%	99.953%
East County (Laidlaw)	100.000%	100.000%	100.000%	100.000%	99.995%	99.991%	100.000%	100.000%	100.000%	100.000%	99.993%	100.000%	99.998%	100.000%
Flex 961-965 (YC/Southland)	99.802%	99.898%	99.883%	99.712%	99.915%	99.869%	99.942%	99.914%	99.910%	100.000%	99.737%	99.979%	99.879%	99.847%
Flex 800 Series (Laidlaw)	100.000%	100.000%	100.000%	100.000%	100.000%	100.000%	100.000%	99.912%	100.000%	99.913%	100.000%	100.000%	99.988%	99.929%
Poway (Laidlaw)	100.000%	100.000%	100.000%	99.942%	99.936%	99.882%	99.940%	100.000%	99.936%	99.933%	100.000%	99.933%	99.958%	100.000%
Express (Coach USA)	99.793%	100.000%	100.000%	99.901%	100.000%	99.882%	100.000%	100.000%	100.000%	100.000%	99.886%	100.000%	99.955%	100.000%
All Other MTS Contract Services Operators	99.871%	99.944%	99.935%	99.819%	99.941%	99.894%	99.957%	99.937%	99.936%	99.978%	99.835%	99.976%	99.917%	99.905%
MTS Contract Services Combined Total	99.929%	99.946%	99.953%	99.936%	99.951%	99.935%	99.958%	99.929%	99.952%	99.967%	99.934%	99.966%	99.946%	99.962%



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Agenda

Item No. 32

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

OPS 970.11
(PC 30102)

October 7, 2004

Subject:

SDTI: SEMIANNUAL MTS SECURITY REPORT (JANUARY THROUGH JUNE 2004)

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

Executive Committee Recommendation

At its meeting on September 30, 2004, the Executive Committee recommended forwarding this item to the Board for information.

DISCUSSION:

GENERAL ACTIVITIES – SAN DIEGO TROLLEY, INC. (SDTI) AND SAN DIEGO TRANSIT CORPORATION (SDTC)

Multiagency Emergency Preparedness Drill - Operation Bayfront

This emergency preparedness exercise was the most comprehensive drill of its type in the San Diego area. It involved police, fire, and emergency response units from Chula Vista, National City, San Diego County, the California Highway Patrol, other state agencies and the Federal Bureau of Investigation (FBI). The exercise also included



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.

medical support using ambulance companies to provide transportation to Scripps Hospital where emergency room doctors and nurses also participated in "Operation Bayfront." In total, over 200 people participated.

The media was informed a week prior to the exercise, and several news articles were printed to let the residents of Chula Vista know that an emergency response exercise was taking place in their community. The public was advised not to be alarmed at the large number of emergency vehicles and personnel around the Bayfront/E Street Transit Center and were provided with contact numbers in case there were questions regarding the drill. The exercise was a success in that all agencies that participated had an opportunity to expose their "first responders" and evaluate a multiagency response that included team work, communications, use of assets, and working with the media.

Multiagency Training Manual

This \$25,000 grant project builds upon the emergency preparedness drills that MTDB and its operating agencies conducted in 2002-2004. A transit/trolley emergency preparedness manual for use by SDTI and SDTC and other agency staff will be developed based on the experiences of those who participated in previous drills. This manual will provide valuable experience and training for transit professionals, which will enhance MTDB and its operators' ability to respond to emergencies.

C Street Corridor Project

In July 2003, MTS Transit Enforcement, comprised of Code Compliance inspectors and security officers, was invited to participate in a Problem-Oriented Policing (POP) Project with local law enforcement agencies. Prior to the inception of this program, meetings were held with these law enforcement agencies to finalize procedural matters with respect to processing arrestees and the disposition of arrest paperwork.

This joint effort involved personnel from the Office of the City Attorney, the Probation Department, and the San Diego Police Department. The purpose of this project was to address quality of life issues along the C Street Corridor by deterring criminal conduct and taking enforcement action when necessary. This project was the result of complaints from the business community as well as transit patrons.

Activities such as narcotic transactions and usage, gang activity, and disorderly conduct were examples of conduct that were addressed by complainants. Therefore, an increased presence on the C Street Corridor was provided by the above-referenced agencies with the intent of improving quality of life issues by contacting violators and discouraging future misconduct by taking enforcement action against those violators.

A valuable tool employed in connection with this assignment entailed the use of "stay away" court orders. Individuals found to have been committing misdemeanor or felony offenses were processed in a special division of the City Attorney's office for the purpose of obtaining such a stay away order in the areas that the criminal activity had transpired. The purpose of the stay away order was to prevent the return of those involved in criminal conduct. Those found to be in violation of the stay away order were immediately taken into custody and booked into a detention facility. In order to more effectively participate in the project and to determine the existence, if any, of a stay away

order, MTS Code Compliance inspectors were given special training in the usage of two-way radios on loan from the San Diego Police Department. Equipped with these communications devices, officers were able to immediately check for warrants or stay away orders involving the arrestee, thus preventing a repeat offender from being able to avoid detection as such.

MTS Code Compliance inspectors concentrated on the Civic Center and Fifth Avenue Stations as well as adjacent bus stops. All quality of life issues were addressed during this detail, and fare evasion enforcement was an integral part of this assignment. Attachments A and B depicts the arrest statistics for the reporting period of July 1, 2003, to June 30, 2004, including those made in connection with the POP Project.

Transportation Security Funding Needs Assessment

Since the terrorist events in Madrid, there has been an accelerated effort to identify security assets for public transportation (especially passenger rail systems) to protect patrons, either in long-distance travel or for the daily commute. The Transit Enforcement Department was asked to develop a needs assessment for the MTS system. If grant funds become available, we are prepared to take advantage of that opportunity and purchase capital items or fund programs that require additional staffing. The assessment is complete and ready for presentation to the appropriate persons when that opportunity becomes available.

Public Security Flyer

A security information handout is being created to inform trolley and bus patrons that security is everyone's business. The flyer will emphasize awareness of crime prevention efforts and how we rely on the public to be our eyes and ears to assist in making the system safer. The flyer will also include things to be on the alert for, such as suspicious persons, packages, and anything out of the ordinary. Patrons will be encouraged to call security to report suspicious activity.

Prisoner Booking

In June 2003, the San Diego Police Department and San Diego Sheriff's Department entered into an agreement with SDTI authorizing Code Compliance supervisors to process and book prisoners for felony or domestic violence warrants or public drunkenness refused by the Detoxification Center.

This has proved to be a time-saving benefit for all agencies. In the past, Transit Enforcement personnel would conduct a warrant check and identify a patron wanted by the police, or a patron would commit a particular offense that required him or her to be placed in custody. On occasion, Transit Enforcement staff would have to wait for significant periods of time for the local police to arrive and take custody of the prisoner. With the new agreement, staff may now process the person at the police department and transport him or her to the county jail in approximately one hour. This process allows staff to return to the field more quickly and allows San Diego Police Department to respond to calls that are more serious.

The overall evaluation of the booking procedures is positive. There were 74 prisoner bookings during this reporting period.

Transit Security Administration Guidelines and Newspaper Rack Survey

On Thursday May 20, 2004, a directive titled *Threat to Passenger Rail Systems* was received from the Transit Security Administration (TSA). The security directive mandated the implementation of 15 security-related policies, including the identification of at-risk train stations where trash receptacles need to be replaced with bomb-resistant trash receptacles. The directive stated that the regulations were effective Sunday, May 23, 2004.

SDTI was already in compliance with most of the directives prior to the implementation date. Local representatives from the TSA met with us and made us aware that the TSA's inspection division is the regulatory component of any mandatory policies or practices instituted by the TSA. The representatives advised that we need not be concerned about the bomb-resistant trash receptacles at this time and understood that we did not have the funds or the time frame to comply with that portion of the security directive. The directive stated that the trash receptacles be replaced when applicable. TSA inspectors will begin visiting our site in a few months. Inspection of our transit and train operations will begin some time after that.

Based on our discussions with the TSA, our department has evaluated the safety at trolley stations in regard to placement of newspaper racks within the station. Most of the newspaper racks are made of metal and could be used to hide an explosive device. A recent survey of the 48 trolley stations revealed that as many as 41 stations have anywhere from 1 to 25 newspaper racks on the platform. Placement of newspaper racks at stations along Park Boulevard and the C Street Corridor, which were not included in the survey, is on City of San Diego property.

Transit Watch - Part I and Part II Statistics - SDTI

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

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

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

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

Statistics compiled for the first six months of calendar year 2004 indicate that Part I Incidents decreased overall.

<u>PART I INCIDENTS</u>	<u>January – June 2003</u>	<u>January – June 2004</u>
Robbery	12	11
Theft	20	16
Aggravated Assault	12	07
Motor Vehicle Theft	10	06
Burglary	00	00
Forcible Rape	00	00
Arson	<u>00</u>	<u>00</u>
TOTAL	54	40

Arrests for nonfare-related Part II offenses fell significantly overall.

<u>PART II ARRESTS</u>	<u>January – June 2004</u>	<u>January – June 2003</u>
Other Assaults	23	17
Vandalism	33	18
Sex Offenses	01	02
Drug Abuse Violations	112	125
D.U.I.	00	01
Drunkenness	96	65
Disorderly Conduct	335	330
Trespassing	213	90
Curfew and Loitering	<u>95</u>	<u>46</u>
TOTAL	908	694

Excluding fare evasion, there were 694 Part II Arrests made during the first six months of calendar year 2004, compared to 908 Part II Arrests made during the first six months of calendar year 2003, a decrease of 24 percent. Fare evasion citations rose approximately 8 percent from 11,463 for the first six months of calendar year 2003 to 12,367 in the first six months of calendar year 2004.

Trolley Passenger Inspections

The inspection rate was nearly 29 percent during this reporting period. Under the coordination of the MTDB Internal Auditor, independent spot checks of passenger inspections were conducted during the period of November 2003 through May 2004. Statistics from those 105 spot checks revealed that inspection percentages, as reported by the Transit Enforcement Department, are accurate within less than 1 percent (.0089 percent).

<u>Onboard Trains</u>	<u>Fare-Paid Zones</u>	<u>Total Passengers Inspected</u>
1,983,525	1,942,030	3,925,555

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

	<u>Passengers Carried</u>	<u>Part I Incidents/100,000</u>
January – June 2003	12,565,359	.43
January – June 2004	13,724,442	.29

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

	<u>Passengers Carried</u>	<u>Part II Arrests/100,000</u>
January – June 2003	12,565,359	7.23
January – June 2004	13,724,442	5.06

In addition to the categories that appear on the FTA Form 405, over 1,300 additional arrests were made for other violations occurring systemwide (SDTI, SDTC, and Contract Services), the majority of which involved alcoholic beverages.

Special Enforcement Unit

The Special Enforcement Unit (SEU) continued to be active during this reporting period. One hundred percent of passengers at specially selected trolley stations and on trains passing through these stations were inspected for fare compliance. As trains arrive in the station, up to 20 uniformed code compliance inspectors and security officers board each car of the train and inspect every passenger for fare compliance. While waiting for trains to arrive, inspectors, and officers conduct fare paid zone inspections, parking lot checks, and discuss potential issues with station kiosk operators or vendors. Inspectors and officers remain at the station throughout an entire eight-hour shift, issuing citations to patrons who are not in possession of a valid fare.

Beginning in March 2003, revenue SEU sweeps were implemented, and it was determined that several hundred dollars of ridership revenue was earned when this option was available to the patron. During revenue sweeps conducted during this reporting period, approximately \$581 was collected.

During the first six months of calendar year 2004, inspectors and officers contacted 40,023 passengers during scheduled SEU sweeps systemwide. Of these, 766 passengers did not comply with the published fare structure. Of the 766 who were not in fare compliance, 574 were issued citations and 192 were allowed to upgrade or purchase a fare in order to meet fare compliance requirements.

In addition to fare compliance, officers also made arrests for quality of life violations, such as possession of marijuana, truancy, and warrants. Semiannual statistics from these special fare evasion inspections indicate a fare evasion rate of 2.73 percent.

Closed-Circuit Television

In April 2004, a survey was conducted of locations most in need of closed-circuit television (CCTV) surveillance equipment. Attachment E reflects the top ten stations in need of CCTV, as well as other areas evaluated but ranking lower than the top ten.

Ranking was based on criteria such as potential for terrorism, number of reported crimes and arrests, and input from local law enforcement agencies.

Training

Beginning in August, all Code Compliance inspectors and Transit Systems Security officers attended training sponsored by the United States Border Patrol. The courses deal with terrorism relating to ground transportation and the responsibility of first responders. The training is expected to be complete by the end of October. In May, all department personnel received training in the recognition and handling of incendiary devices and other bomb-related items. A member of the San Diego Sheriff's Department Bomb Squad taught the course.

Vandalism Program

SDTC vandalism reporting to the Transit Enforcement Department has been reviewed in order to develop a system to ensure that pertinent information is received in a timely manner so that response can be timelier. We are also working to develop a new report form so that information concerning an incident contains better offender descriptions and more event details. Improving the quality and timeliness of report information enables better security response and handling of vandalism incidents. From there, necessity for special patrols or police intervention may be evaluated.

Transit Watch - Part I and Part II Statistics – SDTC

Statistics compiled for the first six months of calendar year 2004 indicate that Part I Incidents against persons decreased significantly compared to the first six months of calendar year 2003 (Attachments F-G)

<u>INCIDENTS</u>	<u>January – June 2003</u>	<u>January – June 2004</u>
Motor Vehicle Theft	01	00
Robbery	03	03
Theft	04	00
Aggravated Assault	08	00
Homicide	01	00
Forcible Rape	<u>00</u>	<u>00</u>
TOTAL	17	03

Arrests for Part II offenses fell when compared to last year's figures. Including fare evasion, there were 115 arrests for Part II offenses during the first six months of calendar year 2004, compared to 151 arrests made during the first six months of calendar year 2003.

<u>PART II ARRESTS</u>	<u>January – June 2003</u>	<u>January – June 2004</u>
Other Assaults	05	06
Vandalism	27	14
Sex Offenses	00	00
Drug Abuse Violations	46	32
D.U.I.	00	00
Drunkenness	10	07
Disorderly Conduct	24	22
Trespassing	00	02
Fare Evasion	03	03
Curfew and Loitering	<u>36</u>	<u>29</u>
TOTAL	151	115

SDTC spends approximately \$35,000 per month to repair vandalism damage.

Transit Enforcement Office - SDTC Facility

In an effort to increase security presence at SDTC's operational facility at the Imperial Avenue Depot, an office has been established at that location so both Code Compliance and Transit Systems Security supervisors may make periodic stops at the facility. This will allow SDTC staff to meet with the Transit Enforcement supervisors to discuss any issues that need to be addressed in order to build a safer working environment. Supervisors may also use the office to check on security staff and review reports throughout the day.

SDTC Security Survey

A security survey and vulnerability assessment is being conducted on behalf of the SDTC. The goal of this effort is to create a "work in progress" plan containing recommendations based on realistic vulnerabilities prioritized in concert with existing threat levels. The survey will cover physical security, field operations, bus security, emergency preparedness, and disaster recovery. This survey will concentrate on the most likely security events and recommend mitigation strategies aimed at those probabilities.

Contract Services

MTS Contract services experienced a total of 24 Part II Incidents, with 23 arrests for this reporting period. One incident of theft, a Part I Crime, was also experienced. This

compares to last year's experience of 21 Part II Incidents, with 20 arrests during the same reporting period. There were no reports of Part I Crimes in this reporting period for 2003.



Paul C. Jablonski
Chief Executive Officer

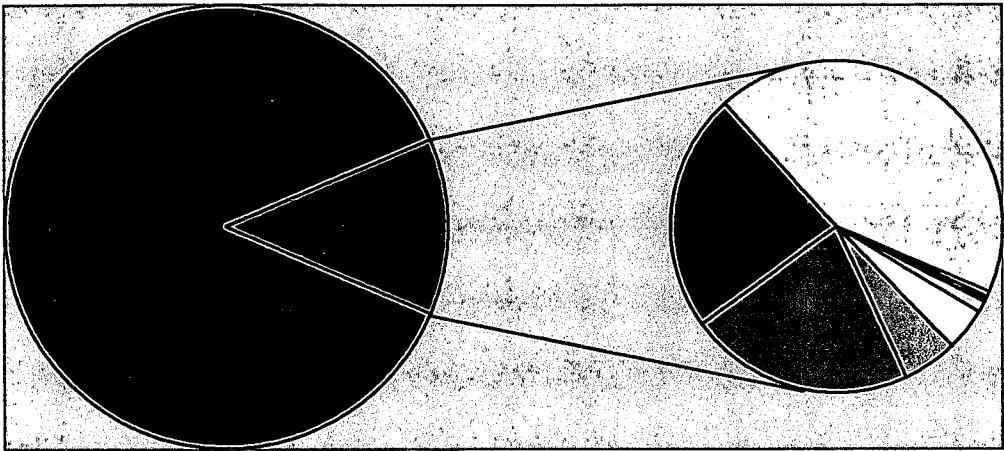
Key Staff Contact: Bill Burke, 619.595.4947, Bill.Burke@sdti.sdmts.com

JGarde
OCT7-04.32.SMURPHY
9/15/04

- Attachments:
- A. C St. Corridor – Joint Enforcement Program Chart – Fifth Avenue
 - B. C St. Corridor – Joint Enforcement Program Chart – Civic Center
 - C. Board FTA 405 Reports (January-June 2003 SDTI)
 - D. Board FTA 405 Reports (January-June 2004 SDTI)
 - E. Prospective Locations for CCTV Placement
 - F. Board FTA 405 Reports (January-June 2003 SDTC)
 - G. Board FTA 405 Reports (January-June 2004 SDTC)

} Board Only

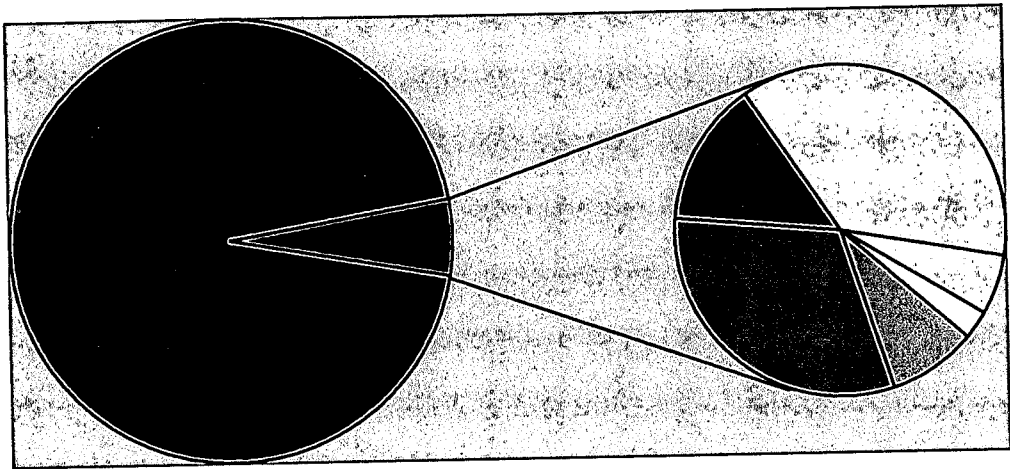
5th Avenue Arrest Statistics



■ Fare Violations	■ Robbery
■ Trespassing	□ Vandalism
□ Assaults	■ Public Intoxication
■ Drug Abuse Violations	■ Curfew / Loitering
□ Disorderly Conduct	

Fare Violations.....	1,282
Trespassing.....	1
Assaults.....	8
Drug Abuse Violations.....	42
Disorderly Conduct.....	82
Robbery.....	1
Vandalism.....	2
Public Intoxication.....	10
Curfew / Loitering.....	44
TOTAL ARRESTS.....	1,472

Civic Center Arrest Statistics



<input checked="" type="checkbox"/> Fare Violations	<input type="checkbox"/> Vandalism
<input type="checkbox"/> Assaults	<input checked="" type="checkbox"/> Public Intoxication
<input checked="" type="checkbox"/> Drug Abuse Violations	<input checked="" type="checkbox"/> Curfew / Loitering
<input type="checkbox"/> Disorderly Conduct	

Fare Violations.....	598
Assaults.....	1
Drug Abuse Violations.....	11
Disorderly Conduct.....	13
Vandalism.....	2
Public Intoxication.....	3
Curfew / Loitering.....	5
TOTAL ARRESTS.....	633

<input type="checkbox"/> Form not applicable NTD ID <input type="text"/> <input type="checkbox"/> Form 005 Included	<h2 style="margin: 0;">BOARD 405 REPORT</h2> <p style="font-size: small; margin-top: 10px;">Based on the Uniform Crime Reporting Handbook</p>	<div style="border: 1px solid black; padding: 2px; font-size: x-small;"> Required from transit agencies serving UZAs of 200,000 or more population. </div> <div style="margin-top: 10px;"> Mode <input type="text"/> Type of Service <input type="text"/> </div>
Security Items	In Vehicle	In Station
Location SDTI		

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	12	3			
			Patrons	3	9
			Employees	0	0
			Others	0	0
Aggravated assault	12	4			
			Patrons	5	3
			Employees	0	0
			Others	1	4
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	20	1			
			Patrons	3	3
			Employees	0	0
			Others	0	2
Motor vehicle theft	10	1			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)					
Other assaults	38	23			
				6	14
Vandalism	71	33		13	20
Sex offenses	1	1		1	0
Drug abuse violations	110	112		22	86
Driving under the influence	0	0		0	0
Drunkenness	95	96		28	63
Disorderly conduct	342	335		97	224
Trespassing	214	213		0	16
Fare evasion	11,745	11,463		7,488	3,975
Curfew & loitering laws	90	95		0	92

Total Transit Property Damage		\$ 5,678.57	
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Internal Use Only

Report Run Date	Report Run Time	Reporting Period
09/15/2004	03:30:46PM	01/01/2003 To 06/30/2003

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

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

Mode ☐Type of Service ☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
----------------	------------	------------	---------------------

Location SDTI

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	11	7			
			Patrons	5	7
			Employees	0	0
			Others	0	1
Aggravated assault	7	1			
			Patrons	0	1
			Employees	0	0
			Others	0	7
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	16	1			
			Patrons	3	2
			Employees	0	0
			Others	0	0
Motor vehicle theft	6	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	25	17	7	10	0
Vandalism	33	18	5	11	2
Sex offenses	4	2	0	1	1
Drug abuse violations	125	125	28	89	8
Driving under the influence	1	1	0	0	1
Drunkenness	65	65	14	49	2
Disorderly conduct	346	330	88	228	14
Trespassing	100	90	0	7	83
Fare evasion	12,954	12,367	10,166	2,201	0
Curfew & loitering laws	47	46	3	43	0

Total Transit Property Damage

\$ 1,648.58

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

09/15/2004

03:31:04PM

01/01/2004 To 06/30/2004

Prospective Locations for CCTV Placement
Updated 04/20/2004

	Terrorism	No. of Reported Crimes (F)	No. of Total Arrests	No. of Code 3s	No. of Serious Incid.	Heavy Pssgr. Activity	Involvement, Input-Local Law Enf.	Possibility of Outside Agency Cost Sharing	Isolation of Station / Right of Way Area	Excessive Trespass/ Loitering Activity	Total
12th & Imperial	5	4	5	4	5	5	2	1	1	5	37
5th Avenue	2	4	4	5	4	5	4	3	1	5	37
San Ysidro	5	2	2	2	2	5	4	4	1	5	32
32nd & Comm.	1	4	4	4	4	3	1	1	3	3	28
Lemon Grove	1	4	3	3	3	3	2	3	1	3	26
Spring Street	1	3	3	3	2	3	4	1	3	3	26
City College	1	3	4	3	3	5	1	1	1	3	25
H Street - Chula Vista	1	3	3	2	2	4	3	1	1	3	23
* Gaslamp	5	1	1	1	1	5	3	3	1	1	22
Iris Avenue	1	3	2	2	2	4	1	1	2	4	22
Palomar Street	1	3	2	2	2	4	2	1	1	3	21
La Mesa	1	2	1	2	1	2	4	3	1	2	19
America Plaza	5	1	1	1	1	3	1	2	1	2	18
Palm Ave. - South Bay	1	2	2	2	2	3	1	1	2	2	18
Civic Center	3	2	2	1	1	3	1	1	1	2	17
Grossmont	1	2	1	1	1	3	2	1	2	2	16
8th St. - National City	1	2	2	1	1	2	1	1	2	1	14
Horseshoe Curve	1	1	1	N/A	3	N/A	1	N/A	4	3	14
Amaya	1	2	1	1	1	1	1	1	2	1	12

Gaslamp Station:

- * Should be re-evaluated after the baseball season ends.

SDTI & SDTC Yards:

- * Although the Transit yards were evaluated, they did not meet any of the established criteria for inclusion. However, the potential for revenue vehicle loss/destruction is significant.

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

BOARD 405 REPORT

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

Mode ☐☐

Type of Service ☐☐

Based on the Uniform Crime Reporting Handbook

Security Items	In Vehicle	In Station	Other Transit Prop.
----------------	------------	------------	---------------------

Location SDTC

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	1	1			
			Patrons	0	1
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	3	0			
			Patrons	1	2
			Employees	0	0
			Others	0	0
Aggravated assault	8	0			
			Patrons	3	2
			Employees	1	0
			Others	3	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	4	0			
			Patrons	0	0
			Employees	1	0
			Others	3	0
Motor vehicle theft	1	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	24	5		1	4
Vandalism	81	27		18	9
Sex offenses	5	0		0	0
Drug abuse violations	38	46		0	41
Driving under the influence	0	0		0	0
Drunkenness	13	10		4	5
Disorderly conduct	91	24		11	13
Trespassing	1	0		0	0
Fare evasion	14	3		3	0
Curfew & loitering laws	33	36		0	22

Total Transit Property Damage

\$ 2,886.07

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

09/15/2004

03:30:46PM

01/01/2003 To 06/30/2003

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Security Items	In Vehicle	In Station
Other Transit Prop.		

Location SDTC

Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Forcible rape	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Robbery	3	1			
			Patrons	0	2
			Employees	0	0
			Others	0	1
Aggravated assault	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Property Crime	Inc Inv	Arrests			
Burglary	0	0			
Larceny/theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Motor vehicle theft	0	0			
			Patrons	0	0
			Employees	0	0
			Others	0	0
Arson	0	0			
				0	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	8	6		2	4
Vandalism	49	14		10	4
Sex offenses	0	0		0	0
Drug abuse violations	32	32		3	25
Driving under the influence	0	0		0	0
Drunkenness	7	7		1	5
Disorderly conduct	24	22		8	14
Trespassing	2	2		0	0
Fare evasion	3	3		1	2
Curfew & loitering laws	29	29		0	28

Total Transit Property Damage

\$ 1,218.18

Internal Use Only

Report Run Date

Report Run Time

Reporting Period

09/15/2004

03:31:04PM

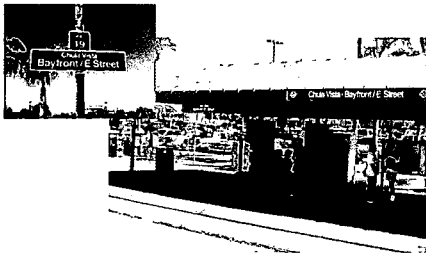
01/01/2004 To 06/30/2004

**Semi-Annual Security
Report**
January-June 2004

Presented by William Burke
Director of Transit System Security
October 7, 2004

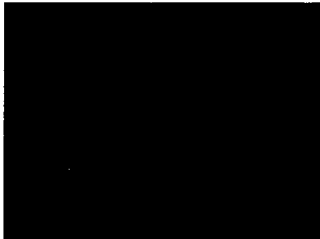
SDTI

Operation Bayfront, July 2004
Chula Vista



SDTI

**Multi-Agency
Emergency Preparedness**



SDTI

Multi-Agency Training Manual

- \$25,000 Grant
- For use by SDTI and SDTC
- Training for emergency preparedness

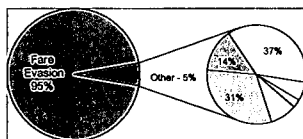
SDTI

C Street Corridor

- Problem Oriented Policing (POP)
- Joint Effort with San Diego Police and business community
- Targeting quality of life violations
- Targeting repeat offenders – obtaining stay away orders

SDTI

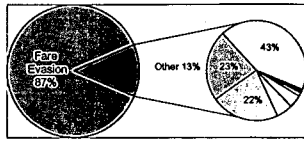
C Street Corridor Project Civic Center Station



- | | |
|--|--|
| <input type="checkbox"/> Fare Violations | <input type="checkbox"/> Vandalism |
| <input type="checkbox"/> Assaults | <input type="checkbox"/> Public Intoxication |
| <input type="checkbox"/> Drug Abuse Violations | <input type="checkbox"/> Curfew / Loitering |
| <input type="checkbox"/> Disorderly Conduct | |

SDTI

C Street Corridor Project 5th Avenue Station



- ☐ Fare Violations
- ☐ Trespassing
- ☐ Assaults
- ☐ Drug Abuse Violations
- ☐ Disorderly Conduct
- ☐ Robbery
- ☐ Vandalism
- ☐ Public Intoxication
- ☐ Curfew / Loitering

SDTI

TSA Security Directives

- Ensure agency reports potential threats
- Provide most recent vulnerability assessment
- Ensure personnel are notified of changes in threat conditions

SDTI

TSA Security Directives (Cont.)

- Direct employees to be alert and immediately report suspicious activity
- Ensure heightened security measures are communicated to passengers
- Remove any receptacles that are not bomb resistant from stations

SDTI

TSA Security Directives

(Cont.)

- Utilize explosive detection canine teams (SDPD)
- Allow TSA-designated canine teams to inspect stations
- Allow TSA-designated Security Partnership Teams to inspect stations

SDTI

TSA Security Directives

(Cont.)

- Conduct frequent inspections of facilities
- Inspect passenger rail cars
- Ensure that security coverage correlates to threat levels and advisories

SDTI

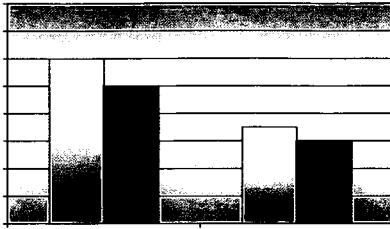
TSA Security Directives

(Cont.)

- Lock doors that allow access to train operator's cab

SDTI

Part I Incidents



□

■

SDTI

Passenger Inspections

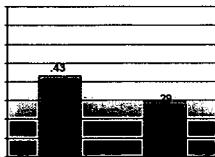
Twenty-nine percent of passengers were inspected at stations and onboard trains



Independent MTDB-coordinated spot checks verified inspection percentages

SDTI

Part I Incidents Per 100,000 Passengers



Homicide
Forcible Rape
Robbery
Aggravated Assault
Burglary
Larceny/Theft
Motor Vehicle Theft
Arson

SDTI

Special Enforcement Unit

- Warning vs. Citation
 - Issued in some cases
 - Issued for 2nd offense
 - Repeat offenders determined by Transit Watch
- Revenue SEUs
 - Opportunity to purchase or upgrade
 - Relieves overcrowded courts
 - Extensive fines for repeat offenders



SDTI

Special Enforcement Unit

97.2% Fare Compliance



1.9% Cited
.6% Upgraded
.3% Warned

SDTI

Closed Circuit Television Top Ten Stations - Criteria

- | | |
|---------------------------|------------------------------|
| • Potential for Terrorism | • Passenger Activity |
| • Reported Crimes | • Input from Law Enforcement |
| • Arrests | • Cost Sharing |
| • Code-3's | • Isolation of Location |
| • Serious Incidents | • Trespassing and Loitering |

SDTI

Closed Circuit Television Top Ten Stations



1. 12th & Imperial
Transfer



2. 5th Avenue

SDTI

Closed Circuit Television Top Ten Stations (Cont.)



3. San Ysidro



SDTI

Closed Circuit Television Top Ten Stations (Cont.)



4. 32nd & Commercial



5. Lemon Grove

SDTI

Closed Circuit Television Top Ten Stations (Cont.)



7. City College

6. Spring Street



SDTI

Closed Circuit Television Top Ten Stations (Cont.)



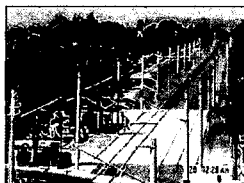
8. H Street

9. Gaslamp

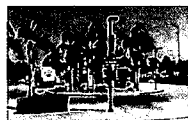


SDTI

Closed Circuit Television Top Ten Stations (Cont.)



10. Iris Avenue



SDTI

SDTC Vandalism Program

- Timely receipt of pertinent information
- New reporting form to ensure more accurate and complete information
- Faster security response based on more timely and accurate information

SDTI

SDTC Security Survey



SDTI

SDTC Security Survey (Cont.)



SDTI



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

Agenda

Item No. **33**

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

CIP 10426.13

October 7, 2004

Subject:

MTDB: MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT INTERIM
COMMUNITY OUTREACH AND MARKETING PLAN

RECOMMENDATION:

That the Board of Directors approve the Interim Community Outreach and Marketing Plan for Mission Valley East (MVE) start-up communications and marketing activities.

Budget Impact

At present we expect to spend approximately \$164,000 of the \$400,000 allocated for MVE start-up communications and marketing activities in the FY 05 budget (Attachment A), leaving a balance of \$236,000.

Executive Committee Recommendation

At its meeting on September 30, 2004, the Executive Committee recommended forwarding this item to the Board for approval.

DISCUSSION:

As we begin the countdown to the opening of the MVE light rail transit (LRT) extension and its four new stations, the region, state, and nation will cast its eyes on San Diego as it opens this state-of-the-art major public transportation improvement project. To maximize the impact this opportunity provides, planning and work tasks must begin shortly. The Interim Community and Marketing Outreach Plan (Attachment B) highlights the first activities and the scope and budget required to accomplish them. Staff will bring back a complete plan for marketing and opening events in early 2005. The interim plan's objectives are to begin to introduce MVE to key public groups. The key groups



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.

are those who have been instrumental to the project, including 35,000 San Diego State University (SDSU) students, faculty, and staff, plus an estimated 300,000 people who live and travel to and from destinations within a five-mile radius of the new stations. The Interim Community and Marketing Outreach Plan will begin the umbrella campaign that will ultimately reach an estimated 4 million San Diego/Tijuana residents to increase general awareness and ridership anticipation and enhance the appreciation of the region's public transit investment. The Interim Community and Marketing Outreach Plan also sets forth an initial schedule of activities and events that appropriately acknowledge diverse community, civic, and elected officials' support.

The interim plan is comprised of the following major components or work tasks:

Community Outreach and Partnership Development. Increase awareness and provide recognition to the various citizen, civic, community, planning, and stakeholders' groups that are within the sphere of influence of the project. Leverage relationships with existing and new partners to enhance each of the tasks and create opportunities that will maximize opening-event activities and ridership.

Public Information. Update all MTS and San Diego Trolley, Inc. (SDTI), information materials and create new relevant materials to showcase MVE and maximize ridership potential. New information will include public safety to educate youth and adult riders, pedestrians, and motorists who live and/or travel through and to the corridor on safety procedures at or near rail stations, onboard trolley vehicles, and along the railway.

Media Outreach. Solicit support from various local, state, and national print and electronic news media to generate positive media coverage. To accomplish these goals, the Interim Community Outreach and Marketing Plan has been developed.

Work is currently in progress to finalize the complete MVE start-up and marketing plan, which will be presented to the Board of Directors within the next two months.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Judy Leitner, 619.699.6926, jle@sandag.org

LTorio/JGarde
OCT7-04.33.JLEITNER
9/23/04

Attachments: A. MTS FY 05 Budget Marketing Detail
B. Interim Community and Marketing Outreach Plan } **Board Only**

APPENDIX A

REGIONAL TRANSIT MARKETING

Regional Transit Marketing

The marketing plan for FY 05 will continue with activities to increase:

- public awareness of the MTS system;
- support for the public transit system; and
- gains in ridership and revenues.

Marketing funds will be used to develop and implement a marketing campaign for the openings of the ***San Ysidro Intermodal Transportation Center*** and the ***Mission Valley East LRT extension***. Marketing funds will also be allocated to continue the regional image campaign to boost awareness of MTS in the San Diego community.

Marketing Goals

1. Enhance public image
2. Increase public support for transit
3. Increase system-wide ridership and revenue
4. Leverage business and market opportunities

Marketing Budget

General Marketing Budget	\$496,000
Marketing related to Mission Valley East LRT Start-up	<u>\$400,000</u>
TOTAL MTS REGIONAL TRANSIT MARKETING	\$896,000

Metropolitan Transit System

DRAFT

INTERIM COMMUNITY OUTREACH AND MARKETING PLAN
FOR THE
MISSION VALLEY EAST SAN DIEGO TROLLEY EXTENSION

OCTOBER 2004 - JANUARY 2005

September 2004
Prepared by Judith Leitner

DRAFT PLAN

Program Objectives

This plan's key objectives are to:

1. begin introduction of the Mission Valley East (MVE) light rail transit (LRT) extension to the community, users, and project partners;
2. begin umbrella community outreach/public information/marketing program to reach more than 4 million San Diego/Tijuana residents and 2 million visitors;
3. initiate outreach for safety and education programs targeting youth, seniors, and disabled riders; and
4. use this plan as basis for preopening event activities, dedication ceremony, and marketing program for the Board's review and comment.

INTRODUCTION

The MVE LRT Project, a major segment of San Diego's LRT system envisioned more than 25 years ago as a completed LRT network, is in its final phase of construction and poised for opening.

The MVE LRT opening presents MTDB with several unique opportunities. It provides the opportunity to capture new riders through the corridor and major trip generators, San Diego State University (SDSU) and Alvarado Hospital, than ever before. It marks the completion of a regional public transit improvement project that will not be repeated sooner than 2007. To maximize opening marketing opportunities, MTDB will now begin to bring the project to the public's attention.

This interim plan emerges out of the current construction outreach activities and is comprised of the following major components or work tasks:

- Community Outreach and Partnership Development. Increase awareness and provide recognition to various citizen, civic, community, planning, and stakeholders groups that are within the sphere of influence of the project. In addition, this would encourage relationships with existing and new partners that would enhance the other tasks and leverage dollars spent.
- Public Information. Update all MTS and San Diego Trolley, Inc. (SDTI), information materials and create new relevant materials to showcase MVE and maximize ridership potential. New information will include public safety to educate youth and adult riders, pedestrians, and motorists who live and/or travel through and to the corridor on safety procedures at or near rail stations, onboard trolley vehicles, and along the railway.

- Media Outreach. Solicit support from various local, state, and national print and electronic news media to generate positive media coverage. To accomplish these goals, the Interim Community Outreach and Marketing Plan has been developed.

A schedule of planned and proposed events for second quarter FY 05 includes:

October – December 2004 Proposed MVE Community Outreach and Media Events

DATE	TIME	ACTION	NOTES
October 7 (Tentative)	To Be Determined	Media and MTD Board tour SDSU Trolley Station	
To Be Determined	To Be Determined	SDSU alumni and student tour of SDSU Trolley Station	Coordinate with SDSU and Alumni Association to select appropriate time and date
To Be Determined	To Be Determined	Media unveiling of first LRV to arrive in San Diego	Use SDTI Yard
To Be Determined	10 to 12 noon	Public invited to tour first LRV	12th & Imperial (3rd Track)
To Be Determined	Morning	SDSU Transit center bus way ribbon-cutting	Coordinate with MTS Operations, Engineering, and SDSU

INTERIM PLAN DETAILS

The plan's components have associated tasks and budget. Each component will be designed to support and strengthen other components in the interim plan and increase the return on expenses.

I. Community Outreach, Partnership Recognition, and Development (Estimated Budget \$20,000)

- Create 6 to 12 events to recognize key stakeholders, community leaders, elected officials, civic groups, funding partners, planning, design and construction team, and other organizations which have provided valuable contributions to the project.
- Set up "behind-the-scenes" tours for key business sectors to maximize project awareness, first-year ridership, and future transit ridership, including, but not limited to, groups such as:
 - Alvarado Hospital and Medical Center, medical staff, and business groups;
 - Allied Gardens, College, Del Cerro, Grantville, and Navajo community, planning, and business groups;
 - La Mesa community, planning, and business groups;

- SDSU faculty, staff, student leadership, alumni, Foundation, special events, and community involvement groups;
- project leadership and participants;
- visitor industry;
- real estate industry;
- higher education; and
- regional transit operators and AMTRAK.
- Update and complete collateral information brochures.
- Solicit partner participation for opening-event collaborations.
- Invite participation from SDSU student groups.

II. News Media Outreach (Estimated Budget \$9,000)

- Develop media packet with ten or more feature stories about the MVE project. Stories would profile the project, public art at each of the four stations, and state-of-the-art aspects related to planning, design, and construction, including the tunnel, computer/electrical system, and bridges.
- Develop a library of video and digital photos to accompany the news releases.
- Meet with key members of print and electronic media editorial boards.
- Issue news releases for key start-up milestones (i.e., first trolley to run on the new segment, etc.) and cover preopening activities to increase general awareness about project and its specific attributes.
- Work with local, state, and national radio and television public affairs programming producers to schedule feature stories.
- Target local, state, national, trade, and niche market print and electronic media outlets.
- Monitor, document, respond to media coverage, and continue awareness program after opening.

III. Public Information (Estimated Budget \$95,000)

- Temporary station signs and/or banners with the signature MVE image to promote the project, recognize funding sources, and promote the opening date.
- Update website pages and add new pages as appropriate.

- Update all brochures and industry materials, such as those produced by convention and visitor bureaus, North County Transit District (NCTD), Chamber of Commerce, etc.

IV. Safety and ADA (Estimated Budget \$40,000)

- Schedule spring orientation tours and presentations for educators and key staff from organizations from Accessible San Diego, Blind Center, and the Paratransit Coordinating Council that focus on clients who are senior and/or disabled.
- Train-the-trainer program targeting 500-plus school, park and recreation, and public nursing educators and staff members to reach the approximately 76,000 school-age children who reside within the MVE corridor.
- Community and civic group presentations targeting adults who live and/or work in the MVE corridor.
- Develop, produce, and distribute bilingual safety collateral appropriate to the different demographics, such as coloring books (25,000), posters (5,000), trolley punch-outs (40,000), and educator training manuals (1,000).

Once the plan has been approved, each task will be broken down into greater detail with an implementation schedule.

OVERALL COMMUNICATIONS AND MARKET REACH GOALS

Market Reach. Our target is to reach 6 million-plus potential riders and nonriders a minimum of three times. The market is made up of:

- three million San Diego County residents with targeted emphasis on:
 - 35,000 SDSU students, faculty, and staff;
 - 225,000 adults 20 and older who live within five miles of the new segment;
 - 76,000 youth (ages 5 through 19) who live within five miles of the new segment;
 - 48,000 commuters who work within the MVE corridor in the 91942, 92115, and 92120 ZIP codes; and
 - 1.9 million South County residents.

- 1.4 million Tijuana¹ residents with emphasis on the 128,000 daily commuters who cross the border into San Diego.
- 2 million visitors² expected to travel through the MVE extension or to one of the new MVE stations with emphasis on the 400,000 visitors to SDSU sporting and special events on campus at Qualcomm Stadium.
- 32,000-plus commuters to San Diego from Imperial, Orange, Riverside, and San Bernardino Counties, with emphasis on those who use the Interstate 8 (I-8) and I-15 corridors.
- 230,000 annual SDSU campus visitors who are drawn to the campus to tour it or attend one of the many art programs, concerts, lectures, or special functions, take advantage of the library and research opportunities or attend a conference.
- 200,000 (100,000 in San Diego County) Aztec alumni.

INTERIM BUDGET SUMMARY

<u>Task</u>	<u>Budget</u>
Community Outreach and Partnership Development	\$20,000
Media Outreach	9,000
Public Information	95,000
Safety Information	40,000
Total	\$164,000

KEY MARKET POPULATION SUMMARY³

<u>Jurisdiction</u>	<u>2004 Population Estimates</u>
County of San Diego	3.1 million
ZIP Codes that include stations	146,750
City of San Diego Council Districts (3 and 7)	317,236
City of La Mesa	54,749
Tijuana, Baja California	1.4 million
SDSU	35,000
Youth (5-19 within above ZIP codes and La Mesa)	76,000

JGarde/OCT7-04.C2.ATTB.JLEITN
9/24/04

¹ Tijuana population estimate from the IMPLan (Instituto Municipal de Planeacion de Tijuana) at 1.4 million residents.

² San Diego Convention & Visitors Bureau estimates 2004 visitors at 27 million. SDSU estimates 100,000 visitors (in addition to students) to campus each year.

³ San Diego County, city, ZIP code, and council district population numbers are from the SANDAG Profile Warehouse.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

33

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

Date 2008-10-07Name (PLEASE PRINT) Clive RichardAddress 5153 La Dorna St.
San Diego, CATelephone 619.582.4036

Organization Represented (if any) _____

Subject of your remarks: _____

Agenda Item Number on which you request to speak _____

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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.

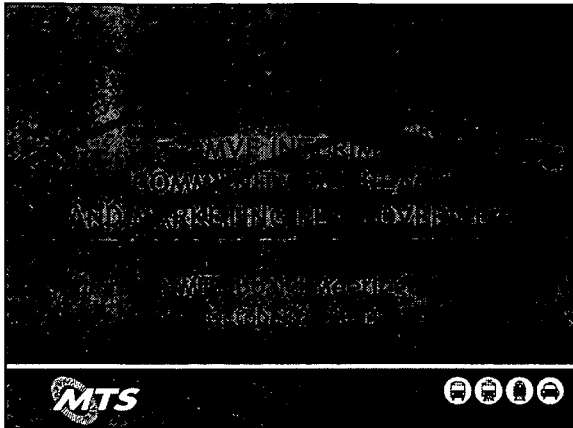
3. DISCUSSION OF AGENDA ITEMS

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.****



MVE COMMUNITY OUTREACH AND MARKETING PLAN

STEP 1:	
STEP 2:	Identify Key Markets
STEP 3:	Community Outreach and Partnership Development
STEP 4:	Public Information
STEP 5:	Media Outreach



PLAN OBJECTIVES

- Introduce extension to community, riders, and project partners
- Initiate umbrella campaign for San Diego/Tijuana residents and visitors
- Begin safety and education program targeting youth, seniors, and disabled riders
- Draft pre-opening events, dedication ceremony, marketing program plan

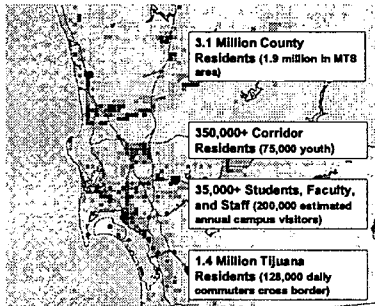


MVE COMMUNITY OUTREACH AND MARKETING PLAN

STEP 1:	Define Objectives
STEP 2:	
STEP 3:	Community Outreach and Partnership Development
STEP 4:	Public Information
STEP 5:	Media Outreach



SAN DIEGO AREA



MVE COMMUNITY OUTREACH AND MARKETING PLAN

STEP 1:	Define Objectives
STEP 2:	Identify Key Markets
STEP 3:	
STEP 4:	Public Information
STEP 5:	Media Outreach



COMMUNITY OUTREACH AND PARTNERSHIP DEVELOPMENT

- Increase awareness to various citizen, civic, community, and key rider groups
- Recognize various stakeholder groups
- Encourage and create mutually beneficial relationships between existing and new partners



MVE COMMUNITY OUTREACH AND MARKETING PLAN

STEP 1:	Define Objectives
STEP 2:	Identify Key Markets
STEP 3:	Community Outreach and Partnership Development
STEP 4:	
STEP 5:	Media Outreach



PUBLIC INFORMATION

- Update collateral information materials (printed and on web)
- Create new materials as needed
- Update information disseminated by partner organizations
- Begin public safety program targeting youth, senior and disabled riders, pedestrians, and motorists



MVE COMMUNITY OUTREACH AND MARKETING PLAN

STEP 1:	Define Objectives
STEP 2:	Identify Key Markets
STEP 3:	Community Outreach and Partnership Development
STEP 4:	Public Information
STEP 5:	



MEDIA OUTREACH

- Organize opportunities to showcase the MVE LRT Project to relevant media outlets
- Develop media packet with print, photographs, and video showcasing project benefits, unique characteristics, achievements
- Highlight key milestones





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Agenda

Item No. 45

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

October 7, 2004

Minor Contract Actions

- Sangis annual license fee for road centerline mapping services for County Transit Services (CTS) ADA Paratransit services.
- Executive One for Transit Store rent for FY 05.
- Transit Maintenance Consultants for bus maintenance inspections for East County Suburban, MCS Flex Routes, DART, MTS Access, CTS ADA Paratransit, MCS Fixed Route, Route 905-Otay Mesa, Route 990-Inland Breeze, and Route 992-Airport Flyer services.
- Laidlaw Transit Services, Inc. for Dial-A-Ride and Sorrento Valley Coaster Connection service.
- J. Perez Associates, Inc. for transit center maintenance.
- AAA Printing Company for timetable printing for MCS Fixed Route, MTS Access, Route 992-Airport Flyer, Route 990-Inland Breeze, Route 905-Otay Mesa, Route 60-Mid-City Express, and MCS Flex Routes.
- Chache Rolison for transit-monitoring consultant services for MCS Fixed Route and East County Suburban services.
- Johanna Ehauri for transit-monitoring consultant services for MCS Fixed Route and East County Suburban Services.
- Aztec Janitorial Services for Transit Center Maintenance.
- Wash Creative, Inc. for an amendment to the contract for the MTS Image Campaign.
- Berryman and Heniger for general engineering consultant services for Mission Valley East (MVE) Light Rail Transit (LRT) extension.



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- West Coast General Corp. for construction services for the 12th & Market Station reconfiguration and for the San Ysidro Intermodal Transportation Center.
- Modern Continental Construction Co. for construction services for the MVE LRT Extension.
- Balfour Beatty/Ortiz Enterprises for construction services for the MVE LRT Extension.
- Stacy & Witbeck, Inc. for construction services for the MVE LRT Extension.

Contract Matters

There were no Contract Matters to report.

Personnel Matters

Jessica Krieg, Marketing Coordinator II, celebrated her 3rd anniversary on October 1.

Ken Yeh, Computer Support Specialist, will celebrate his 3rd anniversary on October 8.

Lisa Peters, Communications Designer III, will celebrate her 5th anniversary on October 18.

gail.williams/agenda item 45
9/29/2004

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PROGRESS AND PREVIEWS

PROJECTS, PLANS, ACTIVITIES, AND ISSUES AS OF OCTOBER 7, 2004

Trolley Milestone: 500,000th Rider to PETCO Park

On Sunday, August 22, 2004, San Diego Trolley celebrated the arrival of the 500,000th rider to PETCO Park during the Padres 2004 season. Festivities were held at the Gaslamp Quarter Station with local media present to record the event.

At approximately 12:35 p.m., Green Line Train No. 31 delivered the lucky fan. A very surprised Mary Doremus of San Carlos was presented with a gift basket full of goodies. Representatives of the San Diego Padres and the Gaslamp Quarter Association were on hand to join in the celebration. In addition to the MTS gift basket, which included some generous gift cards from local Gaslamp Quarter establishments, the Padres contributed an official Padres home jersey. Across the back in place of a player's name it read "SD Trolley." The number on the jersey? "500K," of course!

Transit Customer Sends Letter of Appreciation and Acknowledgement for a "Job Well Done"

Mr. Andrew O'Leary writes the following . . . "I would like to take this opportunity to express our appreciation for the professional assistance we received from Robert Hampton and

Bernard Joyce, with Transit Security for Heritage. On Saturday, August 28, my family and I traveled to the San Diego Pops by trolley from Qualcomm station. Upon arriving at the Gaslamp station, we noted that many other individuals were also utilizing the trolley in order to attend Street Scene. While maintaining a high level of security, these men were extremely helpful in assisting numerous passengers, including ourselves, in purchasing tickets and boarding the correct trolley line. At all times, their behavior was courteous and professional. Please extend to them my warm and sincere appreciation for a job well done! They are indeed a credit to their departments and to the Metropolitan Transit System."

Mr. O'Leary will receive a response letter from Bill Burke, Director of MTS Security, and the officers mentioned will receive letters of commendation.




Art Grant for the 25th and Commercial/Cesar E. Chavez Station

This fall a \$200,000 upgrade is planned for the 25th & Commercial/Cesar E. Chavez Station. Upgrades include the addition of four shelters, 16 concrete seating elements in several shapes, and new and improved station lighting. To maximize the benefit of the improvements, the Sherman Heights Public Art Team received permission at the May 13 MTD Board meeting to apply for a grant from the National Endowment for the Arts, administered through the City of San Diego Commission for Arts and Culture, to add artwork honoring Cesar E.

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

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

Chavez to the station. After a competitive process, on July 16 the Commission for Arts and Culture Board awarded a \$60,000 grant to the Public Art Team. The funds will go toward creating an eagle-like icon, a serpentine or wave-like panel along the station railing that will have room for Cesar E. Chavez quotes and other artwork, and art on the concrete seating cubes. SANDAG Senior Transportation Engineer Pete d'Ablain will manage the project, and Engineering Support's Louise Torio, who participated on the public art team and who is Chair of the Sherman Heights Neighborhood Cultural Council, will be the liaison with the Public Art Team. Further refined art design concepts will be brought before the MTD Board later this fall for discussion and final approval. The goal is to install the art while work is done next spring on the station. A May 2005 unveiling is planned.

San Diego Trolley Staff Participates in Transportation Research Board Synthesis Program

On September 20, 2004, Peter Tereschuck participated in a selection panel along with representatives from Portland - Tri-Met, Salt Lake City - UTA, and Dallas - DART, for a TRB synthesis project focusing on maintenance staff for LRT systems. The synthesis program is funded by the FTA as part of TRB's overall research program, and problem statements are solicited from the industry for consultant research to the level of \$25,000-\$30,000. This synthesis problem statement was submitted by SDTI last year. The project will be awarded to a consultant in October, and the overall scope of work will encompass an eight- to ten-month time frame. All project costs associated with participation in this effort are reimbursed by TRB.

Women Who Mean Business

MTS Marketing's **Nancy Kwaselow** is a finalist in the 11th Annual "Women Who Mean Business Awards" competition. Sponsored by the San Diego Business Journal, the annual awards program recognizes dynamic women business leaders for their achievements and contributions to San Diego. The Award Ceremony will take place October 13 at the Town & Country Hotel & Convention Center. This landmark event for the San Diego Business community is expected to draw attendance of more than 1,000 people.

Staff Anniversaries

Congratulations to the following employees who celebrated anniversaries:

- Max Calder, Transit Operations Specialist – 5th anniversary on August 30.
- Paulina Gilbert, Communications Relations Coordinator – 5th anniversary on August 30.