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Agenda

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

June 23, 2005

9:00 a.m.

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

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

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - June 9, 2005 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.
4. Presentation of Employee Awards Receive

Coca-Cola Scholarship Awards



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

5. Closed Session Items

Possible Action

- a. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (Subdivision (a) of Section 54956.9) California Regional Water Quality Control Board v. Metropolitan Transit System, Complaint No. R9-2005-0062

Oral Report of Final Actions Taken in Closed Session

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

- | | | |
|-------|---|---------|
| * 6. | <u>MTS: Internal Audit Report on MTS Accounting</u>
Action would receive this report for information. | Receive |
| * 7. | <u>MTS: Disadvantaged Business Enterprise (DBE) Semiannual Report</u>
Action would receive the semiannual fiscal year 05 Disadvantaged Business Enterprise reports for Federal Highway Administration- and Federal Transit Administration-assisted contracts for the April 1 to September 30 reporting period. | Receive |
| * 8. | <u>MTS: Transportation Development Act/State Transit Assistance Claims</u>
Action would adopt Resolution Nos. 05-6, 05-7, 05-8, and 05-9 approving Fiscal Year 2006 Transportation Development Act and State Transit Assistance claims. | Approve |
| * 9. | <u>MTS: ATC/VANCOM Contract Amendment - Bus Stop Maintenance</u>
Action would (1) authorize the CEO to execute a contract amendment with ATC/VANCOM to provide additional bus stop maintenance services from July 1, 2005, through June 30, 2007; and (2) ratify Amendment No. 5 for fiscal year 2005 previously executed by the CEO under his authority. | Approve |
| * 10. | <u>SDTC: Towing Services - Extension of Month-to-Month Agreement</u>
Action would (1) waive the formal competitive bidding requirements of Policy No. 13, Section 13.5; and (2) authorize the MTS Chief Operating Officer-Bus to extend a temporary month-to-month agreement for towing services with A to Z Enterprises (doing business as RoadOne San Diego) until such time that a new contract can be solicited and awarded. | Approve |
| * 11. | <u>MTS: Grossmont Trolley Station Joint Development Project - Resolution of Support for the City of La Mesa's Application for Pilot Smart Growth Incentive Program Funds</u>
Action would adopt Resolution No. 05-10 supporting the filing of an application for federal surface transportation funds through the San Diego Association of Governments for the Pilot Smart Growth Incentive Program for the Grossmont Trolley Station Project. | Approve |

- * 12. MTS: Accounting Services Contract Amendment Approve
Action would: (1) waive the formal competitive bidding requirements of Policy No. 13; and (2) authorize the CEO to amend the existing contract with Tom Saiz, CPA, to provide assistance with the completion of the FY 04 audit and the preparation of financial statements and the Comprehensive Annual Financial Report for MTS, San Diego Trolley, Inc., and San Diego Transit Corporation.

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

30. MTS: Federal and State Legislative Update Possible Action
Action would (1) receive a report on the current status of various state and federal legislative bills; (2) authorize the federal and state lobbyist to represent MTS's position on each bill; and (3) authorize staff to proceed with the additional proposed changes to MTS's enabling legislation.
31. MTS: Comprehensive Operational Analysis: Policy Guidance on Service Development Approve
Action would approve the recommended service development guidelines and framework for the Regional Service Concept.
32. MTS: Update on S70 to SD100 Vehicle Compatibility Approve
Action would (1) direct staff to continue to pursue resolving incompatibility between the new S70 light rail vehicles; and (2) direct staff not to operate mixed (SD100/S70) consists during the initial opening phase of Mission Valley East until the compatibility can be resolved.
33. SDTC: Janitorial Service Contract Termination and Request for Waiver to MTS Policy No. 13 Approve
That the Board of Directors authorize the MTS Chief Operating Officer-Bus: (1) to terminate the current janitorial contract with Golden Pacific Maintenance (Golden) for default in the event that Golden fails to cure the default in its performance within the allotted ten-day time period; (2) in the event of termination, to enter into a temporary month-to-month contract with the previous contractor, Calderon Building Maintenance, until a new contract can be solicited; and (3) authorize a waiver to the competitive bid requirements of MTS Policy No. 13, Section 13.5(i), to allow for a negotiated procurement that would evaluate cost as well as experience of each proposer instead of evaluating cost from only the highest-ranked proposer.

34. MTS: Rural Bus Services - Contract Amendment Approve
Action would authorize the Chief Executive Officer (CEO) to (1) execute Amendment No. 1 to MTS Doc. No. B0397.0-03 for Rural Bus services for the first one-year option period; (2) execute Amendment No. 1 to MTS Doc. No. B0439.0-04 for Rural Bus automated vehicle location (AVL) services for a 17-month period with a 15-day cancellation provision; and (3) as part of the COA, direct staff to conduct a route-by-route service analysis to determine whether to make significant reductions to the Rural Service and possibly conduct a public hearing.

REPORT ITEMS

45. MTS: Operations Budget Status Report for April FY 2005 Receive
Action would receive this report for information.
46. MTS: April Monthly Performance Indicators Receive
Action would receive this report for information.
47. MTS: 2005 Coca-Cola Zero Rock 'N' Roll Marathon Recap Receive
Action would receive this report for information.
60. Chairman's Report Possible Action
61. Chief Executive Officer's Report Information
62. Board Member Communications
63. Additional Public Comments Not on the Agenda Possible Action
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
64. Next Meeting Date: July 14, 2005
65. Adjournment

JGarde
ECBDAGENDAS
6/17/2005

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 6/23/05

CALL TO ORDER (TIME): 9:01 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 9:43 a.m.

RECONVENE: 9:54 a.m.

ORDINANCES ADOPTED: _____

ADJOURN: 12:38 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:10 a.m. during AI 3	
CLABBY	<input checked="" type="checkbox"/> (Greer) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		10:30 a.m. during AI 31
LEWIS, Mark	<input type="checkbox"/> (Hanson-Cox) <input checked="" type="checkbox"/>		
MAIENSCHIN	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input checked="" type="checkbox"/> (Zarate) <input type="checkbox"/>	9:10 a.m. during AI 3	
RINDONE	<input checked="" type="checkbox"/> (Davis) <input type="checkbox"/>		
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		<input checked="" type="checkbox"/>
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	9:24 a.m. during AI 4	11:25 a.m. during AI 32
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:07 a.m. during AI 3	11:07 a.m. during AI 31
ZUCCHET	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

Gail Williams

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Jeffrey K. ...

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

June 9, 2005

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

MINUTES

1. Roll Call

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

2. Approval of Minutes

Mr. Young moved to approve the minutes of the May 26, 2005, Board of Directors meeting. Mr. Emery seconded the motion, and the vote was 8 to 0 in favor.

3. Public Comments

There were no Public Comments.

4. Presentation of Employee Awards

There were no Employee Awards.

5. Closed Session Items (ADM 122)

There were no Closed Session items.

CONSENT ITEMS

6. MTS: Internal Audit Report on the Payroll Process (LEG 492, PC 30100)

Recommend that the Board of Directors receive this report for information.

7. MTS: San Ysidro Intermodal Transportation Center Project Update and Phase III Ticket Booth Project Construction Contract Award (CIP 10453)

Recommend that the Board of Directors (1) waive the irregularity in the bid submitted by HAR Construction, Inc. (HAR); (2) authorize the Chief Executive Officer (CEO) to

execute a contract (MTS Document No. L0726.0-05) with HAR to construct the San Ysidro Intermodal Transportation Center (SYITC) Phase III Ticket Booth Project (LRT-10453C), in substantially the same form as shown in Attachment A of the agenda item, in an amount not to exceed \$393,888; and (3) approve a 10 percent construction contingency totaling \$39,389.

Mr. Lewis asked if MTS was adopting new guidelines that would allow the acceptance of bids even though they are not properly completed. Mr. Jablonski explained that staff has some latitude with respect to bids and engineering estimates. SANDAG Director of Transit Engineering and Construction Jim Linthicum stated that minor deviations can be accepted as outlined on page 3 of the agenda item. He stated that, if the bidder submits a bid with a deviation that doesn't affect the end result, the competitive balance, or the second bidder, the contract can be awarded if it is the lowest responsive and responsible bid.

Mr. Lewis pointed out that, as a result of change orders, the low bidder may eventually be paid more than the next lowest bidder. He felt that there may have been a problem with engineering estimates for this project, in particular in the estimate of the amount of material that would be needed. He stated that the contractor should be held to the engineering estimate, or MTS needs to get more accurate engineering estimates. Mr. Monroe asked for an explanation of the difference between the engineering estimate of \$236,000 and the low bid of \$393,888. Mr. Linthicum stated that this difference is a reflection of how fast costs are rising in San Diego County. In response to a question from Mr. Monroe, Mr. Linthicum stated that the ticket booth is necessary. He explained that the person with the franchise is currently housed in a trailer on General Services property via a permit as a temporary measure only.

8. SDTC: Leased Bus Tires and Related Services: Contract Award
(OPS 920.6, PC 30101)

Recommend that the Board of Directors authorize the MTS Chief Operating Officer-Bus to execute a three-year contract with 2 one-year options (SDTC Doc. No. B05-001 – Attachment A of the agenda item), in substantially the same form as attached, in an amount not to exceed \$3,791,182.43 with Michelin North American, Inc. for leased bus tires and related services for the Imperial Avenue and Kearny Mesa Divisions.

In response to a question from Mr. Young, SDTC Manager of Procurement Kent Tsubakihara explained that staff has discussed and examined whether to buy or lease tires a number of times. He stated that SDTC would have to hire employees, purchase equipment, and dispose of discarded tires if tires were purchased rather than leased. Mr. Jablonski stated that leasing is a very common practice in the bus industry and is a long-standing issue in terms of cost comparison, cost of inventory, personnel, and the disposal of discarded tires. Mr. Jablonski explained that the contract amount increased primarily due to the larger and more costly tires needed for the New Flyer CNG-powered buses, which weigh more than conventional buses. MTS Chief Operating Officer – Bus Claire Spielberg reported that, under the Michelin contract, SDTC will not have to pay for damaged tires, which is contrary to industry standard.

9. MTS: Construction Contract Change Orders for Mission Valley East
(CIP 426.2, 426.3, 426.4, 426.5)

Recommend that the Board of Directors authorize the CEO to (1) execute Contract Change Order (CCO) No. 206, Supplement No. 3, with Balfour Beatty/Ortiz Enterprises, Inc., Joint Venture (BBO), in substantially the same form as Attachment A of the agenda item, for additional removal and disposal of rock, and furnishing bedding materials for pipelines, under Contract LRT 426.4, La Mesa Segment, in an amount not to exceed \$41,654.48. This will increase the CCO total amount to \$131,654.48; (2) execute CCO No. 124, Supplement No. 2, with Stacy & Witbeck, Inc. (SWI), in substantially the same form as Attachment B of the agenda item, for increases in bid item quantities under Contract LRT-426.5, Track & Systems, in an amount not to exceed \$108,260; and (3) execute CCO No. 121 with Orion/Balboa Construction, Joint Venture (OBJV), in substantially the same form as Attachment C of the agenda item, to construct a pressure-reducing vault under Contract LRT-426.2 in an amount not to exceed \$165,000. This CCO would pay OBJV to install water main improvements, which were originally slated to be installed by the contractor for the Grantville Segment of the Mission Valley East (MVE) Project under Contract LRT-426.3 but were deleted.

10. MTS: Disadvantaged Business Enterprise (DBE) Semiannual Report (LEG 430, PC 30100)

Recommend that the Board of Directors receive the semiannual fiscal year 04 DBE reports for the Federal Highway Administration (FHWA)- and Federal Transit Administration (FTA)-assisted contracts (Attachments A and B of the agenda item).

11. MTS: Rural Bus Services – Contract Amendment (OPS 920.5, PC 30207)

Recommend that the Board of Directors authorize the CEO to execute (1) Amendment No. 1 to Contract No. B0397.0-03 for Rural Bus services for the first one-year option period; and (2) Amendment No. 1 to Contract No. B0439.0-04 for Rural Bus automated vehicle location services for a 17-month period.

Mr. Monroe stated that he would like to see expense and ridership data for these routes. In response to another comment from Mr. Monroe, Mr. Jablonski stated that the contract allows MTS the latitude to modify or eliminate routes even though the contract amendment extends the contract to August 2006. Mr. John Davenport, MTS Contract Services Administrator, stated that Rural Bus Services carry approximately 5,000 passengers per month, and the subsidy is about \$24.50 per one-way trip. Mr. Davenport also stated that this service is considered life-line service, and Mr. Emery pointed out that many of these individuals either don't have a car or are not able to drive and have no other options but to use transit. He stated that it is important to keep this in mind when making service-related decisions.

Mr. Jablonski pointed out that these discussions are more appropriately held as part of the COA process, not as part of the decision to amend the contract, which is necessary in order to keep the service in place. MTS Director of Planning and Performance Monitoring Conan Cheung reported that the decision-making phase as it relates to service policies will begin shortly. Mr. Ewin suggested that staff approach Laidlaw Transit Services regarding a month-to-month arrangement. Ms. Tiffany Lorenzen, MTS

General Counsel, stated that the contract may be federally funded and therefore subject to certain procurement guidelines that would prohibit a month-to-month arrangement. She offered to research this matter. It was agreed to continue this item.

12. MTS: Election to Fill Vacant Position of San Diego and Arizona Eastern (SD&AE) Railway Company Treasurer and Alternate Board Member (SDAE 710.1, PC 40099)

Recommend that the Board of Directors (1) receive the San Diego and Imperial Valley (SD&IV) Railroad, Pacific Southwest Railway Museum Association (PSRMA), and Carrizo Gorge Railway, Inc. (CZRy) quarterly reports (Attachment A of the agenda item); (2) ratify actions taken by the San Diego and Arizona Eastern (SD&AE) Railway Board of Directors at its meeting of May 10, 2005 (Attachment B of the agenda item); and (3) appoint Jim Bertram, as recommended by the SD&AE Board, to replace Mike Ortega's positions as Treasurer and Alternate for Tom Schlosser (Board Member).

Mr. Emery stated that he was interested in the removal of sand from the right-of-way on the Desert Line by the Carrizo Gorge Railway, Inc. (CZRy) as referenced in their 1st Quarter 2005 Report. He stated that he has viewed their sand-removal operation, and it seems excessive. He stated that their report did not provide any details regarding this operation. He stated that he would like to know how much money they are making on this operation, the yards of earth moved, etc. He stated that he asked for this information previously but does not yet have it. He felt that future quarterly reports from CZRy should include that level of detail. Mr. Jablonski stated that some of that information is already available in the mandatory quarterly financial reports submitted by CZRy. He stated that this information can be provided as a recap of the San Diego & Arizona Eastern (SD&AE) Railway Board meeting. Ms. Lorenzen stated that this information has already been brought before the Board for the last three months, but staff will bring back annual information as well.

In response to a question from Mr. Ewin, Mr. Jablonski described the sand removal operation and its necessity. He advised the Board that a SANDAG engineer and MTS's Right-Of-Way Manager have both observed and evaluated the sand removal currently being done by CZRy. He added that CZRy has also hired an independent engineering firm to help them prepare for inspection of the track so they can maintain their Class II rating. Mr. Linthicum reported that the sand removal was necessary to keep the sand from the dunes along the railway from blowing onto the tracks and for drainage purposes. Mr. Emery stated that he was particularly concerned about the sand removal being done in the Ocotillo trench. Mr. Linthicum stated that CZRy may have over-excavated slightly, but he felt that it had legitimate value. He added that the questions that remain to be answered are whether they are doing it properly from an engineering standpoint so it doesn't exacerbate problems, and whether or not they are overdoing it.

Mr. Emery stated that, since this operation is being conducted on MTS property, MTS needs to be aware of the amount of work being performed there, whether or not CZRy has the appropriate permits, and the extent of MTS's liability. Mr. Jablonski stated that the Federal Railroad Administration (FRA) recently conducted an inspection of the Desert Line and identified 30 to 40 deficiencies that the CZRy must fix within 30 days. He stated that these deficiencies have to be corrected, and CZRy must get the bridges

and tunnels inspected and repaired as needed to maintain their Class II rating. In response to a question from Mr. Ewin, Ms. Lorenzen, MTS General Counsel, reported that the next meeting of the SD&AE Board of Directors will take place on July 26 at MTS. Mr. Jablonski reported that CZRy is submitting its reports as required in the scope of the contract although sometimes the reports are not timely. He stated that, once CZRy begins freight operations, MTS has a contractual requirement that the line be maintained at a Class II level. He added that he would like to see a copy of all inspection reports and will follow up to ensure that MTS receives documentation of repairs of deficiencies within 30 days or there will be a contractual issue. He added that CZRy's last report did not include information on revenue generated by freight, which is minimal right now but will increase in the future.

Mr. Clabby asked if staff knows the value of the sand that is being removed and if MTS has audit rights to ensure that the value is being put back into the rail operation. He stated that, with all the construction activity occurring in the San Diego area, sand is a very valuable commodity. Mr. Jablonski reported that MTS does know what revenue is being generated by the sand-removal operation, and MTS does have audit rights. Mr. Emery requested that staff direct the MTS auditor to audit CZRy's reports.

13. MTS: An Ordinance Amending Ordinance No. 13, an Ordinance to Repeal and Adopt Document No. 164, Codified Rules and Regulations, as Ordinance No. 13: Second Reading (ADM 122.2, PC 30100)

Recommend that the Board of Directors adopt the attached (Attachment A of the agenda item) ordinance "An Ordinance to Repeal and Adopt Document No. 164, codified Rules and Regulations, as Ordinance No. 13," and direct publication of an ordinance summary.

Recommended Consent Items

Mr. Monroe moved to approve Consent Agenda Item Nos. 6, 7, 8, 9, 10, 12, and 13 and continue Consent Agenda Item No. 11. Mr. Ewin seconded the motion, and the vote was 10 to 0 in favor.

NOTICED PUBLIC HEARINGS

Chairman Williams opened the public hearing at 9:51 a.m.

25. MTS: FY 2006 Budget: Public Hearing and Adoption (FIN 310.1, PC 30100)

Mr. Jablonski advised the Board that staff's presentation would be brief as nothing in the FY 06 budget had been changed since staff's last presentation to the Board. Mr. Larry Marinesi, MTS Budget Manager, reviewed the process that was used to develop the budget and the FY 06 budget in summary form. He pointed out that total operating revenue is projected to increase 1.9 percent, and subsidy is projected to increase by 11.3 percent. He stated that the FY 06 subsidy utilizes \$4.58 million in Congestion Mitigation & Air Quality (CMAQ) funds and \$2.37 million in bus rapid transit (BRT) funding. He reported that total expenses are projected to increase by 8.0 percent, which includes expenses related to Mission Valley East. Mr. Marinesi also reviewed FY 06 operational/budget highlights and a summary of five-year budget projections. He

pointed out that the budget projects a decrease in the use of nonrecurring revenues from \$12.5 million in FY 05 to \$2.5 million in FY 06.

Mr. Jablonski reported that a presentation of this material was given at the last SANDAG Transportation Committee meeting and was favorably received by Committee members. He stated that they expressed appreciation for the detail staff provided, and there were no new issues. He stated that efforts are ongoing to resolve issues related to Jobs Access Reverse Commute (JARC) and Air Pollution Control District (APCD) funding. Mr. Jablonski also reported that the bill for the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21) is currently in conference committee.

In response to a question from Mr. Ewin, Mr. Jablonski stated that MTS's share of the 13 percent TransNet II allocation for operations is included in the five-year projections. He added that TransNet II includes an additional 3.5 percent for operations that has not been included in the five-year projections. He stated that SANDAG is considering placing this portion in a discretionary capital fund. He also stated that he has informed SANDAG Executive Director Gary Gallegos that MTS will lose CMAQ funding in three years and will be looking for replacement funding about the time this additional 3.5 percent becomes available.

Public Comments

There were no Public Comments during the Public Hearing.

Mr. Jablonski credited MTS's Planning and Performance Monitoring Department for the lack of Public Comments on the budget. He stated that their extensive outreach effort to the public was a good mechanism for hearing the public's comments. He stated that staff members did a good job.

Chairman Williams closed the Public Hearing at 9:59 a.m.

Action Taken

Mr. Young moved to adopt Resolution 05-4 (Attachment B of the agenda item) approving the operating and capital budget for MTS and approving the operating budgets for SDTC, SDTI, MTS Contract Services, Chula Vista Transit National City Transit, and the Coronado Ferry. Mr. Roberts seconded the motion, and the vote was 13 to 0 in favor.

DISCUSSION ITEMS

There were no Discussion Items.

REPORT ITEMS

There were no Report Items.

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

Magnetically Levitated Trains (Maglevs): Chairman Williams reported on he and Mr. Mathis's recent trip to China. Of particular note to the MTS Board was the information they shared about Maglevs in China. He displayed a model. Mr. Mathis reported that they rode the maglev train, which reached a speed of 283 miles per hour in about three minutes in the short distance it traveled to the airport from its station in Shanghai. Mr. Roberts reported that SANDAG and the County Board of Supervisors have taken a position of support for approaching the federal government for grants for the planning and study of this technology. Mr. Roberts suggested that all airports in southern California should be connected using this technology. Mr. Monroe requested that staff report back to the Board on this subject.

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

Rock N' Roll Marathon: Mr. Jablonski reported that the Suzuki Rock 'n Roll Marathon was held last weekend, and the new course worked very well from a transit perspective. He reported that normal service was restored by 8:45 a.m. He advised the Board that a full report will be made at a later meeting.

Federal Transit Administration (FTA) Security and Emergency Management Evaluation: Mr. Jablonski reported that the FTA has completed an evaluation of MTS's security and emergency management as part of their review of the top 20 agencies in the country. He stated that they rate each agency in 20 different categories and like to see an agency achieve a rating of at least 16 (out of 20). He stated that they rated MTS 18. He stated that the FTA made the following suggestions: 1) That MTS continue to develop its total risk assessment of various aspects of its operation; and 2) that MTS develop a more comprehensive program of communications with the public about security issues. He stated that MTS has already started that process with the dissemination of a pamphlet to the public about these matters. He added that the FTA was very complimentary of the recent emergency preparedness drill that MTS conducted.

62. Board Member Communications

Security Procedures: In response to a question from Ms. Kaltenborn, SDTI President-General Manager Tereschuck reported that trolley enforcement officers wear rubber gloves whenever handling "contaminated" items encountered while they are on duty.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is Thursday, June 23, 2005, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Williams adjourned the meeting at 10:20 a.m.



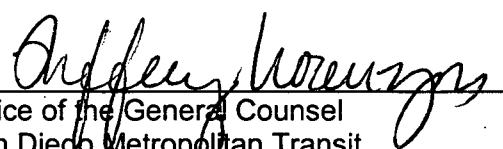
Chairman
San Diego Metropolitan Transit
Development Board

Filed by:



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

Approved as to form:



Office of the General Counsel
San Diego Metropolitan Transit
Development Board

Attachment: A. Roll Call Sheet

gail.williams/minutes

METROPOLITAN TRANSIT DEVELOPMENT BOARD
ROLL CALL

MEETING OF (DATE): 6/9/05

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

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 10:20 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:09 a.m. during AI 7	
CLABBY	<input checked="" type="checkbox"/> (Greer) <input type="checkbox"/>		
EMERY	<input checked="" type="checkbox"/> (Cafagna) <input type="checkbox"/>		9:58 a.m. during Public Hearing
EWIN	<input checked="" type="checkbox"/> (Jantz) <input type="checkbox"/>		
KALTENBORN	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
LEWIS, Mark	<input checked="" type="checkbox"/> (Hanson-Cox) <input type="checkbox"/>		
MAIENSCHIN	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>	9:18 a.m. during AI 9	
MATHIS	<input checked="" type="checkbox"/> (N/A) <input type="checkbox"/>		
MONROE	<input checked="" type="checkbox"/> (Tierney) <input type="checkbox"/>		
MORRISON	<input type="checkbox"/> (Zarate) <input checked="" type="checkbox"/>	9:09 a.m. during AI 7	
RINDONE	<input type="checkbox"/> (Davis) <input type="checkbox"/>	9:09 a.m. during AI 7	
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:12 a.m. during AI 7	
ROSE	<input checked="" type="checkbox"/> (Janney) <input type="checkbox"/>	9:09 a.m. during AI 7	
RYAN	<input type="checkbox"/> (B. Jones) <input checked="" type="checkbox"/>		
WILLIAMS	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
YOUNG	<input checked="" type="checkbox"/> (Vacant) <input type="checkbox"/>		
ZUCCHET	<input type="checkbox"/> (Vacant) <input type="checkbox"/>		<input checked="" type="checkbox"/>

SIGNED BY THE OFFICE OF THE CLERK OF THE BOARD

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL

Gail Williams
Jeffrey Williams

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

ORDER REQUEST RECEIVED

Public Hearing
 []
 []
 []

****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 6-23-05
 Name (PLEASE PRINT) TRACY SUNDLUN
 Address 10942 Hillcreek Rd
Santee, CA 92071
 Telephone 619-726-1952
 Organization Represented (if any) Rock 'n' Roll Marathon

Subject of your remarks: Thank you / Mini Report

Agenda Item Number on which you request to speak 47
 Your comments are presenting a position of: SUPPORT ☒ OPPOSITION ☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

PC 3

ORDER REQUEST RECEIVED

2

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

@ 9:06

1. INSTRUCTIONS

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

Date

Name (PLEASE PRINT)

Address

Telephone

Organization Represented (if any)

Subject of your remarks:

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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TRANSY

RTS - LATON WAGON GUNN'S SON
DOW

MTS/Coca-Cola High School Seniors
Scholarship Winners

Class of 2005 Presentation to
the MTS Board

Suzana Arellano SDHS of
International Studies

"The new trolley route will improve
the quality of life of all members of
society, including those individuals
who do not use public transportation."



Accepted:UCSD

Paulin Chitoya Crawford High School
of Law and Business

"Public Transportation has made an
impact on the citizens of San Diego. It
has helped many riders overcome
stress by reducing the number of
people driving on the roads. They can
read a book, catch up on some sleep,
or make a new friend while getting to
where they wish to go."

Accepted: SDSU

Jadi Conkling

San Diego High School

"As commuters sit in traffic on the eight interstate and see the trolley passing quickly beside them, perhaps next time they will consider taking the new Green Line."

Accepted: Carleton College, Minnesota



Darrell Enriquez

Morse High School

"The rapid rise in traffic and gas prices has prompted a serious search for alternative forms of transportation. The MTS Green Line will help to ease congestion while making San Diego a safer and more efficient city."

Accepted: UCSD



Alan Alejandro Espino

Herbert Hoover
High School

"Personally to me the addition of the MVE Trolley Extension will be of convenience to my family and me, because I plan to work at Sea World and I am planning to go to San Diego State. I believe that it will be easier to take the Trolley from Old Town to State after work or vice versa rather than take three to four buses just to reach my destination."

Accepted: City College



Panna Felson

La Costa Canyon High School

"Could San Diego be considered a college town? Maybe San Diego isn't small enough by some standards, but soon it will feel that way - once the Mission Valley Extension of the Green Line Trolley starts whizzing through SDSU."

Accepted: Cal Tech



Michael Fiszman

High Tech High School

"Those familiar bright red cars jutting along the rails act as mass transit melting pots where everyone can share experiences, life stories, or even the occasional Padres score."

Accepted: Northeastern University



Henry Finkelstein

La Jolla High School

"The LRV's sleek exterior and comfortable interior (prophesied to attract a new, hipper generation of trolley riders), is not its only asset; the new cars are lower to the ground and, in lieu of steps, have an automatically deployed ramp that guarantees wheel chairs, parents with small children and strollers, and all other mobility-impaired citizens easy access."

Accepted: Yale



Ashley Gambrell

University of San Diego
High School

"The new trolley line has opened up many new transportation options for those who work within close proximity of the Green Line. The option of riding the Trolley to work or school will cut down on the cars and trucks on the road. The decrease in vehicles will also decrease the pollution emitted into the air."

Accepted: Cal Poly



Adam Garrie

La Jolla High School

"It is most fitting that the color green has been chosen to represent the new trolley line as it is the symbol of regeneration, of growth and hope."

Accepted: UCLA



Raquel Ramirez Gomez

Herbert Hoover
High School

"Once the new Green Line Trolley opens, more students will be able to get to SDSU faster than driving or finding a ride...Perhaps more important, students can relax on the trolley and maybe listen to music or have a cup of coffee. This will get their day off to a better start."

Accepted: SDSU



Emily Grant

La Jolla High School

"Users of the Trolley network can forget the unfortunate, common experience of being on a six-lane highway that is completely backed up with traffic....It is much more advantageous for drivers to embrace the trolley as a means of easy, cheap, and reliable transportation than to keep spending time and money on their gas guzzling vehicles"

Accepted: UCSB



Ashley Grove

Point Loma High School

"As a San Diego resident of eighteen years, the MTS Green Line Trolley is one of the lines that is incredibly important to me. Without a car, the trolley has served as a key to my independence"

Accepted: UCSD



Kelly Lam

Sweetwater Union High School

"First and foremost, I believe the Green Line Trolley reflects the growing awareness in technology in our region, and the beauty and class of San Diego."

Accepted: UCSD



Hahn Nguyen

The Preuss School at UCSD

"The Green Line Trolley, like all public transportation, has aided and will aid San Diego for many years to come. From a single person to the entire community, the trolley is part of the life of San Diego."

Accepted: UCSD



Monica Nguyen

Mira Mesa High School

"The MTS Green Line Trolley impacts everyday life in San Diego. It provides the people with a form, or alternate form, of transportation, which is convenient, prompt, safe and better for the environment."

Accepted: UC Berkeley



Dwight Nwaigwe

The Preuss School at UCSD

"Instead of arriving at school two hours early to secure a parking space, pupils can ride the trolley and arrive at class comfortably and timely."

Accepted: UCSD



Jennifer Pangarian

James Madison
High School

"Gas prices are rising, there's not enough parking, road rage and freeway traffic aren't things to look forward to. Another option to avoid all of that would be the trolley."

Accepted : UCSB



Yasmin Perez

San Diego High School

"For years my mother had no car and she would ride the bus to work while my sister and I rode the bus to school. I did not understand how important the bus was to my mother at the time. It helped my mom keep her job, which allowed us to keep surviving."

Accepted: Simmons, Boston



Torey Raphael

Mount Carmel High School

"From the dinner, dancing, drinks, or other venues in the Gaslamp Quarter to the activities at the Convention Center and Seaport Village, downtown San Diego is more open to economically essential tourism because of the Trolley system."

Accepted: USC



Ashley Richards

Academy of Our Lady of Peace

"Wow, thank you Chris! San Diego is growing fast and it's creating lots of problems. With bumper-to-bumper traffic, people parking on the sidewalks, and the high level of smog in the air, the people of San Diego need the MTS Green Line more than ever!"

Accepted: Howard, Washington DC



Evelyn Roberts

Valley Center High School

"So don't be an angry bee this summer. Relax. Hop on the new extended Green Line, and enjoy the ride, thanks to the MTS and the San Diego Trolley."

Accepted: Point Loma Nazarene



James Watts

Chula Vista High School

"With this new addition, it will have major impacts in the flow of transportation in San Diego by reducing over crowding in the trolleys, help struggling college students who cannot afford a parking permit, and help commuters save money on gas."

Accepted: UC Long Beach



Roxanne Winston

SD School of Creative
and Performing Arts

"Another group that is largely affected by the public transportation system is the physically and mentally disabled population of San Diego. With the transit system they are able to gain a certain amount of independence. This independence is priceless"

Accepted: UC Berkeley



MTS/Coca-Cola High School Seniors
Scholarship Winners

Class of 2005 Presentation to
the MTS Board



Alejandra Navarro

Chula Vista High School

"I myself have experienced the excitement of being for the first time on the trolley. I can still remember being about six years old when my mother took me to my cousin's house on the trolley."

Accepted: SDSU



Jeffrey Rapp

Montgomery High School

"If an outside organization conducted an in depth review of how much the city, the citizens and the businesses will benefit from the Green Line, the numbers would be overwhelming."

Accepted: SDSU



Adam Sacks

La Jolla High School

"Imagine waking up for work, eating breakfast and kissing your spouse to go off to work, but instead of getting into your car, you hop on your bike for a few minutes and get on a Trolley."

Accepted: Emory University





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

Agenda

Item No. 6

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

LEG 492 (PC 30100)

June 23, 2005

Subject:

MTS: INTERNAL AUDIT REPORT ON MTS ACCOUNTING

RECOMMENDATION:

That the Board of Directors receive this report for information.

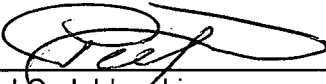
Budget Impact

None.

DISCUSSION:

The MTS Internal Auditor recently performed a review of cash disbursements and bank reconciliation functions. The objective of the review was to assess the adequacy of controls over these functions.

As a result of this review, several recommendations were offered to improve internal controls. Management has accepted these recommendations, and action is underway to implement them.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Mark Abbey, 619.557.4573, mark.abbey@sdmts.com

JGarde/JUNE23-05.6.ACCTINGAUDIT.MABBEY
5/31/05

Attachment: A. Internal Audit Report on MTS Accounting (**Board Only**)



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



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619.231.1466 FAX 619.234.3407

Agenda

Item No. 7

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

LEG 430 (PC 30100)

June 23, 2005

Subject:

MTS: DISADVANTAGED BUSINESS ENTERPRISE (DBE) SEMIANNUAL REPORT

RECOMMENDATION:

That the Board of Directors receive the semiannual fiscal year (FY) 05 DBE reports for Federal Highway Administration (FHWA)- and Federal Transit Administration (FTA)-assisted contracts (Attachments A and B) for the April 1 to September 30 reporting period.

Budget Impact

None.

DISCUSSION:

In November 2004, the Board of Directors approved the following DBE goals for FY 05:

FHWA-Assisted Projects

- DBE Goal for FY 05 – 8.2 percent

In September 2004, the Board of Directors approved the following DBE goals for FY 05:

FTA-Assisted Projects

- DBE Goal for FY 05 – 13.8 percent



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

DBE Reporting Requirements

The DBE reporting requirements have changed. Previously, it was necessary to report on DBE progress payments, which consisted of all payments made to DBE subcontractors on a quarterly basis. Federal guidelines now require that only contracts that begin and end during a semiannual reporting period need to be monitored and submitted to the FTA and FHWA. For consistency, the same information will be reported to the Board for approval before submission to the FTA and FHWA. Due to this change and the fact that the San Diego Association of Governments (SANDAG) has acquired a sizeable portion of the construction contracts, the numbers reported to MTS are significantly smaller in scope.

DBE Semiannual FY 05 Report for FHWA-Assisted Projects

Attached is a summary illustrating semiannual FY 05 DBE participation for FHWA-assisted projects (Attachment A).

Although goals were set for FHWA monies for FY 05, only two contracts were initiated during the semiannual reporting period totaling \$32,000. None of the money allocated for these two contracts went to DBE firms. Therefore, we met 0 percent of our DBE FHWA goal of 8.2 percent.

No FHWA contracts were completed during the reporting period.

DBE Semiannual FY 05 Report for FTA-Assisted Projects


Attached is a summary illustrating semiannual FY 05 DBE participation for FTA-assisted projects (Attachment B).

The total dollar value of the prime contracts awarded during this reporting period was \$2,147,580.00. This consisted of 66 contracts, work orders, and/or purchase orders. Sixteen prime contracts were awarded to DBE firms or subcontractors with a dollar value of \$258,655.00. The percentage of prime contracts awarded to DBE firms was 24 percent, and the dollar value awarded to DBE firms was 12 percent of FTA-allocated funds. There was a contract with New Flyer for procurement of 47 new buses with a dollar value of \$13,279,956.00 that was executed during the FY 05 semiannual reporting period. Since New Flyer has its own DBE monitoring requirements and it is not possible for MTS to count the funds that New Flyer pays to its DBE subcontractors toward meeting our goals, this contract was not included in the calculations.

Due to the completion of several Mission Valley East contracts that have substantial dollar amounts, the numbers for the closeout portion of the report are uncharacteristically inflated. One hundred and eight prime contracts were completed at a total FTA dollar value of \$88,441,868.00. DBE primes and subcontractors were awarded \$10,158,403.00 of the contracts that were closed out during the FY 05 semiannual reporting period, resulting in 11 percent total DBE participation.

Technical Assistance/Outreach

Various outreach efforts targeting DBEs are instituted by the agency to assist in achievement of agency DBE goals. Project bid advertisement notices are published in general circulation media, minority-focused media, and trade-focused media. DBE firms with trades specific to a project's work scope are also identified in the agency's DBE directory and the California Department of Transportation's (Caltrans') DBE database and sent advertisement notices. To assist contractors in meeting a project goal, a DBE directory is compiled specifically to a project's scope of work and is provided to contractors at agency prebid meetings. Additionally, staff participates in community outreach workshops and trade fairs/expos to increase DBE awareness and to inform DBEs of agency contracting opportunities.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Traci Bergthold, 619.557.4540, tbergthold@sdmts.com

JGarde
JUNE23-05.7.DBESEMIRPT.TBERGTHOLD
6/1/2005

Attachments: A. DBE Participation Report for FHWA-Assisted Projects
B. DBE Participation Report for FTA-Assisted Projects

UNIFORM REPORT OF DBE AWARDS OR COMMITMENTS AND PAYMENTS

****Please refer to the instructions sheet for directions on filling out this form****

1. Submitted to (check only one): <input checked="" type="checkbox"/> FHWA <input type="checkbox"/> FAA <input type="checkbox"/> FTA--Vendor Number									
2. AIP Numbers (FAA Recipients Only):									
3. Federal fiscal year in which reporting period falls: FY 05									
4. Date This Report Submitted: 6/23/2005									
5. Reporting Period <input type="checkbox"/> Report due June 1 (for period Oct. 1-Mar. 31) <input checked="" type="checkbox"/> Report due Dec. 1 (for period April 1-Sept. 30)									
6. Name of Recipient: Metropolitan Transit System									
7. Annual DBE Goal(s): Race Conscious Goal 0 % Race Neutral Goal 8.2 % OVERALL Goal 8.2 %									
	A	B	C	D	E	F	G	H	I
AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (total contracts and subcontracts awarded or committed during this reporting period)	Total Dollars	Total Number	Total to DBEs (dollars)	Total to DBEs (number)	Total to DBEs /Race Conscious	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs
8. Prime contracts awarded this period	32,000	2	0	0	0	0	0	0	0
9. Subcontracts awarded/committed this period	0	0	0	0	0	0	0	0	0
TOTAL			0	0	0	0	0	0	0
	A	B	C	D	E	F	G	H	I
DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER	Black American	Hispanic American	Native American	Subcont. Asian American	Asian-Pacific American	Non-Minority Women	Other (i.e. not of any other group listed here)	TOTALS (for this reporting period only)	Year-End TOTALS
10. Total Number of Contracts (Prime and Sub)	0	0	0	0	0	0	0	0	0
11. Total Dollar Value	0	0	0	0	0	0	0	0	0
	A	B	C	D	E				
ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	Number of Prime Contracts Completed	Total Dollar Value of Prime Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Percentage of Total DBE Participation				
12. Race Conscious	0	0	0	0	0				
13. Race Neutral	0	0			0				
14. Totals	0	0			0				
15. Submitted by (Print Name of Authorized Representative)					16. Signature of Authorized Representative				
17. Phone Number:					18. Fax Number:				

UNIFORM REPORT OF DBE AWARDS OR COMMITMENTS AND PAYMENTS										
Please refer to the Instructions sheet for directions on filling out this form										
1. Submitted to (check only one):		<input type="checkbox"/> FHWA		<input type="checkbox"/> FAA		<input checked="" type="checkbox"/> FTA--Vendor Number				
2. AIP Numbers (FAA Recipients Only):										
3. Federal fiscal year in which reporting period falls: FY 05					4. Date This Report Submitted: 6/23/2005					
5. Reporting Period		<input type="checkbox"/> Report due June 1 (for period Oct. 1-Mar. 31)				<input checked="" type="checkbox"/> Report due Dec. 1 (for period April 1-Sept. 30)				
6. Name of Recipient: Metropolitan Transit System										
7. Annual DBE Goal(s): Race Conscious Goal 5.5 % Race Neutral Goal 8.3 % OVERALL Goal 13.8 %										
AWARDS/COMMITMENTS MADE DURING THIS REPORTING PERIOD (total contracts and subcontracts awarded or committed during this reporting period)		A Total Dollars	B Total Number	C Total to DBEs (dollars)	D Total to DBEs (number)	E Total to DBEs /Race Conscious	F Total to DBEs/Race Conscious (number)	G Total to DBEs/Race Neutral (dollars)	H Total to DBEs/Race Neutral (number)	I Percentage of total dollars to DBEs
8. Prime contracts awarded this period		2,147,580	66	258,655	16	215,915	12	42,740	5	12%
9. Subcontracts awarded/committed this period		0	0	0	0	0	0	0	0	0
TOTAL				258,655	16	215,915	12	42,740	5	12%
DBE AWARDS/COMMITMENTS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER		A Black American	B Hispanic American	C Native American	D Subcont. Asian American	E Asian-Pacific American	F Non-Minority Women	G Other (i.e. not of any other group listed here)	H TOTALS (for this reporting period only)	I Year-End TOTALS
10. Total Number of Contracts (Prime and Sub)		0	2	0	0	0	3	0	5	5
11. Total Dollar Value		0	33,426	0	0	0	225,229	0	258,655	258,655
ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD		A Number of Prime Contracts Completed		B Total Dollar Value of Prime Contracts Completed		C DBE Participation Needed to Meet Goal (Dollars)		D Total DBE Participation (Dollars)		E Percentage of Total DBE Participation
12. Race Conscious		92		87,859,860		12,124,660		9,537,093		11%
13. Race Neutral		16		582,008				621,310		107%
14. Totals		108		88,441,868				10,158,403		11%
15. Submitted by (Print Name of Authorized Representative)					16. Signature of Authorized Representative					
17. Phone Number:					18. Fax Number:					



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

Agenda

Item No. 8

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

FIN 310.1 (PC 30100)

June 23, 2005

SUBJECT:

MTS: TRANSPORTATION DEVELOPMENT ACT/STATE TRANSIT ASSISTANCE
CLAIMS

RECOMMENDATION:

That the Board of Directors adopt Resolution Nos. 05-6, 05-7, 05-8, and 05-9 (Attachments A through D) approving Fiscal Year (FY) 2006 Transportation Development Act (TDA) and State Transit Assistance (STA) claims.

Budget Impact

This action would result in the receipt of \$68,377,934 in TDA Article 4.0 funds for MTS-area operators for FY 06 operations, capital, planning, Americans with Disabilities Act (ADA) paratransit services, and administration; \$1,672,066 in TDA Article 8.0 funds for MTS Express Bus services and Coronado Ferry services; and \$3,581,000 in TDA Article 4.5 funds for ADA Access services. STA funds totaling \$6,572,986 would also be available for MTS-area transit operations.

DISCUSSION:

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



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

Article 4.0 (\$68,377,934)

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. 05-6 (Attachment A) would authorize a claim for Article 4.0 funds. We propose to claim a total of \$68,377,934 for MTS operations. This amount includes: \$62,915,754 from the FY 2006 apportionment, including \$5,118,000 from the funds apportioned for MTS administration (called TDA 10 percent funds). The Article 4.0 claim also includes funds of \$344,180 being passed through to the cities of El Cajon, La Mesa, Lemon Grove, and Poway for transit administrative costs.

Article 8.0 (\$1,672,066)

Funds claimed under this article are to be used for specialized transit services and facilities. The amount proposed to claim under this article includes \$1,537,006 for MTS Express Bus service and \$135,060 for Coronado Passenger Ferry Service operations. Both amounts are consistent with the FY 06 budget (Resolution No. 05-7, Attachment B).

ADA Paratransit Article 4.5 (\$3,581,000)

Article 4.5 funds are set aside by the San Diego Association of Governments (SANDAG) for ADA Access services. We propose to claim the FY 06 apportionment of \$3,581,000 (Resolution No. 05-8, Attachment C).

STA Claims (\$6,572,986)

Discretionary STA funds are distributed to MTS each year based on population. Formula STA funds are distributed to San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and other operators on the basis of revenue generated. Like all of the other funds available for transit in the MTS area, the FY 06 STA funds totaling \$6,572,986 will be pooled to balance the combined budget.

State law and MTS 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 06 are shown in Table 1 in Resolution No. 05-9 (Attachment D).

Periodic Review of Expenditures

SANDAG requires each operator to submit operating reports, at least quarterly, 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 is required to identify, analyze, and recommend Performance Improvement Recommendations that can lower operating costs and/or improve transit operator performance within its jurisdiction. SANDAG assumes responsibility for administering the TDA program in MTS's jurisdiction.

Prior to approving the TDA allocations for FY 06, 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 05 Performance Improvement Recommendations and outstanding Performance Audit Recommendations. On June 3, 2005, the SANDAG Transportation Committee (Agenda No. 4) recommended forwarding the approval of the 2006 TDA allocations including the FY 2006 Productivity Improvement Goals to the SANDAG Board of Directors at its meeting on June 24, 2005.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
JUNE23-05.8.TDASTA.LMARINESI
6/6/05

Attachments: A. MTS Resolution No. 05-6
B. MTS Resolution No. 05-7
C. MTS Resolution No. 05-8
D. MTS Resolution No. 05-9
E. TDA Summary

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-6

Resolution Approving FY 06 TDA Claims for Article 4.0 Operators

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

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

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

WHEREAS, Public Utilities Code Section 1200354a allows MTS 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 05 productivity improvements; and NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors approves the allocation of \$68,377,934 in Article 4.0 funds, as detailed in Table 1 (attached) and claimed through the MTS consolidated claim process; and

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

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

BE IT FURTHER RESOLVED that the recipients of these funds shall comply with the integration specifications of MTS; 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 SRTP for FYs 2006-2010; and

BE IT FURTHER RESOLVED that the claimants shall work toward the implementation of the SRTP for FYs 2006-2010 in FY 06; and

BE IT FURTHER RESOLVED that the MTS 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 _____ 2005, by
the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

JGarde
RES05-6.ARTICLE4TDACLAIMS.LMARINESI
6/7/05

Attachment: Table 1
Annual TDA Claim Form

TABLE 1

MTS CONSOLIDATED TDA CLAIM
ARTICLE 4.0 TRANSPORTATION DEVELOPMENT ACT

APPROVED FY 06 CLAIM AMOUNTS

Claim Purpose	Claim Amount
MTS Operations	\$60,995,824
MTS Administration	5,118,000
MTS Capital	2,069,400
MTS Planning	100,000
MTS ADA Paratransit	94,710
Total Claim	<u>\$68,377,934</u>

**ANNUAL TDA CLAIM FORM
FY 2006**

A. CLAIMANT: San Diego Metropolitan Transit System

B. TYPE OF CLAIM: (check one)

- () Article 3 - Bicycle and Pedestrian Facilities (99234)
(X) Article 4 - Support Public Transportation Systems (99260)
() Article 4.5 - Community Transportation Services (99275)
() Article 8 - Multimodal Transportation Terminals (99400.5)
() Article 8 - Express Bus Services/Vanpool Services (99400.6)
() Article 8 - Local Street and Road Projects (99400)
() Article 8 - Commuter Ferry Service (99400.7)

C. AMOUNT OF CLAIM

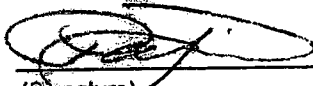
Operations	<u>\$60,995,824</u>	Includes \$73,200 of Chula Vista Unallocated
Capital	<u>\$2,069,400</u>	
Planning	<u>\$100,000</u>	
Other-ADA Paratransit	<u>\$94,710</u>	
TOTAL:	<u>\$63,259,934</u>	

10% Administrative \$5,118,000

D. CONDITIONS OF APPROVAL:

It is understood by this Claimant that payment of the claim is subject to approval by SANDAG and to such monies being on hand and available for distribution, and to the provision that such monies and the interest earned on such monies subsequent to allocation will be used only for the purposes for which the claim is approved and in accordance with the terms of the allocation instructions.

E. AUTHORIZED REPRESENTATIVE/CONTACT


(Signature)
Paul Jablonski
(Print of type name)
CEO
(Title)
1255 Imperial Ave # 100
San Diego, CA 92101
(Address)
619-557-4583
(Phone)

F. PAYMENT RECIPIENT

San Diego Metropolitan Transit System
(Claimant)
1255 Imperial Ave # 1000
(Mailing Address)
San Diego, CA 92101
(City and zip code)
Tom Lynch
(Name)
Controller
(Title)
5/13/05
(Date Signed)

SANDAG USE ONLY:

1. Claim number _____
 2. Date Approved _____
 3. Resolution No. _____
 4. Amount Approved for Payment _____
 5. Amount approved for Reserve _____
- If Required:
6. Date Approved by MTDB _____
 7. MTDB Resolution Number _____

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-7

Resolution Approving the FY 06 Article 8.0 TDA Claims

WHEREAS, Section 99233.5 of the Public Utilities Code requires MTS to determine the allocation of Transportation Development Act (TDA) funds for the claimants in the MTS area; and

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

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

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

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

WHEREAS, all claims contained herein are consistent with TDA; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve a claim for the FY 06 TDA Article 8.0 allocation totaling \$1,672,066 for the purposes shown in Table 1 (attached); 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 MTS and the City of Coronado shall adhere to the Service and Budget Review Procedures (MTS Resolution No. 85-48); and

BE IT FURTHER RESOLVED that the claimants shall work toward the implementation of the SRTP for FYs 2006-2010 in FY 06; and

BE IT FURTHER RESOLVED that the MTS 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 _____ 2005, by
the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

JGarde
RES-05-7.ARTICLE8TDA.LMARINESI
6/7/05

Attachments: Table 1
Annual TDA Claim Form

TABLE 1

MTS CONSOLIDATED TDA CLAIM
ARTICLE 8.0 TRANSPORTATION DEVELOPMENT ACT

APPROVED FY 06 CLAIM AMOUNTS

Claim Purpose	Claim Amount
Coronado Passenger Ferry Service	\$135,060
MTS Express Route Service	1,537,006
Total Claims	<u>\$1,672,066</u>

REVISED

ANNUAL TDA CLAIM FORM
FY 2006

Att. B, AI No. 8, 6/23/05, FIN 310.1

A. CLAIMANT: San Diego Metropolitan Transit System

B. TYPE OF CLAIM: (check one)

- () Article 3 - Bicycle and Pedestrian Facilities (99234)
() Article 4 - Support Public Transportation Systems (99260)
() Article 4.5 - Community Transportation Services (99275)
() Article 8 - Multimodal Transportation Terminals (99400.5)
(X) Article 8 - Express Bus Services/Vanpool Services (99400.6)
() Article 8 - Local Street and Road Projects (99400)
(XX) Article 8 - Commuter Ferry Service (99400.7)


C. AMOUNT OF CLAIM

Operations	<u>\$135,060</u>	Coronado Ferry Service
Capital	<u> </u>	
Planning	<u> </u>	
Other-ADA Paratransit	<u> </u>	
TOTAL:	<u>\$135,060</u>	

D. CONDITIONS OF APPROVAL:

It is understood by this Claimant that payment of the claim is subject to approval by SANDAG and to such monies being on hand and available for distribution, and to the provision that such monies and the interest earned on such monies subsequent to allocation will be used only for the purposes for which the claim is approved and in accordance with the terms of the allocation instructions.

E. AUTHORIZED REPRESENTATIVE/CONTACT


(Signature)
Paul Jablonski
(Print of type name)
CEO
(Title)
1255 Imperial Ave # 100
San Diego, CA 92101
(Address)
619-557-4583
(Phone)

F. PAYMENT RECIPIENT

San Diego Metropolitan Transit System
(Claimant)
1255 Imperial Ave # 100
(Mailing Address)
San Diego, CA 92101
(City and zip code)
Tom Lynch
(Name)
Controller
(Title)
5/13/05
(Date Signed)

SANDAG USE ONLY:

1. Claim number
 2. Date Approved
 3. Resolution No.
 4. Amount Approved for Payment
 5. Amount approved for Reserve
- If Required:
6. Date Approved by MTDB
 7. MTDB Resolution Number

**ANNUAL TDA CLAIM FORM
FY 2006**

A. CLAIMANT: San Diego Metropolitan Transit System

B. TYPE OF CLAIM: (check one)

- () Article 3 - Bicycle and Pedestrian Facilities (99234)
() Article 4 - Support Public Transportation Systems (99260)
() Article 4.5 - Community Transportation Services (99275)
() Article 8 - Multimodal Transportation Terminals (99400.5)
(X) Article 8 - Express Bus Services/Vanpool Services (99400.6)
() Article 8 - Local Street and Road Projects (99400)
() Article 8 - Commuter Ferry Service (99400.7)

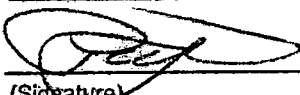
C. AMOUNT OF CLAIM

Operations	<u>\$1,537,006</u>	Commuter Express Service
Capital	<u> </u>	
Planning	<u> </u>	
Other-ADA Paratransit	<u> </u>	
TOTAL:	<u>\$1,537,006</u>	

D. CONDITIONS OF APPROVAL:

It is understood by this Claimant that payment of the claim is subject to approval by SANDAG and to such monies being on hand and available for distribution, and to the provision that such monies and the interest earned on such monies subsequent to allocation will be used only for the purposes for which the claim is approved and in accordance with the terms of the allocation instructions.

E. AUTHORIZED REPRESENTATIVE/CONTACT



(Signature)
Paul Jablonski

(Print of type name)
CEO

(Title)
1255 Imperial Ave # 100

San Diego, CA 92101

(Address)

619-557-4583

(Phone)

F. PAYMENT RECIPIENT

San Diego Metropolitan Transit System

(Claimant)
1255 Imperial Ave # 100

(Mailing Address)
San Diego, CA 92101

(City and zip code)
Tom Lynch

(Name)
Controller

(Title)
5/13/05

(Date Signed)

SANDAG USE ONLY:

1. Claim number _____
 2. Date Approved _____
 3. Resolution No. _____
 4. Amount Approved for Payment _____
 5. Amount approved for Reserve _____
- If Required:
6. Date Approved by MTDB _____
 7. MTDB Resolution Number _____

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-8

Resolution Approving FY 06 TDA Claims for Article 4.5 Operators

WHEREAS, Section 99233.5 of the Public Utilities Code requires MTS 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 MTS staffs for consistency with MTS 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, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the following FY 06 TDA Article 4.5 allocations:

	<u>Amount</u>
MTS Access/CTS Paratransit	\$3,581,000

BE IT FURTHER RESOLVED that claimants shall adhere to the service and budget review procedures (MTS 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 (SRTP) for FYs 2006-2010 in FY 06; and

BE IT FURTHER RESOLVED that the MTS 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 _____ 2005, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

JGarde
RES05-8.ARTICLE4.5TDACLAIMS.LMARINESI
6/7/05

Attachment: Annual TDA Claim Form

ANNUAL TDA CLAIM FORM
FY 2006

Att. C, AI 8, 6/23/05, FIN 310.1

A. CLAIMANT: San Diego Metropolitan Transit System

B. TYPE OF CLAIM: (check one)

- () Article 3 - Bicycle and Pedestrian Facilities (99234)
() Article 4 - Support Public Transportation Systems (99260)
(X) Article 4.5 - Community Transportation Services (99275)
() Article 8 - Multimodal Transportation Terminals (99400.5)
() Article 8 - Express Bus Services/Vanpool Services (99400.6)
() Article 8 - Local Street and Road Projects (99400)
() Article 8 - Commuter Ferry Service (99400.7)

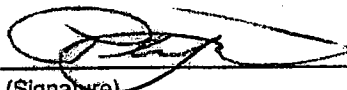
C. AMOUNT OF CLAIM

Operations	<u>\$3,581,000</u>	ADA Access
Capital	<u> </u>	
Planning	<u> </u>	
Other-ADA Paratransit	<u> </u>	
TOTAL:	<u>\$3,581,000</u>	

D. CONDITIONS OF APPROVAL:

It is understood by this Claimant that payment of the claim is subject to approval by SANDAG and to such monies being on hand and available for distribution, and to the provision that such monies and the interest earned on such monies subsequent to allocation will be used only for the purposes for which the claim is approved and in accordance with the terms of the allocation instructions.

E. AUTHORIZED REPRESENTATIVE/CONTACT



(Signature)

Paul Jablonski

(Print of type name)

CEO

(Title)

1255 Imperial Ave # 100

San Diego, CA 92101

(Address)

619-557-4583

(Phone)

F. PAYMENT RECIPIENT

San Diego Metropolitan Transit System

(Claimant)

1255 Imperial Ave # 100

(Mailing Address)

San Diego, CA 92101

(City and zip code)

Tom Lynch

(Name)

Controller

(Title)

5/13/05

(Date Signed)

SANDAG USE ONLY:

1. Claim number
2. Date Approved
3. Resolution No.
4. Amount Approved for Payment
5. Amount approved for Reserve

If Required:

6. Date Approved by MTDB
7. MTDB Resolution Number

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-9

Resolution Approving the MTS-Area FY 06 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 System (MTS) authority to allocate monies from this fund; and

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

WHEREAS, MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contracted Services, Chula Vista, National City, and La Mesa (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 that 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 05; 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 Code of Regulations Title 21, Section 6754, and MTS 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, DETERMINED, AND ORDERED that the MTS Board does hereby direct and empower MTS staff to prepare and transmit allocation instructions

to the County Auditor to disburse to MTS the FY 06 amounts totaling \$6,572,986, shown in the FY 06 STA Claims Summary (attached) to this resolution.

PASSED AND ADOPTED by the Board this _____ day of _____ 2005, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

JGarde
RES-05-9.FY06STACLAIM.LMARINESI
6/7/05

Attachment: FY 06 STA Claims Summary

FY 06 STA CLAIMS SUMMARY

Operating

FY 06 Formula Funds

San Diego Transit Corporation	\$5,283,210
San Diego Trolley Incorporated	823,132
MTS Contract Services	466,644

Total FY 06 STA Claim	<u>\$6,572,986</u>
-----------------------	--------------------

**Metropolitan Transit System
Consolidated TDA Claim
Fiscal Year 2006**

Claim Type	MTS Apportionment	MTS 10%	Article 4.5 Apportionment	Totals
MTS Article 4.0				
Operations	60,995,824	0	0	60,995,824
Administration	0	5,118,000	0	5,118,000
Capital	2,069,400	0	0	2,069,400
Planning	100,000	0	0	100,000
ADA Paratransit	94,710	0	0	94,710
Subtotal MTS Article 4.0	63,259,934	5,118,000	0	68,377,934
MTS Article 4.5				
MTS Access / Paratransit			3,581,000	3,581,000
Subtotal MTS Article 4.5	0	0	3,581,000	3,581,000
MTS Article 8.0				
MTS Express Route Service	1,537,006	0	0	1,537,006
Coronado Ferry Service	135,060	0	0	135,060
Subtotal MTS Article 8.0	1,672,066	0	0	1,672,066
Grand Total	64,932,000	5,118,000	3,581,000	73,631,000



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

OPS 920.6 (PC 30103)

June 23, 2005

Subject:

MTS: ATC/VANCOM CONTRACT AMENDMENT - BUS STOP MAINTENANCE

RECOMMENDATION:

That the MTS Board of Directors:

1. authorize the Chief Executive Officer (CEO) to execute a contract amendment (MTS Doc. No. B0316.6-02, Attachment A) with ATC/VANCOM to provide additional bus stop maintenance services from July 1, 2005, through June 30, 2007, and
2. ratify Amendment No. 5 for fiscal year (FY) 2005 previously executed by the CEO under his authority.

Budget Impact

None. FY 05 Amendment No. 5 was included in the FY 05 budget in the amount of \$76,000. FY 06 Amendment No. 6 is included within the FY 06 MTS Contract Services budget. A total of \$90,280 for FY 06 and \$92,620 for FY 07 are allocated.

DISCUSSION:

The contract with ATC/VANCOM for provision of bus services for MTS allows (under Article III, Section H) that ATC/VANCOM may provide additional services in the agreement. On July 28, 2004, MTS entered into an agreement with ATC/VANCOM to provide bus stop maintenance services for FY 05. Amendment No. 5 was executed



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

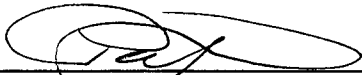
under the CEO's authority for \$78,000. This represents the cost of one full-time bus stop maintenance service person and the cost of a service truck, materials, and supplies related to the work.

During the past 11 months, nearly 1,000 work orders have been successfully completed. Bus stop maintenance work for the 800 and 900 Series bus route are now being done in a timely and quality manner. In addition, the bus stop maintenance service person has assisted with the implementation of the installation of new regional bus stop signs at regional transit centers that support trolley and internal bus division stops.

A price analysis was conducted in June 2004 and revisited recently to determine cost effectiveness. After 11 months of bus stop maintenance under the current agreement with ATC/VANCOM, it was found that a significant amount of bus stop maintenance work was performed at a lower unit cost. Moreover, MTS staff time to monitor the contract work was substantially reduced due to ATC/VANCOM's management oversight. In prior years, between \$70,000 and \$100,000 was spent on a separate outside services contract at a higher unit cost and of marginal quality.

MTS staff reviewed the 3 percent proposed adjustment in the hourly rate for FY 06 and 07 periods. The cost changes relate to increases in labor rates, health benefits, and service truck costs, including fuel and maintenance for a vehicle owned by ATC/VANCOM. In conclusion, the rate proposed appears to be reasonable.

ATC/VANCOM has agreed to continue the program with a 3 percent annual increase for the next two years, and Amendment No. 6 has been developed to reflect bus stop maintenance through June 30, 2007. Additionally, a budget within this amendment has been developed whereby ATC/VANCOM, with prior approval, can purchase materials, supplies, and tools directly. This will save MTS staff time and make the operation run more efficiently.



Paul S. Jablonski
Chief Executive Officer

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

CCasti/JGarde
JUNE23-05.9.ATCVANCOM.EHURWITZ
6/7/05

Attachments: A. MTS Doc. No. B0316.6-02
B. ATC/VANCOM Workforce Report **(Board Only)**

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

DRAFT

Att. A, AI 9, 6/23/05, OPS 920.6

June 7, 2005

MTS Doc. No. B0316.6-02
OPS 920.6 (PC 30103)

Mr. Justin T. Augustine III
ATC/VANCOM
3131 Camino Del Rio North, Suite 360
San Diego, CA 92108

Dear Mr. Augustine:

Subject: MTS DOCUMENT NO. B0316.6-02: AMENDMENT NO. 6 TO ORIGINAL AGREEMENT
FOR FIXED-ROUTE BUS SERVICES

In accordance with Article 2, "Changes," of our original agreement (MTS Doc. No. B0316.0-02), MTS amends the agreement as follows.

On contract page 16, Section III, amend Article M (cost per hour for bus stop maintenance) as follows:

<u>Agreement Year</u>	<u>Cost Per Hour</u>
7/1/04 through 6/30/05	\$38.00
7/1/05 through 6/30/06	\$39.14
7/1/06 through 6/30/07	\$40.31

MTS may also reimburse the contractor for supplies, materials, equipment, and training related to bus stop maintenance with approval in advance from MTS management staff. Up to \$12,000 per year may be reimbursed under this provision as a pass-through expense with appropriate documentation and prior approvals.

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

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Justin T. Augustine III
ATC/VANCOM

CCastil/JGarde
JUNE23-05.9.ATTA.B0316.6-02.EHURWITZ

Date: _____

cc: Roy Meenes

A-1





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

OPS 960.6 (PC 30101)

June 23, 2005

SUBJECT:

SDTC: TOWING SERVICES - EXTENSION OF MONTH-TO-MONTH AGREEMENT

RECOMMENDATION:

That the Board of Directors:

1. waive the formal competitive bidding requirements of Policy No. 13, Section 13.5; and
2. authorize the MTS Chief Operating Officer-Bus to extend a temporary month-to-month agreement for towing services with A to Z Enterprises (doing business as RoadOne San Diego) until such time that a new contract can be solicited and awarded, in substantially the same format as attached (Attachment A).

Budget Impact

Towing services are budgeted under San Diego Transit Corporation's (SDTC's) operating budget.

DISCUSSION:

On August 10, 2004, SDTC opened bids for towing services (IFB B03-025) for up to a five-year period. The solicitation resulted in a disappointing single responsive bid from RoadOne San Diego. Staff conducted a survey of the bidders who did not participate



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

and found multiple reasons for not participating. Some prospective bidders had difficulties with the bonding requirements while others had issues centered on partnership agreements. Because of the lack of participation and/or competition, staff elected to enter into a temporary month-to-month agreement for towing services with RoadOne San Diego and redefine our solicitation. The rates established for the temporary agreement are fair and reasonable when compared to other similar towing rates in the region (Attachment B). RoadOne's current rates for this extension are as follows:

- 40-foot buses at \$90.00 per hour
- 60-foot buses at \$110.00 per hour
- Cars and light trucks at a flat rate of \$45.00 per tow

SDTC's monthly towing costs fluctuate with the actual number of tows required each month. The current monthly average is approximately \$4,500.00. This puts the temporary agreement on pace to exceed \$50,000.00, the threshold for the formal competitive bid process. Policy No. 13 requires staff to obtain prior Board concurrence in order to waive the formal competitive bid process and extend this contract.

SDTC, San Diego Trolley, Inc. (SDTI), North County Transit District (NCTD), and MTS's contract service providers all contract out very similar towing services. SDTC is currently working with these agencies to create a single regional solicitation that incorporates all of the agencies' towing needs. Staff feels that combining the towing needs of the above agencies, as well as inviting any other interested parties into one regional contract, will create a more attractive solicitation that fosters greater participation and more aggressive pricing from future bidders. SDTC estimates that this process would take approximately two to five months. When completed, the resulting contract for SDTC, MTS, and SDTI will be presented to the Board for approval. The NCTD Board would make a separate award as well as any other participants.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
JUNE23-05.10.TOWING.MCERIGIOLI
6/7/05

Attachment: A. Draft Services Agreement
B. Towing Rates in the Region

San Diego Transit

An Operator in the Metropolitan Transit System



100 16th Street
P.O. Box 122511
San Diego, CA 92112-2511
(619) 238-0100
FAX (619) 696-8159

STANDARD SERVICES AGREEMENT

for
Towing Services
"Month-to-Month"

DRAFT

B05-M004
CONTRACT NUMBER

312/326-52510
FILE/PO NUMBER(S)

THIS AGREEMENT is entered into this 23rd day of July 2005, in the state of California by and between the San Diego Transit Corporation (SDTC), and the following contractor, hereinafter referred to as "Contractor":

Name: A to Z Enterprises, DBA RoadOne of San Diego Address: 9190 Clairemont Mesa Blvd.

Form of Business: San Diego, CA 92123
(Corporation, partnership, sole proprietor, etc.)

Telephone: 858-573-1610

Authorized person to sign contracts: Brad Ramsey Vice President
Name Title

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

Towing services as described in the attached specification at the following rates:

- 40-foot buses with or without a trailer at \$90.00 per hour.
- 60-foot buses without a trailer at \$110.00 per hour.
- Autos and Service Trucks at a flat rate of \$45.00.

This agreement will be in effect from 7-1-05 through 12-31-06 and the above rates may only be changed by thirty days advanced written agreement of both parties. In addition, attached is SDTC's Standard Operating Procedures for Contractor's Safety and Health Requirements (SAF016-03). To comply, please sign the attached form. Total expenditures of this contract shall not exceed \$35,000.00.

Attachments: Towing Specification, Federal Terms and Conditions, Certificate of Compliance SDTC EOP, SDTC's Standard Operating Procedures for Contractor's Safety & Health Requirements.

SAN DIEGO TRANSIT CORPORATION (SDTC)	CONTRACTOR AUTHORIZATION
By: _____ Claire Spielberg, Chief Operating Officer (Bus)	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of the General Counsel	Print Name _____
	Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM
	\$35,000.00
	FISCAL YEAR

By: Cliff Telfer, Interim Chief Financial Officer Date _____

Rate Comparison of Single Responsive Bid IFB #02001

RoadOne's Bid Rates IFB #02001, 3-26-01

Towing Description	Quantity	Rate	Extension
Hourly Rate 40' Bus with Trailer	900 hrs.	\$ 85.00	\$ 76,500.00
Hourly Rate 40' Bus without Trailer	100 hrs.	\$ 75.00	\$ 7,500.00
Hourly Rate Flat Towing 60' Bus	250 hrs.	\$ 95.00	\$ 23,750.00
Flat Rate Tow for Autos and Service Trucks	50 ea.	\$ 45.00	\$ 2,250.00
Rate Per Mile for Autos and Trucks	500 miles	\$ -	\$ -
		Total:	\$ 110,000.00

RoadOne is holding these rates firm for the three year term of the contract and both option years.

RoadOne's Proposed Rates July 2001(RFP #103)

Towing Description	Quantity	Rate	Extension
Hourly Rate 40' Bus with Trailer	900 hrs.	\$ 77.00	\$ 69,300.00
Hourly Rate 40' Bus without Trailer	100 hrs.	\$ 77.00	\$ 7,700.00
Hourly Rate Flat Towing 60' Bus	250 hrs.	\$ 105.00	\$ 26,250.00
Flat Rate Tow for Autos and Service Trucks	50 ea.	\$ 35.00	\$ 1,750.00
Rate Per Mile for Autos and Trucks	500 miles	\$ 2.40	\$ 1,200.00
		Total:	\$ 106,200.00

The proposed rates from RoadOne were subject to adjustment after three years based on the change in in the CPI in the San Diego region.

SDTC's Current Rates from Contract May 1998 (RoadOne)

Towing Description	Quantity	Rate	Extension
Hourly Rate 40' Bus with Trailer	900 hrs.	\$ 68.00	\$ 61,200.00
Hourly Rate 40' Bus without Trailer	100 hrs.	\$ 68.00	\$ 6,800.00
Hourly Rate Flat Towing 60' Bus	250 hrs.	\$ 85.00	\$ 21,250.00
Flat Rate Tow for Autos and Service Trucks	50 ea.	\$ 28.00	\$ 1,400.00
Rate Per Mile for Autos and Trucks	500 miles	\$ 1.80	\$ 900.00
		Total:	\$ 91,550.00

SDTC current rates are from a contract that expired in June of 2001. SDTC is operating on a month to month basis with RoadOne until a new contract is signed.

Old Town Trolley, Steve Marumont, 4-3-02

Towing Data, Contractor is RoadOne	Rate/Qty.
Hourly Rate with Trailer	\$ 88.00
Hourly Rate with out Trailer	\$ 88.00
Most Expensive Tow Year to Date	unknown
Least Expensive Tow Year to Date	unknown
Average Tows per Year	10 to 15

Associated Towing Rate Quotation March 2002

Towing Description	Quantity	Rate	Extension
Hourly Rate 40' Bus with Trailer	900 hrs.	\$ 75.00	\$ 67,500.00
Hourly Rate 40' Bus without Trailer	100 hrs.	\$ 75.00	\$ 7,500.00
Hourly Rate Flat Towing 60' Bus	250 hrs.	\$ 110.00	\$ 27,500.00
Flat Rate Tow for Autos and Service Trucks	50 ea.	\$ 30.00	\$ 1,500.00
Rate Per Mile for Autos and Trucks	500 miles	\$ 2.50	\$ 1,250.00
Total:			\$ 105,250.00

These rates were submitted by Associated Towing on march 26, 2002 after the bid opening. There is no agreement in writing as to how long they will be held firm or any other terms or conditions attached to them.

North County Transit Towing Rates, Mike Wygand, 4-2-02

Towing Data, Contractor is RoadOne	Rate/Qty.
Hook-up Rate 40' Bus with Trailer	\$ 70.00
Rate Per Mile	\$ 3.00
Most Expensive Tow Year to Date	\$ 154.00
Least Expensive Tow Year to Date	\$ 79.00
Total Tows Since Contract Start (November)	24
Total Tows Last Fiscal Year	67
Average Cost Per Tow Last Fiscal Year	\$ 126.57

ATC Vancom Rates, Ralph Ayala, 4-5-02

Towing Data, Contractor is Gene's	Rate/Qty.
Zone #1 With or Without Trailer	\$ 200.00
Zone #2 With or Without Trailer	\$ 300.00
Approximate Tows per Year	350

Lemon Grove School Dist., Betty Lilienwald, 4-3-02

Towing Data, Contractor is RoadOne	Rate/Qty.
Hourly Rate 40' Bus with out Trailer	\$ 88.00
Hourly Rate small Bus with out Trailer	\$ 64.00
Most Expensive Tow Year to Date	\$ 264.00
Least Expensive Tow Year to Date	\$ 64.00
Average Tows per Year	10 to 15

Towing Service Rate Comparison

RoadOne's Current Bid Rates

Towing Description	Quantity	Rate	Extension
Hourly Rate 40' Bus with Trailer	900 hrs.	\$ 90.00	\$ 81,000.00
Hourly Rate 40' Bus without Trailer	100 hrs.	\$ 90.00	\$ 9,000.00
Hourly Rate Flat Towing 60' Bus	250 hrs.	\$ 110.00	\$ 27,500.00
Flat Rate Tow for Autos and Service Trucks	50 ea.	\$ 45.00	\$ 2,250.00
Rate Per Mile for Autos and Trucks	500 miles	\$ -	\$ -
Total:			\$ 119,750.00

RoadOne is holding these rates firm for the three year term of the contract and both option years.

RoadOne's Previous Contract Rates

Towing Description	Quantity	Rate	Extension
Hourly Rate 40' Bus with Trailer	900 hrs.	\$ 85.00	\$ 76,500.00
Hourly Rate 40' Bus without Trailer	100 hrs.	\$ 75.00	\$ 7,500.00
Hourly Rate Flat Towing 60' Bus	250 hrs.	\$ 95.00	\$ 23,750.00
Flat Rate Tow for Autos and Service Trucks	50 ea.	\$ 45.00	\$ 2,250.00
Rate Per Mile for Autos and Trucks	500 miles	\$ 2.40	\$ 1,200.00
Total:			\$ 111,200.00

The previous contract rates were firm for the three year term of the contract and both option years.

North County Transit Towing Rates

Towing Data, Contractor is RoadOne	Rate/Qty.
Hook-up Rate 40' Bus with Trailer	\$ 70.00
Rate Per Mile	\$ 3.00
Most Expensive Tow Year to Date	\$ 154.00
Least Expensive Tow Year to Date	\$ 79.00
Total Tows Since Contract Start (November)	24
Total Tows Last Fiscal Year	67
Average Cost Per Tow Last Fiscal Year	\$ 126.57

Mike said, their previous contractor was Carpenter Towing who was purchased by Fletcher Hills Towing. Fletcher Hills started to develop performance problems. NCTD elected to bid out the service and RoadOne got their contract. Mike switched over to RoadOne Towing in November and has been very pleased with their service.



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

LEG 460 (CIP 10497)

June 23, 2005

Subject:

MTS: GROSSMONT TROLLEY STATION JOINT DEVELOPMENT PROJECT –
RESOLUTION OF SUPPORT FOR THE CITY OF LA MESA'S APPLICATION FOR
PILOT SMART GROWTH INCENTIVE PROGRAM FUNDS

RECOMMENDATION:

That the Board of Directors approve Resolution No. 05-10 (Attachment A) supporting the filing of an application for federal surface transportation funds through the San Diego Association of Governments (SANDAG) for the Pilot Smart Growth Incentive Program for the Grossmont Trolley Station Project.

Budget Impact

None.

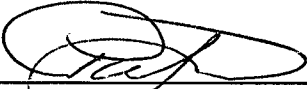
DISCUSSION:

On April 28, 2005, the MTS Board was briefed on the status of the Grossmont Trolley Station Joint Development Project. The developer, Fairfield Residential, the City of La Mesa, SANDAG, and MTS are working cooperatively to move the project towards construction. The project consists of mixed-use development constructed on the parking area of the Grossmont Center Station. Additional components are station platform improvements, drainage improvements, and pedestrian improvements consisting of elevators and a pedestrian bridge.



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

The platform and pedestrian improvements are planned to be funded by public funds. The City of La Mesa is applying for federal funds available through SANDAG for the Pilot Smart Growth Incentive Program to supplement the other public funds. The City of La Mesa has requested an endorsement of this application from the MTS Board. Resolution 05-10 stating the Board's support for its application is attached for information.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Tim Allison, 619.557.4566, tim.allison@sdmts.com

JGarde
JUNE23-05.11.GROSSMONT.TALLISON
6/8/05

Attachment: A. Resolution 05-10

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD

RESOLUTION NO. 05-10

Resolution Supporting the Filing of an Application for Federal Surface Transportation Funds
Through the San Diego Association of Governments for the Pilot Smart Growth Incentive Program
for the Grossmont Trolley Station Project

WHEREAS, \$17 million of federal Transportation Enhancement funds are available to local jurisdictions through the Pilot Smart Growth Incentive Program (SGIP) in fiscal years 2006-2009; and

WHEREAS, the City of La Mesa wishes to receive \$2 million in SGIP funds for the Grossmont Trolley Station Project; and

WHEREAS, federal funding requires the commitment of necessary local matching funds of at least 11.47 percent; and

WHEREAS, the sponsor understands that the federal funding through the Pilot Smart Growth Incentive Program is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded through the SGIP program; and

WHEREAS, the sponsor understands that funds must be obligated by June 30, 2009, for Pilot Smart Growth Incentive Program capital projects or the project funding may be rescinded; NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the Board of Directors of the San Diego Metropolitan Transit System:

1. MTS hereby supports the City of La Mesa in filing an application for federal funds through the Pilot Smart Growth Incentive Program for the Grossmont Trolley Station Project.
2. This resolution shall take effect immediately upon its adoption at a duly constituted regular or special meeting called for that purpose.

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

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

Office of the General Counsel
San Diego Metropolitan Transit System

JGarde
RES-05-10.GROSSMTTROLLEYSTATIONPROJECT.TALLISON
6/7/05



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

OPS 960.6 (PC 30101)

June 23, 2005

SUBJECT:

MTS: ACCOUNTING SERVICES CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors:

1. waive the formal competitive bid requirement of Policy No. 13; and
2. authorize the MTS Chief Executive Officer (CEO) to amend the existing contract (Document No. G0950.0-05) with Tom Saiz, Certified Public Accountant (CPA), to provide assistance with the completion of the fiscal year (FY) 2004 audit and the preparation of financial statements and the Comprehensive Annual Financial Report (CAFR) for MTS, San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC).

Budget Impact

\$20,000 out of the FY 05 MTS General Fund budget.

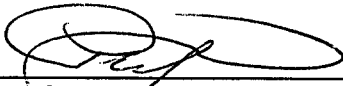
DISCUSSION:

On March 22, 2005, MTS entered into a contract with Tom Saiz, CPA, to provide accounting assistance with the FY 04 audit and CAFR for an amount not to exceed \$49,900. This assistance was needed due to staff vacancies within the Finance Department. Steady progress has been made in completion of this project; however, a recent illness within the Finance Department coupled with additional demands required



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by our outside auditing firm, KPMG, has resulted in a need to amend this contract by an additional \$20,000. This will bring the total contract to \$69,900, which exceeds MTS's Policy No. 13 requiring all service contracts exceeding \$50,000 to be formally bid. Policy No. 13 requires staff to obtain prior Board concurrence in order to waive the formal competitive bid process and extend this contract. To stop now and prepare a formal bid for the finalization of this project would create additional delays in the completion of the audit and add additional costs to the project. Staff is requesting that the Board waive the \$50,000 formal competitive bid requirement and authorize the CEO to amend contract G0950.0-05 to increase the total contract value an additional \$20,000. The additional costs for this are within the MTS General Fund's budget due to savings in wages and benefits generated by the absence of staff.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Cliff Telfer, 619.557.4532, Cliff.Telfer@sdmts.com

JGarde
JUNE23-05.12.ACCTSVCS.CTELFER
6/9/05

Attachment: A. Draft MTS Document No. G0950.1-05

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San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

DRAFT

June 23, 2005

MTS Document No. G0950.1-05
OPS 960.6 (PC 30100)

Mr. Thomas J. Saiz
9340 Fuerte Drive, Suite 202
La Mesa, CA 91941

Dear Mr. Saiz:

Subject: AMENDMENT NO. 1 TO MTS DOCUMENT NO. G0950.0-05; ACCOUNTING SERVICES

This shall serve as Amendment No. 1 to MTS Document No. G0950.0-05 for professional services, as further described below.

SCOPE OF SERVICES

Provide continued accounting services in helping complete the FY 2004 audits for all MTS agencies as outlined in the original Scope of Services.

SCHEDULE

All work shall be completed by September 30, 2005.

PAYMENT

Payment shall be based on actual costs, not to exceed \$20,000 without prior written approval from MTS. The total value of this contract amendment is \$20,000.

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

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Thomas J. Saiz
Consultant

JGarde
CL-G0950.1-05.TSAIZ.TLYNCH

Date: _____



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

Agenda

Item No. 30

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

LEG 410 (PC 30100)

June 23, 2005

Subject:

MTS: FEDERAL AND STATE LEGISLATIVE UPDATE

RECOMMENDATION:

That the Board of Directors:

1. receive a report on the current status of various federal and state legislative bills;
2. authorize the federal and state lobbyist to represent MTS's position on each bill;
and
3. authorize staff to proceed with the additional proposed changes to MTS's enabling legislation.

Budget Impact

None.

DISCUSSION:

The following report will provide an update on the current status of local, state, and federal legislation and make recommendations regarding each bill.



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

Local

MTS is a California public agency created by the Mills-Deddeh Transit Development Act in 1976. California Public Utilities Code, sections 120000-120720, set forth the terms and conditions under which MTS may conduct business and operate public transportation services within the County of San Diego.

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

SB 959, previously approved by the Board, contains proposed changes to MTS's enabling legislation consistent with the provisions of SB 1703. SB 959 was passed by the Senate Transportation Committee on May 18, 2005, by a vote of 9-2 (Republicans voting no) and was pushed through the Senate Appropriations Committee on a waiver. It is now proceeding through the Assembly. A copy of SB 959 is attached to this agenda item as Attachment A.

Following the last presentation of this item, staff was asked to make additional changes to SB 959 by Board member Diane Rose to allow for a second alternate to be appointed to the MTS Board in the event that the alternate is unavailable to attend a regularly scheduled meeting. To accommodate this request, staff is proposing to add the following language to Public Utilities Code section 120051.6

(d) At its discretion, each city and county may select a second alternate, in the same manner as the primary representative, to serve on the board in the event that neither the primary representative nor the regular alternate is able to attend a meeting of the board. This alternate shall be subject to the same restrictions and have the same powers, when serving on the board, as the primary representative.

Therefore, staff is requesting authorization to include this additional language in the bill. Mark Watts, MTS's state lobbyist, will also provide the Board with an oral update on the bill status during the meeting.

State

Currently, there are 28 bills pending approval by the California State Legislature relevant to MTS. A summary of each bill, along with a recommended position, is attached to this agenda item as Attachment B. Highlights include:

AB 194	Removes provision in Ralph M. Brown Act that allows a public agency to correct/cure an alleged violation of the act prior to commencement of legal action; requires private person to make a written demand on the public agency to cure/correct the violation.	Oppose – as proposed, provisions are confusing and removing the agency's ability to cure could result in an increase in liability.
--------	---	--

SB 521	Requires that Transit Village Plans (which must be prepared by cities and counties) include a transit station. Requires regional transit providers to approve the proposed project area.	Support - seek amendment to § 33032 (a) (5) to say "MTS" instead of "MTDB."
SB 959	Modifies MTS's enabling legislation and cleans up provisions leftover from SB 1703.	Support
AB 1010	Transfers responsibility of public transit guideway safety appliance and procedure monitoring to Caltrans from PUC. Supported by CTA and SCVTA.	Monitor
AB 1112	Loitering: Provides that every person who is at, in, or on a public transit facility or building under circumstances that reasonably indicate that the person has committed, is committing, or is about to commit a crime, or under circumstances that reasonably indicate that the person is not present for the purpose of using public transit, is punishable by a fine, imprisonment, or both. (PC 647)	Support – provides clarification on loitering in transit facilities
AB 1238	Bill modifies portions of NCTD's enabling legislation to be consistent with SB 1703.	Support

Staff recommends the Board authorize Mark Watts to represent MTS's position on each bill as set forth in Attachment B.

Federal

Congress has continued efforts to renew the Transportation Equity Act for the 21st Century (TEA-21). The seventh amendment of the original bill was approved extending its application through June 30, 2005. Each branch of the federal government has a proposal for renewing the bill.

House: \$283.9 billion for highway, transit, and safety programs, including \$52.3 billion for public transportation.

Senate: \$293.8 billion for highway, transit, and safety programs, including \$53.8 billion for public transportation.

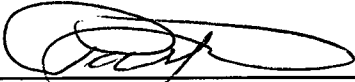
The major difference between the bills centers on the overall funding level. President Bush has indicated he will veto any bill that exceeds \$283.9 billion.

Transit funding is also effected by the Department of Transportation's annual appropriations bill. Last year, the Omnibus Appropriations Act provided \$7.64 billion for transit. The President's current FY 2006 budget is proposing \$7.78 billion in funding.

Transit security has also been a big topic of discussion. Several bills have been proposed to address security concerns, especially in San Diego due to the International Border proximity. Most of these bills will be put on hold until after TEA-21

reauthorization is resolved. Our federal lobbyist, Thomas Walters, will also present an oral report at the meeting regarding TEA-21 and related federal legislation.

Staff recommends the Board authorize Thomas Walters to represent MTS's position supporting the reauthorization of TEA-21 at the highest level and support additional bills that provide funding for increased transit security measures.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
JUN23-05.30TLOREN
6/16/05

Attachments: A. Senate Bill 959
B. 2005-2006 State Legislative Bill Summary
C. 2005 Federal Legislative Summary

AMENDED IN SENATE MAY 25, 2005

AMENDED IN SENATE MAY 5, 2005

AMENDED IN SENATE APRIL 11, 2005

SENATE BILL

No. 959

Introduced by Senator Kehoe

February 22, 2005

An act to amend Sections 20340 and 20341 of the Public Contract Code, and to amend Sections 120100, 120105, 120220, 120224.1, 120224.3, 120224.4, 120260, 120264, 120300, 120301, 120302, 120351, 120352, 120355, 120400, 120452, 120508, 120540, 120630, and 120631 of, to add Sections 120220.5 and 120682 to, to repeal Sections 120262 and 120353 of, and to repeal and add Sections 120202, 120222, and 120350 of, the Public Utilities Code, relating to transportation, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 959, as amended, Kehoe. San Diego Metropolitan Transit Development Board.

Existing law, the Mills-Deddeh Transit Development Act, creates the San Diego Metropolitan Transit Development Board, which is authorized to perform certain transportation functions in a portion of the County of San Diego, including planning and constructing exclusive public mass transit guideways. Under existing law, the board is authorized to enter into contracts for the acquisition of goods and services and is required to comply with specified requirements in that contracting process. Existing law authorizes the board to issue revenue bonds and to borrow money in accordance with certain procedures.

This bill would extend various types of benefits to the board that are accorded under existing law to other public agencies. The bill would revise the board's contracting requirements and its responsibilities for planning and constructing exclusive public mass transit guideways, specifying that the board provide input on those matters to the San Diego Association of Governments (SDAG). The bill would name SDAG the designated recipient of federal transit funds and would require the board to administer its transportation funding and its public transit system in conformity with the San Diego Regional Transportation Consolidation Act. The bill would authorize the board to issue pension obligation bonds.

Because the bill would require the board ~~and SDAG~~ to assume additional responsibilities, it would impose a state-mandated local program.

~~The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.~~

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: yes.

State-mandated local program: yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 20340 of the Public Contract Code is
- 2 amended to read:
- 3 20340. The provisions of this article shall apply to contracts
- 4 by the San Diego Metropolitan Transit Development Board, as

1 provided for in Division 11 (commencing with Section 120000)
2 of the Public Utilities Code.

3 SEC. 2. Section 20341 of the Public Contract Code is
4 amended to read:

5 20341. (a) Except as provided in subdivision (c), contracts
6 for construction in excess of fifty thousand dollars (\$50,000)
7 shall be awarded to the lowest responsible bidder submitting a
8 responsive bid after competitive bidding, except in emergency
9 declared by the vote of two-thirds of the membership of the
10 board. If the expected construction contract exceeds one
11 thousand dollars (\$1,000) and does not exceed fifty thousand
12 dollars (\$50,000), the board shall seek a minimum of three
13 quotations, either written or oral, that permit prices and other
14 terms to be compared, and the board shall award the contract to
15 the bidder who submitted the lowest quotation.

16 (b) If no bids are received, the project may be performed by a
17 negotiated contract.

18 (c) This section does not apply to the Los Angeles County
19 Metropolitan Transportation Authority.

20 SEC. 3. Section 120100 of the Public Utilities Code is
21 amended to read:

22 120100. The board at its first meeting, and thereafter annually
23 at the first meeting in January, shall elect a vice chair who shall
24 preside in the absence of the chair. In the event of the absence or
25 inability to act by the chair or vice chair, the chair pro tempore
26 shall preside.

27 SEC. 4. Section 120105 of the Public Utilities Code is
28 amended to read:

29 120105. The board shall perform the following duties:

30 (a) Determine whether to operate exclusive public mass transit
31 guideways or to let contracts for their operation.

32 (b) Determine the means to finance the operation of public
33 mass transit guideways.

34 (c) Adopt an annual budget and fix the compensation of its
35 officers and employees.

36 (d) Adopt an administrative code, by ordinance, that shall
37 prescribe the powers and duties of board officers, the method of
38 appointment of board employees, and methods, procedures, and
39 systems of operation and management of the board. The
40 administrative code shall also provide for, among other things,

1 the appointment of a general manager or chief executive officer,
2 and the organization of the employees of the board into units for
3 finance and administration, planning and operations, property
4 acquisition and management, and community relations, and other
5 units as the board deems necessary.

6 (e) Cause a postaudit of the financial transactions and records
7 of the board to be made at least annually by a certified public
8 accountant.

9 (f) Adopt all ordinances and make all rules and regulations
10 proper or necessary to regulate the use, operation, and
11 maintenance of its property and facilities, including its public
12 transit systems and related transportation facilities and services
13 operating within its area of jurisdiction, and to carry into effect
14 the powers granted to the board.

15 (g) Appoint such advisory commissions as it deems necessary.

16 (h) Do any and all things necessary to carry out the purposes
17 of this division.

18 SEC. 5. Section 120202 of the Public Utilities Code is
19 repealed.

20 SEC. 6. Section 120202 is added to the Public Utilities Code,
21 to read:

22 120202. (a) All of the privileges, immunities from liability,
23 and exemptions from laws, ordinances, and rules, and all
24 pension, relief, disability, workers' compensation, and other
25 benefits that apply to the activity of officers, agents, or
26 employees of a public agency when performing their respective
27 functions shall apply to employees of the board, and to any
28 nonprofit public benefit corporation of which the board is the
29 sole member.

30 (b) All claims for money or damages against the board or its
31 employees, and against any nonprofit public benefit corporation
32 of which the board is the sole member or the employees of that
33 corporation, shall be governed by Part 1 (commencing with
34 Section 810), Part 2 (commencing with Section 814), Part 3
35 (commencing with Section 900), and Part 4 (commencing with
36 Section 940) of Division 3.6 of Title 1 of the Government Code
37 applicable to public agencies and their employees, or by other
38 statutes or regulations expressly applicable thereto.

39 SEC. 7. Section 120220 of the Public Utilities Code is
40 amended to read:

1 120220. The board may make contracts and enter into
2 stipulations of any nature whatsoever, either in connection with
3 eminent domain proceedings or otherwise, including, without
4 limiting the generality of the foregoing, contracts and stipulations
5 to indemnify and save harmless, to employ labor, and to do all
6 acts necessary and convenient for the full exercise of the powers
7 granted in this division.

8 SEC. 8. Section 120220.5 is added to the Public Utilities
9 Code, to read:

10 120220.5. The board may provide and maintain by contract
11 with a public agency or by other means, a security force to
12 enforce its regulations, to preserve and protect any public transit
13 system or project financed pursuant to this division, and to
14 preserve and protect the public peace, health, and safety with
15 respect to its system or projects. Alternatively, the board may
16 contract with a private patrol operator licensed pursuant to
17 Chapter 11.5 (commencing with Section 7580) of Division 3 of
18 the Business and Professions Code, with the county sheriff and
19 municipal police departments within the areas described in
20 Section 120054, and with other transit development boards for
21 security, police, and related services.

22 SEC. 9. Section 120222 of the Public Utilities Code is
23 repealed.

24 SEC. 10. Section 120222 is added to the Public Utilities
25 Code, to read:

26 120222. (a) The Legislature finds and declares that a
27 compelling interest exists in ensuring that all federal, state, local,
28 and private funds available to the board are captured and used in
29 a timely manner. In order to maximize the use of federal, state,
30 local, and private funds and to maintain a competitive posture in
31 seeking supplemental federal funds, the board shall have the
32 authority to establish and use a flexible contracting process to
33 maximize its efficient use of public funds.

34 (b) Except in cases when an article of a specified brand or
35 trade name is the only article that will properly meet the needs of
36 the board or in an emergency declared by the vote of two-thirds
37 of the membership of the board, all contracts for the acquisition
38 or lease of materials, supplies, or equipment in an amount of one
39 hundred thousand dollars (\$100,000), or in excess of that amount
40 as authorized by the board, shall be made or entered into with the

1 lowest responsible bidder meeting specifications. For purposes of
2 determining the lowest bid, the amount of sales tax shall be
3 excluded from the total amount of the bid. When the expected
4 purchase amount of the contract exceeds five thousand dollars
5 (\$5,000) and does not exceed one hundred thousand dollars
6 (\$100,000), the board shall seek a minimum of three quotations,
7 either written or oral, to permit comparison of prices and other
8 terms.

9 (c) Except in cases of an emergency declared by the vote of
10 two-thirds of the membership of the board, the board shall for all
11 contracts for the acquisition of services that exceed one hundred
12 thousand dollars (\$100,000), that will not be performed by an
13 entity described in Section 120221.5, and that are not within the
14 category of services defined in Section 4525 of the Government
15 Code, solicit bids in writing and award the contract in a
16 competitive procurement process that is in the best interest of the
17 board, including, but not limited to, a negotiated procurement
18 that may or may not evaluate price as a consideration. When the
19 expected amount of the service contract exceeds five thousand
20 dollars (\$5,000) and does not exceed one hundred thousand
21 dollars (\$100,000), the board shall seek a minimum of three
22 quotations, either written or oral, to permit comparison of prices
23 and other terms.

24 (d) The board shall award contracts for architectural,
25 landscape architectural, engineering, environmental, land
26 surveying services, and construction project management
27 services that are in excess of one hundred thousand dollars
28 (\$100,000) in accordance with the provisions of Chapter 10
29 (commencing with Section 4525) of Division 5 of Title 1 of the
30 Government Code.

31 (e) Notwithstanding any other provisions of this chapter, the
32 board may use any procurement method authorized for state or
33 local agencies under state or federal law, including, but not
34 limited to, a competitive negotiation process in accordance with
35 the provisions of Article 7.5 (commencing with Section 20216)
36 of Chapter 1 of Part 3 of Division 2 of the Public Contract Code.
37 The board shall maintain acquisition and contracting guidelines
38 and comply with those guidelines in the procurement of all goods
39 and services.

1 (f) Provisions in any federally funded contract concerning
2 disadvantaged business enterprises that are in accordance with
3 the request for proposals shall not be subject to negotiation with
4 the successful bidder.

5 SEC. 11. Section 120224.1 of the Public Utilities Code is
6 amended to read:

7 120224.1. (a) Upon determining that immediate remedial
8 measures to avert or alleviate damage to, or to repair or restore
9 damaged or destroyed property of, the board are necessary in
10 order to insure that the facilities of the board are available to
11 serve the transportation needs of the general public or to comply
12 with any state or federal regulation with respect to the operation
13 of public transportation services, and upon determining that
14 available remedial measures, including procurement in
15 compliance with Sections 120222, and 120223, are inadequate,
16 the general manager or chief executive officer may authorize the
17 expenditure of money previously appropriated by the board
18 specifically for the direct purchases of goods and services,
19 without observance of the provisions of those sections.

20 (b) The general manager or chief executive officer, after the
21 expenditure authorized under subdivision (a) has been made,
22 shall submit to the board a full report explaining the necessity for
23 that action.

24 SEC. 12. Section 120224.3 of the Public Utilities Code is
25 amended to read:

26 120224.3. Notwithstanding Section 120222, the board may
27 direct the purchase of any supply, equipment, or materials
28 without observance of any provision requiring contracts, bids, or
29 advertisements upon a finding by two-thirds of all members of
30 the board that there is only a single source of procurement
31 therefor and that the purchase is for the sole purpose of
32 duplicating, repairing, or replacing supply, equipment, or
33 materials that are in use, including upgrades or migrations of
34 proprietary intellectual property.

35 SEC. 13. Section 120224.4 of the Public Utilities Code is
36 amended to read:

37 120224.4. (a) A person who submits, or who plans to submit,
38 a proposal in response to a procurement solicitation may protest
39 any acquisition conducted in accordance with Sections 120222
40 and 120223 as follows:

1 (1) Protests based on the content of the procurement
2 solicitation shall be filed with the board within 10 calendar days
3 after the procurement solicitation is first advertised. The general
4 manager or the chief executive officer, or the designee of the
5 general manager or chief executive officer, shall issue a written
6 decision on the protest prior to opening of the procurement
7 solicitation. A protest may be renewed by refiling the protest
8 with the board within 15 calendar days after the mailing of the
9 notice of the intent to award.

10 (2) Any bidder may protest the intent to award on any ground
11 not based upon the content of the procurement solicitation by
12 filing a protest with the board within 15 calendar days after the
13 mailing of the notice of the intent to award.

14 (3) Any protest shall contain a full and complete written
15 statement specifying in detail the grounds of the protest and the
16 facts supporting the protest. Protestors shall have an opportunity
17 to appear and be heard before the board prior to the opening of
18 the procurement solicitation in the case of protests based on the
19 content of the procurement solicitation, or prior to final award in
20 the case of protests based on other grounds or the renewal of
21 protests based on the content of the procurement solicitation.

22 (b) The decision of the protest by the board shall be in writing
23 and constitutes a final administrative decision for purposes of
24 judicial review pursuant to Section 1094.6 of the Code of Civil
25 Procedure.

26 SEC. 14. Section 120260 of the Public Utilities Code is
27 amended to read:

28 120260. The board shall provide input to the San Diego
29 Association of Governments on the planning and construction of
30 exclusive public mass transit guideways in the area under its
31 jurisdiction in conformance with the California Transportation
32 Plan and the regional transportation plan developed pursuant to
33 Chapter 2.5 (commencing with Section 65080.1) of Division 1 of
34 Title 7 of the Government Code.

35 SEC. 15. Section 120262 of the Public Utilities Code is
36 repealed.

37 SEC. 16. Section 120264 of the Public Utilities Code is
38 amended to read:

39 120264. The transit development board may acquire,
40 construct, maintain, and operate (or let a contract to operate)

1 public transit systems and related transportation facilities and
2 services as it deems necessary to carry out the purposes of this
3 division in conformity with, and to the extent provided in, the
4 San Diego Regional Transportation Consolidation Act (Chapter 3
5 (commencing with Section 132350) of Division 12.7). The
6 various systems, facilities, and services may be administered by
7 the transit development board under the name of the San Diego
8 Metropolitan Transit System.

9 SEC. 17. Section 120300 of the Public Utilities Code is
10 amended to read:

11 120300. The San Diego Association of Governments that
12 includes the area of the board shall be responsible for long-term
13 transportation system planning in that area.

14 The planning shall be directed to, among other things:

- 15 (a) Identification of corridors of travel.
- 16 (b) Definition of the transportation problems of each corridor.
- 17 (c) Definition of the transportation goals for each corridor.
- 18 (d) Definition of land use goals, with the concurrence of
19 affected local jurisdiction, to be supported by transportation
20 investment decisions in each corridor.

21 (e) Recommendation of priority corridors for guideway
22 development.

23 (f) Recommendation of the mix of alternative transportation
24 modes appropriate for deployment in light of transportation
25 needs and goals for each corridor.

26 (g) Recommendation of environmental, economic, energy, and
27 social policies that should guide transportation investment
28 decision within corridors.

29 SEC. 18. Section 120301 of the Public Utilities Code is
30 amended to read:

31 120301. With respect to the area under its jurisdiction, the
32 board shall be responsible for operational planning, which
33 includes all planning and monitoring necessary for the operation,
34 implementation, modification, and elimination of public
35 transportation services operated by the board.

36 SEC. 19. Section 120302 of the Public Utilities Code is
37 amended to read:

38 120302. Notice of the time and place of the public hearing by
39 the board shall be published pursuant to Section 6061 of the

1 Government Code, and shall be published not later than the 15th
2 day prior to the date of the hearing.

3 The materials for the public hearing shall be available for
4 public inspection at least 15 days prior to the hearing.

5 SEC. 20. Section 120350 of the Public Utilities Code is
6 repealed.

7 SEC. 21. Section 120350 is added to the Public Utilities
8 Code, to read:

9 120350. The provisions of Article 6 (commencing with
10 Section 120350) and Article 7 (commencing with Section
11 120400) shall be implemented in conformity with, and subject to,
12 the San Diego Regional Transportation Consolidation Act
13 (Chapter 3 (commencing with Section 132350) of Division 12.7).

14 SEC. 22. Section 120351 of the Public Utilities Code is
15 amended to read:

16 120351. The designated recipient for purposes of Chapter 53
17 (commencing with Section 5301) of Subtitle III of Title 49 of the
18 United States Code shall be the San Diego Association of
19 Governments, and it shall be responsible for allocating federal
20 transit funds to eligible recipients. The board shall prepare the
21 program of projects for transit capital and operating assistance
22 projects in its area of jurisdiction for receipt of federal funds. The
23 San Diego Association of Governments shall allocate the funds
24 to the board to fund its projects. If a dispute regarding the
25 allocation of funds arises between the board and the North San
26 Diego County Transit Development Board, the two boards shall
27 negotiate in good faith to resolve the dispute. If the negotiation
28 does not result in resolving the dispute prior to adoption of the
29 annual regional transportation improvement program, the San
30 Diego Association of Governments shall resolve the dispute and
31 allocate the funds accordingly.

32 SEC. 23. Section 120352 of the Public Utilities Code is
33 amended to read:

34 120352. The board may receive any money pursuant to
35 Chapter 53 (commencing with Section 5301) of Subtitle III of
36 Title 49 of the United States Code for mass transit purposes, and
37 reallocate that money for those purposes in accordance with
38 federal law and rules and regulations.

39 SEC. 24. Section 120353 of the Public Utilities Code is
40 repealed.

1 SEC. 25. Section 120355 of the Public Utilities Code is
2 amended to read:

3 120355. The board may take all action necessary to obtain
4 funding available pursuant to Chapter 53 (commencing with
5 Section 5301) of Subtitle III of Title 49 of the United States
6 Code.

7 SEC. 26. Section 120400 of the Public Utilities Code is
8 amended to read:

9 120400. The board may accept contributions, grants, or loans
10 from any public agency or the United States or any department,
11 instrumentality, or agency thereof, for the purpose of financing
12 the planning, acquisition, construction, or operation of public
13 transportation services, and may enter into contracts and
14 cooperate with, and accept cooperation from, any public agency
15 or the United States, or agency thereof, in the planning,
16 acquisition, construction, or operation of any of those public
17 transportation services in accordance with any legislation that
18 Congress or the Legislature of the State of California may have
19 heretofore adopted or may hereafter adopt, under which aid,
20 assistance, and cooperation may be furnished by the United
21 States or any public agency in the planning, acquisition,
22 construction, or operation of any of those public transportation
23 services. The board may do any and all things necessary in order
24 to avail itself of this aid, assistance, and cooperation under any
25 federal or state legislation now or hereafter enacted.

26 SEC. 27. Section 120452 of the Public Utilities Code is
27 amended to read:

28 120452. Violation of any ordinance, rule, or regulation
29 enacted by the board prohibiting the unauthorized entering into,
30 climbing upon, holding onto, or in any manner attaching oneself
31 to vehicles operated upon exclusive public mass transit
32 guideways owned or controlled by the board, is an infraction
33 punishable by a fine not exceeding fifty dollars (\$50), except that
34 a violation by a person, after the first conviction under this
35 section, is a misdemeanor punishable by a fine not exceeding five
36 hundred dollars (\$500) or by imprisonment in a county jail not
37 exceeding six months, or by both that fine and imprisonment.

38 SEC. 28. Section 120508 of the Public Utilities Code is
39 amended to read:

1 120508. (a) This article also applies to the employee
2 relations of employees of a nonprofit entity that operates public
3 mass transit services and that is solely owned by the board. For
4 employee relations regarding these employees, the term "board,"
5 as used in this article, means the board and the board of directors
6 of the nonprofit entity as the joint employer of the employees.

7 (b) The board may, at any time in its sole discretion, abolish
8 any nonprofit entity or merge any nonprofit entity with another
9 nonprofit entity or with the board.

10 (c) Upon abolishing or merging a nonprofit entity pursuant to
11 subdivision (b), the board shall become the sole employer of the
12 employees of the nonprofit entity and shall assume sole
13 responsibility to observe all existing labor contracts established
14 and maintained pursuant to this article.

15 (d) Except as may be agreed upon through the collective
16 bargaining process, nothing in this section shall prohibit or limit
17 the right of the board to contract with common carriers of
18 persons operating under a franchise, license, or other agreement.
19 Any provision in an existing collective bargaining agreement
20 made applicable to the board in its capacity as a joint employer
21 with a nonprofit entity pursuant to subdivision (a) or sole
22 successor employer pursuant to subdivision (b) that is intended to
23 prohibit or limit the right of a nonprofit entity to contract out
24 covered bargaining unit services to another common carrier of
25 persons shall not be binding upon the board with respect to any
26 contract for services entered into, renewed, or extended by the
27 board prior to January 1, 2004, and thereafter shall apply only to
28 contracts for bargaining unit services covered by an existing
29 collective bargaining agreement assumed by the board unless
30 otherwise agreed upon through the collective bargaining process.

31 SEC. 29. Section 120540 of the Public Utilities Code is
32 amended to read:

33 120540. It shall be a condition of the operation of any transit
34 facility owned or controlled by the board that Section 5333 of
35 Title 49 of the United States Code shall be given effect to the
36 extent required by law.

37 SEC. 30. Section 120630 of the Public Utilities Code is
38 amended to read:

39 120630. The board may issue bonds, payable from revenue of
40 any facility or enterprise to be acquired or constructed by, or on

1 behalf of, the board, in the manner provided by the Revenue
2 Bond Law of 1941 (Chapter 6 (commencing with Section 54300)
3 of Part 1 of Division 2 of Title 5 of the Government Code), and
4 all of the provisions of that law are applicable to the board.

5 SEC. 31. Section 120631 of the Public Utilities Code is
6 amended to read:

7 120631. The board is a local agency within the meaning of
8 the Revenue Bond Law of 1941 (Chapter 6 (commencing with
9 Section 54300) of Part 1 of Division 2 of Title 5 of the
10 Government Code). The term "enterprise," as used in the
11 Revenue Bond Law of 1941, for all purposes of this article,
12 includes the transit system or any or all transit facilities and all
13 additions, extensions, and improvements thereto authorized to be
14 acquired, constructed, or completed by the board.

15 The board may issue revenue bonds under the Revenue Bond
16 Law of 1941 for any one or more transit facilities authorized to
17 be acquired, constructed, or completed by, or on behalf of, the
18 board or, in the alternative, the board may issue revenue bonds
19 under the Revenue Bond Law of 1941 for the acquisition,
20 construction, and completion of any one of those transit facilities.

21 Nothing in this article prohibits the board from availing itself
22 of, or making use of, any procedure provided in this chapter for
23 the issuance of bonds of any type or character for any of the
24 transit facilities authorized hereunder, and all proceedings may
25 be carried on simultaneously or, in the alternative, as the board
26 may determine.

27 SEC. 32. Section 120682 is added to the Public Utilities
28 Code, to read:

29 120682. The board or any nonprofit corporation of which the
30 board is the sole member, may issue pension obligation bonds.

31 ~~SEC. 33. If the Commission on State Mandates determines~~
32 ~~that this act contains costs mandated by the state, reimbursement~~
33 ~~to local agencies and school districts for those costs shall be~~
34 ~~made pursuant to Part 7 (commencing with Section 17500) of~~
35 ~~Division 4 of Title 2 of the Government Code.~~

36 *SEC. 33. No reimbursement is required by this act pursuant*
37 *to Section 6 of Article XIII B of the California Constitution*
38 *because the only costs that may be incurred by a local agency or*
39 *school district are the result of a program for which legislative*
40 *authority was requested by that local agency or school district,*

1 *within the meaning of Section 17556 of the Government Code*
2 *and Section 6 of Article XIII B of the California Constitution.*

3 SEC. 34. This act is an urgency statute necessary for the
4 immediate preservation of the public peace, health, or safety
5 within the meaning of Article IV of the Constitution and shall go
6 into immediate effect. The facts constituting the necessity are:

7 In order to make needed changes to the San Diego
8 Metropolitan Transit Development Board as soon as possible, it
9 is necessary that this act take effect immediately.

O

2005-2006 STATE LEGISLATIVE BILLS

BILL NUMBER	SPONSOR	DESCRIPTION	CURRENT STATUS	RECOMMENDED MTS POSITION
ACA 1X	Richman	Establishes public employee defined contribution plan and prohibits new nonfederal public employees from enrolling in a defined benefit plan beginning on 7/1/07.	3/2/05 – in Coms. on PUB. SECTOR and C.A. and W. & M	Oppose – eliminates CalPERS.
ACA 5	Richman	This measure would establish the California Public Employee Defined Contribution Plan. The measure would provide that on and after July 1, 2007, any person hired as a new employee by a public agency may enroll only in a defined contribution plan of a public pension or retirement system and is prohibited from enrolling in a defined benefit plan.	4/14/05 – referred to Comm. on Pub. Empl. Ret.	
AJR 18	Jones	State resolution to provide adequate operating and capital funding for Amtrak to preserve and improve the 4 national network Amtrak trains currently serving California and to establish a multiyear capital funding program available to the states on a matching basis to initiate, improve, or expand passenger rail services and provide an adequate level of capital funding for Amtrak to sustain the mandated rail passenger service.	6/07/05 – Set in Senate Trans & Housing 6/13/05 – Third reading in committee	Support – recommends funding for passenger train service.
SB 130	Budget Committee	This bill would provide that nothing in the above provisions precludes a stop notice claimant from reducing the amount of, or releasing in its entirety, a stop notice that has been served upon an owner. The bill would also specify that the reduction or release of a stop notice shall be in writing and may be served in a form other than those forms set forth in that provision of law.	5/5/05 – Read for the first time in Senate 6/15/05 – Enrolled, sent to Governor	Watch – most likely neutral effect; may reduce outside attorneys' fees.
AB 189	Horton	Was originally proposed to allow SANDAG to increase the High Occupancy Vehicle Toll (HOT) lane projects from 2 to 3. Amended on 4/11/05 – now Caltrans will select 3 demonstration projects across the state.	5/25/05 – Held in Assembly Approps.	Watch – may reduce transit ridership if more HOV lanes are made available to single drivers.

BILL NUMBER	SPONSOR	DESCRIPTION	CURRENT STATUS	RECOMMENDED MTS POSITION
AB 194	Dymally	Removes provision in brown act that allows a public agency to correct/cure an alleged violation of the act prior to commencement of legal action; requires private person to make a written demand on the public agency to cure/correct the violation.	5/4/05 – comm. Hearing cancelled at author's request	Oppose – as proposed, provisions are confusing and removing the agency's ability to cure could result in increase in liability.
AB 267	Daucher	Allows a regional entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program may expend its own funds for any component of a transportation project within its jurisdiction that is included in an adopted state transportation improvement program and for which the commission has not made an allocation. The amount expended under subdivision will be reimbursed by the state, assuming certain conditions are met.	6/06/05 – Passed Assembly, pending in Senate Rules 6/15/05 -Referred to Com. on T&H	Support – allows projects to advance more quickly.
SB 371	Torlakson	Authorizes local transportation agencies to use design-build for bidding on highway, bridge, tunnel, or public transit projects within their jurisdiction through 2011.	5/26/05 – Held in Senate Approps. 6/9/05 – In Senate, referred to Com. on T&H	Support – current design-build authorization expires on 1/1/07. In addition, this bill does not set a minimum price for projects.
AB 453	Benoit	Requires local agency to furnish evidence to Caltrans that all matters prerequisite to an award of a construction contract can be obtained within 2 years of funding allocation.	5/27/05 – Passed Assembly – referred to Senate Rules	Support – current law only allows for one year.
AB 461	Horton	Originally proposed to allow SANDAG to conduct a Bus Shoulder Demonstration Project. Bill revised and now contains no language relative to transportation.	5/19/05 – to Senate Trans & Housing; 6/8/05 – passed, rereferred to Approp.	Watch – language may be reinserted.

BILL NUMBER	SPONSOR	DESCRIPTION	CURRENT STATUS	RECOMMENDED MTS POSITION
SB 521	Torlakson	Requires that Transit Village Plans (which must be prepared by cities and counties) include a transit station. Requires regional transit providers to approve the proposed project area.	6/01/05– Passed Assembly, pending in Senate Rules 6/13/05 – To Coms. on H. & C.D. and Loc. Gov.	Support seek amendment – amend §33032(a) (5) to say “MTS” instead of “MTDB.”
SB 601	Soto	Enacts the Build California Bond Act of 2006 and authorizes \$3 billion in state general obligation bonds for specified construction of highway and public transportation projects that are significant to the state	4/12/05 – Rereferred to Sen. Com. on T. & H. 4/18/05 – hearing cancelled at request of author	Support but seek clarification on which types of projects qualify.
AB 679	Calderon	Modifies Health and Safety Code section 43700 to create a more competitively neutral and economically efficient method of reducing air emissions in road trucking operations to replace CARB diesel. Also changes testing standards for determining reduction of air pollution.	4/11/05 – in Com. on Trans., no hearing scheduled yet. 6/9/05 – in Senate, Referred to Coms. on Envir. Quality and Trans & Housing	Neutral – has the potential to reduce cost of diesel, but may result in additional regulations if new diesel is not found to reduce air pollution.
AB 850	Canciamilla	Grants power to Caltrans to enter franchise agreements with local agencies to enable the construction of transportation facilities supplemental to existing state-owned and operated transportation facilities. Authorizes Caltrans to construct and operate HOV lanes as toll facilities (does not specify that single occupants can use lanes).	5/25/05 – Held in Assembly Approp. Comm.	Monitor – could result in increased costs for bus service if HOV lanes were used.
AB 948	Oropeza	Requires a transit operator to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program, as specified. This bill would also change the prohibition regarding design-build rail projects to instead prohibit a transit operator from utilizing the design-build method of procurement for a capital maintenance or capacity-enhancing rail project, unless that project costs more than	5/23/05 – Passes Assembly 6/2/05 - referred to Senate Trans & Housing	Support – allows for design build on capital maintenance/ capacity-enhancing projects

BILL NUMBER	SPONSOR	DESCRIPTION	CURRENT STATUS	RECOMMENDED MTS POSITION
		\$25,000,000. This bill would also require a transit operator to prepare specific documents regarding a project that will be let to a design-build entity.		
SB 959	Kehoe	Modifies MTS's enabling legislation and cleans up provisions leftover from SB 1703.	6/1/05 – Passed Senate; 6/13/05 – In Assembly, to Com. on L. Gov. & Trans.	Support
AB 962	Nunez	Imposes certain requirements on a railroad corporations regarding signage, markers, and flagging systems, prohibits a railroad corporation from leaving a train containing hazardous materials unattended outside of its terminal property, or permitting such a train to cross a grade crossing unattended, requires a railroad corporation to notify the PUC and the collective bargaining representative of any affected employee of any new utilization of remote control locomotives, requires a railroad corporation provide immediate notification to the PUC of specified accidents, incidents, and other events that are required to be reported to the FRA.	5/16/05 – sent for third reading, passes Assembly 6/9/05 – in Senate, Referred to Com. on E.,U. & C.	Oppose unless amended to exempt public agencies.
AB 1010	Oropeza	Transfers responsibility of public transit guideway safety appliance and procedure monitoring to Caltrans from PUC. Supported by CTA and SCVTA.	6/01/05– Passed Assembly, pending referral in Senate Rules 6/9/05 – in Senate, Referred to Com. on E.,U. & C.	Monitor.
SB 1024	Perata Torlakson	Enacts Safe Facilities, Improved Mobility, and Clean Air Bond Act of 2005 to in part restore Prop 42 funds (subject to 2/3 voter approval). If passed, \$2.3 billion would be used to repay Prop 42 funds.	5/27/05 – Passed Senate Approps. Sent for third reading	Support – replaces lost Prop 42 funds.

BILL NUMBER	SPONSOR	DESCRIPTION	CURRENT STATUS	RECOMMENDED MTS POSITION
AB 1112	Cohn	Provides that every person who is at, in, or on a public transit facility or building under circumstances that reasonably indicate that the person has committed, is committing, or is about to commit a crime, or under circumstances that reasonably indicate that the person is not present for the purpose of using public transit, is punishable by a fine, imprisonment, or both. (PC 647)	4/26/05 – hearing cancelled by author, two-year bill.	Support – provides clarification on loitering at transit facilities.
AB 1157	Frommer	Requires Caltrans to establish performance measures, an evaluation procedure, and a rating system for state highways that specifically addresses distressed lane miles, bridge conditions, and life cycle costs. Requires consultation with local transportation agencies.	5/31/05 – Passed Assembly, In Senate 6/9/05 – referred to Com. on Trans. & Housing	Watch – could increase or decrease funding for transit projects depending on evaluation results.
AB 1169	Torrico	Increases penalties and fines for assault/battery against an operator of a transit vehicle.	5/31/05 – Passed Assembly, in Senate 6/9/05 – referred to Com. on Pub. Safety	Support.
AB 1234	Salinas	This bill would require a local agency that provides reimbursement for expenses to members of its legislative body to adopt a written policy on the duties for which legislative body members may receive compensation, other than meetings of the legislative body or an advisory body or attendance at a conference. The bill would require such a governing body to adopt a written policy concerning what occurrences qualify a member to receive reimbursement of expenses for travel, meals, and lodging and would impose related requirements, including the filing of expense reports, which would be public records.	6/01/05- amended and rereferred to Sen. Comm. on Local Gov.	Support – MTS already complies.
AB 1238	Plescia	Bill modifies portions of NCTD's enabling legislation to be consistent with SB 1703.	5/26/05 – Passed Assembly, in Senate 6/9/05 – referred to Com. on Trans. & Housing	Support

BILL NUMBER	SPONSOR	DESCRIPTION	CURRENT STATUS	RECOMMENDED MTS POSITION
AB 1552	La Suer	In those years when the county chair is from a district that is substantially an incorporated area and is appointed as the representative to SANDAG, a supervisor that represents a district that is substantially an unincorporated area shall also be appointed to SANDAG.	5/2/05 – hearing at Comm. on Trans. Cancelled by Comm. Two-year bill	Watch – could increase county membership in SANDAG Board
AB 1618	Klehs	Amends the Revenue and Taxation Code to allow for sales tax exemption for tangible personal property that is used to manufacture alternative fuel prototype buses pursuant to a qualified research and development contract for public transportation agencies.	5/25/05 – Held in Assembly Approps.	Support – may provide sales tax exemption to MTS.
AB 1699	Frommer	Authorizes, until January 1, 2015, transportation agencies administering local voter-approved transportation sales tax measures; i.e., SANDAG, to use a specified design-build process for bidding on a maximum of 8 state highway construction projects with a total cost of \$25,000,000 or more, with the projects to be selected by the California Transportation Commission.	6/02/05 –Passed Assembly 6/15/05 – In Senate, referred to Com. on Trans. & Housing	Monitor – although may provide cost savings on highway construction projects administered by SANDAG, recent amendments greatly reduce its applicability.
AB 1702	Frommer	Enacts the Economic Recovery Bond Act that issues \$15 billion in bonds for financing the state budget deficit. Also transfers \$500 million to Traffic Congestion Relief Fund - \$250 million to both the STP and TCRP funds. Transportation funds are secured by tribal state gaming compact assets.	5/25/05 - Held in Assembly Approps.	Watch – controversial bill. As introduced it did not pertain to transportation.

Updated 6/16/05

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 6/16/05

REPORT

Thomas Walters & Associates, Inc.



TO: Paul Jablonski

DATE: June 6, 2005

FROM: Thomas P. Walters

LEGISLATIVE SUMMARY

This report summarizes major legislative proposals affecting transit in the 109th Congress so far.

Surface Transportation Reauthorization

Congress continues efforts to reauthorize the surface transportation programs from the six-year Transportation Equity Act for the 21st Century, which expired at the end of Federal fiscal year 2003. Failure to enact long-term authorization for highway, transit and transportation safety programs has necessitated multiple short-term extensions of these programs. Currently these Federal programs are operating under the seventh such extension, though June 30.

The House reauthorization proposal, H.R. 3, the *Transportation Equity Act: A Legacy for Users (TEA LU)*, and the Senate version, the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA)*, would reauthorize transportation programs including the formula and discretionary programs under the Federal Transit Administration. As passed by the House of Representatives, H.R. 3 would provide \$283.9 billion for Highway, transit and highway safety programs, of which \$52.3 billion would be for public transportation. The Senate-passed version would fund these programs at a total of 293.8 billion, with \$53.8 billion for public transportation.

Differences between the two bills will be resolved by a conference committee which will meet to negotiate a final version. Congressman Filner and Senator Boxer have been appointed members of the conference committee because of their positions on committees with jurisdiction. One of the main issues to be resolved is overall funding, and Secretary of Transportation Mineta has indicated that President Bush will veto any bill that exceeds the \$283.9 billion total spending of the House version.

Transportation Appropriations

Another major area of legislation that has a large impact on transit is the annual appropriations bill to fund the programs under the Department of Transportation. Last year, the *FY 2005 Omnibus Appropriations Act* provided \$7.64 billion for transit, and this year the President's FY 2006 budget submission to Congress proposed \$7.78 billion.

Congress is well into the annual appropriations cycle with legislation to fund various aspects of the Federal government being drafted and voted on by the House of Representatives. The House Transportation, Treasury and Housing and Urban Development, the Judiciary, District of Columbia Appropriations Subcommittee has completed its scheduled hearings on fiscal year 2006 funding for programs under its jurisdiction, but no firm schedule for drafting the bill has been announced. Progress on the appropriations measure is likely to be affected by progress on TEA 21 reauthorization, since they both address the same programs, policies and potential project earmarks. The Senate Appropriations Committee has already signaled that they will not draft their version of the annual appropriations bill until July.

Security



The increased tempo of homeland security efforts has included some efforts in Congress to improve protection for public transportation. Various aspects of operations in the San Diego region make for unique security needs, including the close proximity to an international border. Several bills have been proposed to address security, but the committees with jurisdiction over transit have mostly deferred action on these matters until the surface transportation bill reauthorization process can be completed. Those committees may draft and introduce original bills on this subject after TEA LU/SAFETEA is enacted. The proposals under consideration by Congress so far include:

- Bush Administration FY 2006 budget proposal to Congress, which included a request to combine all infrastructure protection grants into a single Targeted Infrastructure Protection Program. This program was intended to combine efforts to fund security for infrastructure such as seaports, transit, railways, and energy facilities.
- H.R. 2360, the *FY 2006 Department of Homeland Security Appropriations Act*, which would provide \$150 million for transit and rail security, instead of the single Targeted Infrastructure Protection Program proposed by the President. This legislation was passed by the House on May 17.

- Senate-passed version of TEA 21 reauthorization legislation, H.R. 3, would require the Departments of Transportation and Homeland Security to develop an MOU for national security standards for transit agencies and establish funding priorities.
- S.1052, the *Transportation Security Improvement Act of 2005*, which includes a provision to establish a new program for freight and passenger rail security upgrades. This legislation has been referred to the Senate Commerce Committee, which has not scheduled further action yet.
- H.R. 1116, the *Public Transportation Systems Vulnerability Assessment and Reduction Act of 2005*. This legislation, which would improve transit security assessments and establish a new grant program for training and acquisition, has been referred to the House Subcommittee on Highways, Transit and Pipelines for consideration.
- S. 629, the *Railroad Carriers and Mass Transportation Protection Act*. This legislation, which was passed by the Senate Judiciary Committee on April 25, would enhance Federal prohibitions against acts of destruction and violence against transit.



**MTS Federal and State
Legislative Update**

2005-2006 Legislative Session



MTS 2005 Legislative Changes

- MTS was created by the Mills-Deddeh Transit Development Act in 1976.
- California Public Utilities Code, sections 120000-120720, contains the provisions governing MTS Operations.
- Post-Consolidation, staff was asked to propose changes to MTS's enabling legislation.

Local Legislation

- ✓ SB 959, previously approved by the Board, modifies MTS's enabling legislation consistent with the provisions of SB 1703.
- ✓ SB 959 was passed by the Senate Transportation Committee on May 18, 2005, and was pushed through the Senate Appropriations Committee on a waiver. It is now proceeding through the Assembly.
- ✓ A copy of SB 959 is attached to this agenda item as Attachment A.

Local Legislation

Staff is proposing to add the following language to SB 959:

- ✓ "(d) At its discretion, each city and county may select a second alternate, in the same manner as the primary representative, to serve on the board in the event that neither the primary representative nor the regular alternate is able to attend a meeting of the board. This alternate shall be subject to the same restrictions and have the same powers, when serving on the board, as the primary representative."



State Legislation

Currently, there are 28 bills pending approval by the California State Legislature relevant to MTS. A summary of each bill, along with a recommended position, is attached to this agenda item as Attachment B.

Highlights include.....



State Legislation

- **AB 194:** Removes provision in Ralph M. Brown Act that allows a public agency to correct/cure an alleged violation of the act prior to commencement of legal action.

Recommended Position: Oppose

- **SB 521:** Requires that Transit Village Plans include a transit station. Requires regional transit providers to approve the proposed project area.

Recommended Position: Support



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- **AB 1010:** Transfers responsibility of public transit guideway safety appliance and procedure monitoring to Caltrans from PUC.

Recommended Position: Monitor

- **AB 1112:** Adopts specific prohibition against loitering on or in a public transit facility.

Recommended Position: Support



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- **AB 1238:** Bill modifies portions of NCTD's enabling legislation to be consistent with SB 1703.

Recommended Position: Support

Update on Proposition 42.....



State Legislation

2005-06 State Budget Implications for Transportation Programs

Presented by Mark Watts
To
MTS Board
June 23, 2005



State Legislation

Key Budget Actions

Proposition 42 - Restored in Governor's May Revision

- Legislature - conforms Proposition 42 restoration
- Public Transportation Account (PTA) - Funded
- PTA "spillover" - retained in General Fund
- Tribal Asset Funds - Adjusted



State Legislation

Impact on State Funding for Transit Programs

PTA

- Sales Tax Revenues - \$275 Million
- State Transit Assistance (STA) - \$202 Million, with \$137 Million from base formula, supplemented by \$65 Million from restoration of Proposition 42

PTA "spillover" - Estimated to be \$380 Million. Budget retains these proceeds in the General fund.

Tribal Asset Funds - AB 687 projected \$1.2 Billion in 2004-05. The Budget now reflects \$1.0 Billion in 2005-06. PTA could realize up to \$275 Million from this repayment of prior year transportation loans.



Federal Legislation

Update on Surface Transportation Reauthorization

Presented by

Thomas Walters & Associations



MTS 2005 Legislative Position

Recommendation:

- Receive the report
- Authorize the federal and state lobbyist to represent MTS's position on each bill
- Authorize staff to proceed with the additional proposed changes to SB 959



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Recommendation:

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

30

ORDER REQUEST RECEIVED

AW 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 6/23/05Name (PLEASE PRINT) Peter Warner

Address _____

Telephone _____

Organization Represented (if any) _____

Subject of your remarks: Various -

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.****



Agenda

Item No. 31

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

ADM 121.10 (PC 20484)

June 23, 2005

SUBJECT:

MTS: COMPREHENSIVE OPERATIONAL ANALYSIS: POLICY GUIDANCE ON
SERVICE DEVELOPMENT

RECOMMENDATION:

That the Board of Directors approve the recommended service development guidelines and framework for the Regional Service Concept.

Budget Impact

None.

DISCUSSION:

The goal of the Comprehensive Operational Analysis (COA) is to evaluate and restructure MTS's services and operations to more efficiently and effectively serve the region's transit needs and meet regional transportation goals within the constraints of the current financial and operating environment. While Phase I of the COA focused on identifying service and operational efficiencies to address the immediate need to balance the FY 2006 operating budget, Phase II of the project will address broader issues of improving the attractiveness and effectiveness of transit in serving market needs and achieving long-term financial sustainability through increased ridership, productivity, and operational efficiency.



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

Key Steps for Phase II

Phase II of the COA consists of three general steps as follows.

1. Establish service development guidelines that reflect the goals of the COA.
2. Develop a Regional Service Concept based on the established guidelines. The Regional Service Concept should address:
 - what markets should be served;
 - how best to serve them; and
 - performance standards and service warrants that should be considered in evaluating existing services and identifying future opportunities.
3. Evaluate existing conditions and redevelop MTS services and operations based on the Regional Service Concept.

The purpose of this agenda item is to address Steps 1 and 2 by establishing service development guidelines and the framework for developing the Regional Service Concept.

Project Committee Input on Policy Choices and Trade-offs

In April, the Blue Ribbon Committee (BRC) and Citizen's Advisory Committee (CAC) were engaged in a discussion about policy choices and trade-offs pertaining to transit service development. The committees were asked the following questions:

1. What travel markets should be served? – The committees were asked to prioritize what transit markets to serve (transit-dependent or choice riders). In addition, what trip purposes should we focus on serving; e.g., commuting, shopping, medical, etc., particularly for choice riders.
2. How should transit resources be allocated? – The committees were asked how much of our resources should be focused on providing minimum “coverage” throughout the service area, regardless of use versus focusing services where and when it can be the most productive.
3. What are the important criteria for redeveloping the transit system, and how should they be prioritized? – The committees were asked what criteria were important to consider in redeveloping the transit system; e.g., performance, quality, network integration, support of regional transportation, and land-use objectives, etc.

Both committees responded similarly to these questions. In terms of travel markets, the focus should be on serving all markets that demonstrate enough demand, with particular attention to transit-dependent and choice commuter markets. Transit resources should prioritize productivity over coverage. However, we should try to provide some coverage only if it can be heavily tailored to the specific needs of those communities served. Finally, the transit system should be redeveloped first around improving system performance, network integration/connectivity, and service quality, and finally support of regional transportation and smart growth initiatives.

In addition, committee members reiterated the need to focus on sustainability of the transit system by: (1) providing services only when and where there is a critical mass of demand to justify the service, and (2) developing attractive and effective services that are responsive to the needs and priorities of our customers.

Service Development Guidelines

Attachment A details the proposed service development guidelines for MTS services. These guidelines, as summarized below, reflect the input of the project committees and set a foundation for developing an attractive, effective, and sustainable transit system.

A Vision for MTS Services

- Develop a Customer-Focused System: Provide services that reflect the travel needs and priorities of our customers.
- Develop a Competitive System: Provide services that are competitive with other travel options by meeting market segment expectations.
- Develop an Integrated System: Develop transit services as part of an integrated network rather than a collection of individual routes.
- Develop a Sustainable System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions.

Regional Service Concept

Based on the service development guidelines, the framework for establishing a Regional Service Concept is proposed as follows.

The Regional Service Concept should consist of two tiers of services:

- Core Network - Rich network of services that supports spontaneous use for a wide range of travel needs within areas demonstrating sufficient demand.
- Market-Specific Services – Services designed to allow for spontaneous use for specific high-demand trip purposes when and where core services are not available. These services fall into two general categories, commuter-based, and community-based services.

This service concept is designed to provide the appropriate type and level of service for each area given the demand for transit. A core network of service is proposed for areas where transit is a competitive travel choice for most trip purposes given favorable land-use conditions and market segments. Routes would be designed to serve key corridors with convenient transfers between local, corridor, and regional routes that allows for spontaneous use to and from anywhere within the network throughout the day. In areas where the demand does not warrant a rich network of routes, market-specific

services would be designed and tailored to the needs of specific markets that demonstrate sufficient demand. Lifeline service needs should be evaluated within the context of market-specific services. Attachment B outlines the service characteristics of the Regional Service Concept.

To help determine the type and level of service applicable to specific areas and markets within our jurisdiction, a set of underlying factors or service warrants have been identified that should exist before services are considered.

Service warrants for the core network are:

- High demand for all-day/every-day travel
- High degree of transit dependence
- High density of employment
- High degree of positive market segments given underlying land-use conditions
- High degree of positive market segments given transit's competitiveness as a travel option

Service warrants for market specific commuter services are:

- High density of employment
- High demand for specific market travel pattern
- High degree of positive market segments given underlying land-use conditions
- High degree of positive market segments given transit's competitiveness as a travel option
- Commitment at destination to assist in trip completion (station cars/vans, shuttles)

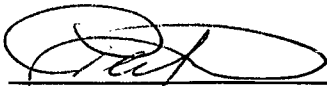
Service warrants for market-specific community services are:

- High demand for specific market travel pattern
- High degree of positive market segments given transit's competitiveness as a travel option
- Funding commitment to ensure that minimum cost-effectiveness standards are met

Next Steps

The next step in developing the Regional Service Concept is to use the service warrants to identify what areas should be included within the core network and what areas demonstrate opportunities for market-specific services. A map showing the results of

this analysis will be presented to the BRC and CAC prior to the MTS Board on July 14, 2005.



Paul C. Jablonski
Chief Executive Officer

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

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6/15/05

Attachments: A. Proposed Service Development Guidelines
B. Service Characteristics of the Regional Service Concept
C. Regional Service Concept Service Warrants

SERVICE DEVELOPMENT GUIDELINES

Develop a Customer-Focused System: Provide services that reflect the travel needs and priorities of our customers

- Develop services based on input from existing customers, the public, operators, and other key stakeholders
- Provide services that are simple to use, and provide information through multiple sources that is easily understood:
 - Develop a core network that supports spontaneous use for a wide range of travel needs
 - Augment the core network with market-based services that allow for spontaneous use for specific trip purposes

Develop a Competitive System: Provide services that are competitive with other travel options by meeting market segment expectations

- Provide services only where they can meet the market segment expectations:
 - Balance speed, directness, and access when planning routes and stops according to specific market-segment needs to ensure that transit has a competitive position
 - Provide services that are predictable and reliable, particularly on less frequent routes
 - Provide services that are attractive, comfortable, and safe

Develop an Integrated System: Develop transit services as part of an integrated network rather than a collection of individual routes

- Establish a core network of services that accommodates the diverse travel needs of areas with sufficient all-day demand
- Maintain high frequencies and consistent span of service along key corridors within the core network for spontaneous use
- Augment the core network with market-specific services as warranted by demand (e.g. commuter, community-based)
- Design routes and locate major transfer hubs for efficient connections
- Provide timed connections between less frequent services where timed-transfer benefits outweigh the impact to through riders
- Market services as part of an integrated system

Develop a Sustainable System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions

- Provide services that maximize customer benefits and usage within available funding
- Provide services where and when there is a "critical mass" of demand to meet subsidy expectations
- Introduce new services only if:
 - Financially viable after the initial testing period
 - Seek partnerships with local jurisdictions, other agencies, communities, businesses, and other organizations to help design and finance special community services
- Regularly evaluate and adjust transit services to optimize performance

SERVICE CHARACTERISTICS OF THE REGIONAL SERVICE CONCEPT

	Markets Served	Frequency	Span of Service	Service Attributes
Core Network	Wide range of local and regional travel needs within the core of the service area.	15 minutes or better all day along key corridors, with a minimum of 30 minutes throughout the network.	Consistent all-day/ every-day service on key corridors with a minimum of all day weekday service throughout the network.	Network of local and corridor services with convenient connections to regional network. Allows for spontaneous use from anywhere to anywhere along the network throughout the day.
Commuter Services	Peak-period regional work trips that demonstrate sufficient demand.	15 minutes or better during peak periods and 60 minutes during off-peak periods on key corridors.	Weekday service from start of commute to early evening on key corridors, and peak periods only on other corridors.	Direct service for one-seat travel for key origin/destination travel pairs.
Community-Based Services	Specifically defined niche market needs; e.g., seniors, disabled, students that demonstrate sufficient demand.	Tailored to specific market needs.	Tailored to specific market needs.	Flexible routing and schedule tailored to the specific needs of the market served. Generally links neighborhoods with local destinations (e.g. retail, schools, civic centers, and medical) and regional transit services. May vary throughout day and week.

REGIONAL SERVICE CONCEPT SERVICE WARRANTS

	Core Network	Commuter Services	Community-Based Services
High demand for all-day/every-day travel	R	N/A	N/A
High degree of transit dependence	R	O	O
High density of employment	R	R	O
High demand for specific market travel pattern	N/A	R	R
High degree of positive market segments given underlying land-use conditions	R	R	O
High degree of positive market segments given transit's competitiveness as a travel option	R	R	R (at least one of these is required)
Funding commitment to ensure that minimum cost-effectiveness standards are met	O	O	

R – Required element

O – Optional element

Comprehensive Operational Analysis

Policy Guidance on Service Development

June 23, 2005



Goals of COA Phase II

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Improve the attractiveness and effectiveness of transit in serving our customers
- Achieve long term financial sustainability through increased ridership, productivity and operational efficiency



Key Steps

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Establish service development guidelines that reflect the COA goals
- Develop a Regional Service Concept based on the established guidelines
 - *What markets should be served?*
 - *How can we best serve them?*
 - *Identify performance standards and service warrants*
- Evaluate existing conditions and redevelop MTS services based on the Regional Service Concept



2

Policy Choices and Tradeoffs

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

BRC and CAC were asked the following:

- What travel markets should be served?
- How should transit resources be allocated?
- What are the important criteria for redeveloping the transit system, and how should they be prioritized?



3

What Travel Markets Should be Served?

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Travel Markets:
 - Persons dependent on transit (*seniors, disabled, youth, persons without access to personal vehicles*)
 - Persons with access to a personal vehicle
- For each of the above, what trip purposes should be served
 - Commute travel (work and school)
 - Shopping and medical travel
 - Tourism, recreation and leisure travel
 - Other?



4

How Should Resources be Allocated?

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- "Coverage" - Should each area have some transit service regardless of use?
 - Social service oriented - equitable, but marginal, service throughout the service area
 - Significantly fewer passengers carried, more costly per unit of service, and less robust transit network
- "Productivity" - Should transit service be focused where it is most productive?
 - Effectiveness oriented - service in areas and for markets with greatest demand
 - Carries significantly more passengers, generally less costly per unit of service, and very robust core network that stimulates more transit use



5

System Redevelopment Criteria

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Improve transit service performance (*e.g. frequency, speed, reliability*)
- Improve transit service quality (*e.g. comfort, security/safety*)
- Improve network integration and connectivity
- Maximize value (greatest passengers for the least cost)
- Minimize impact on current riders
- Support of regional transportation objectives (*congestion relief, support investment in facilities, other?*)
- Support of regional smart growth initiatives (*Smart Growth Incentive Program, City of Villages, other?*)
- Other?



6

BRC/CAC Feedback

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- **Travel Markets** - Focus should be on serving all markets that demonstrate enough demand, with particular attention to transit dependent and major commuter markets.
- **Productivity vs. Coverage** - Priority should be on productivity over coverage. However, MTS should try to provide some coverage only if it can be heavily tailored to the specific needs of those communities served.
- **Criteria** - Priority should be on:
 1. Improve system performance
 2. Improve network integration/connectivity
 3. Improve service quality
 4. Support regional transportation/smart growth efforts.



7

A Vision for MTS Services

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Develop a Customer Focused System: Provide services that reflect the travel needs and priorities of our customers
- Develop a Competitive System: Provide services that are competitive with other travel options by meeting market segment expectations
- Develop an Integrated System: Develop transit services as part of an integrated network rather than a collection of individual routes
- Develop a Sustainable System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions



8

Service Development Guidelines

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Develop a Customer Focused System:
 - Develop services based on input from existing customers, the public, operators, and other key stakeholders
 - Provide services that are simple to use, and provide information through multiple sources that is easily understood
 - Develop a core network that supports spontaneous use for a wide range of travel needs
 - Augment the core network with market specific services tailored to specific trip purposes



9

Service Development Guidelines

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Develop a Competitive System:

- Provide services only where they can meet the customer expectations
 - Balance speed, directness, and access when planning routes and stops to ensure that transit is competitive
 - Provide services that are predictable and reliable, particularly on less frequent routes
 - Provide services that are attractive, comfortable, and safe



10

Service Development Guidelines

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Develop an Integrated System:

- Establish a core network of services that accommodates the diverse travel needs of areas with sufficient all day demand
- Maintain high frequencies and consistent span of service along key corridors within the core network for spontaneous use
- Augment the core network with market-specific services as warranted by demand (e.g. commuter, community based)
- Design routes and locate major transfer hubs for efficient connections
- Provide timed connections between less frequent services where timed transfer benefits outweigh the impact to through riders
- Market services as part of an integrated system



11

Service Development Guidelines

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- **Develop a Sustainable System:**

- Provide services that maximize customer benefits and usage within available funding
- Provide services where and when there is a "critical mass" of demand to meet subsidy expectations
- Introduce new services only if:
 - Financially viable after the initial testing period
 - Seek partnerships with local jurisdictions, other agencies, communities, businesses, and other organizations to help design and finance special community services
- Regularly evaluate and adjust transit services to optimize performance



12

Regional Service Concept

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- **What is the Regional Service Concept**

- Blueprint for developing the transit system based on service development guidelines
- Establishes parameters for what areas (markets) are served, and how they are served



13

Regional Service Concept

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Consists of two tiers of services:

- **Core Network** - Rich network of services that supports spontaneous use for a wide range of travel needs within areas demonstrating sufficient demand
- **Market Specific Services** - Services tailored to specific high demand trip purposes when and where core services are not available (consists of two general categories - 1) commute and 2) community based services)



14

Regional Service Concept: Service Attributes

	Markets Served	Frequency	Span of Service	Service Attributes
Core Network	Wide range travel needs.	15 minutes or better all day along key corridors, with a minimum of 30 minutes throughout the network.	Consistent all day/every day service on key corridors, with a minimum of all day weekday service throughout the network.	Network of local and corridor services with convenient connections to regional network.
Commuter Services	Peak period work trips.	15 minutes or better during peak periods and 60 minutes during off-peak periods on key corridors.	During prevailing work hours along key corridors, and peak period only on other corridors.	Direct service for one seat travel for key origin-destination travel pairs.
Community Based Services	Specifically defined market needs.	Tailored to specific market needs.	Tailored to specific market needs.	Flexible routing and schedule. May vary throughout day and week.



15

Regional Service Concept: Service Warrants

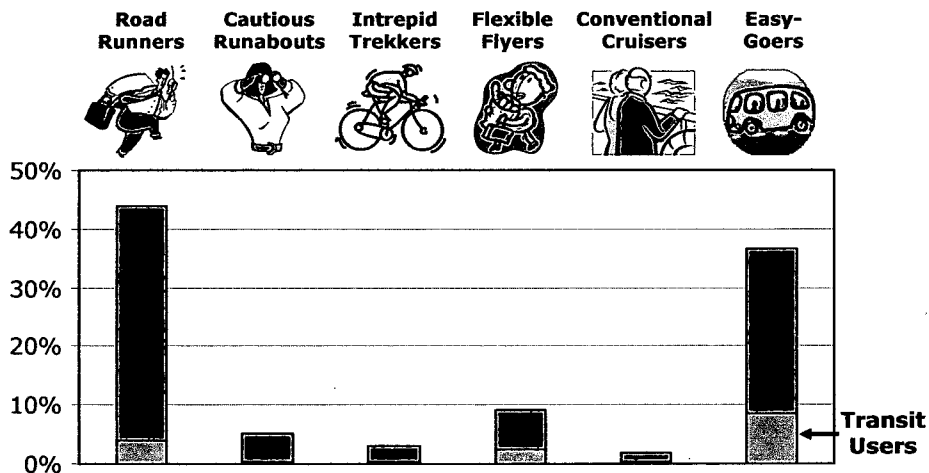
	Core Network	Market Specific	
		Commute	Community
High demand for all day/every day travel	R	N/A	N/A
High density of transit dependency	R	O	O
High density of employment	R	R	O
High demand for specific market travel pattern	N/A	R	R
Commitment at destination to assist in trip completion (station cars, shuttles), if needed	O	R	O
High degree of "positive market segments" given underlying land use conditions	R	R	O
High degree of "positive market segments" given transit's competitiveness as a travel option	R	R	R
Funding commitment to ensure that minimum cost effectiveness standards are met	O	O	(At least one is required)

R - Required, O - Optional



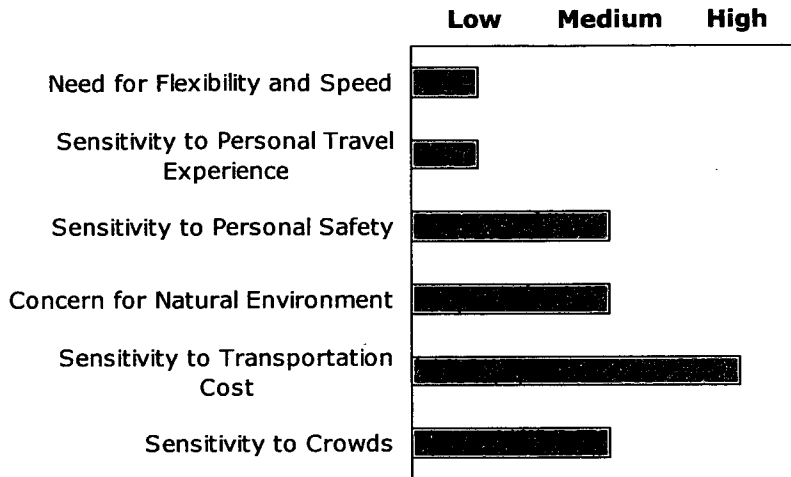
16

Transit Usage by Market Segment



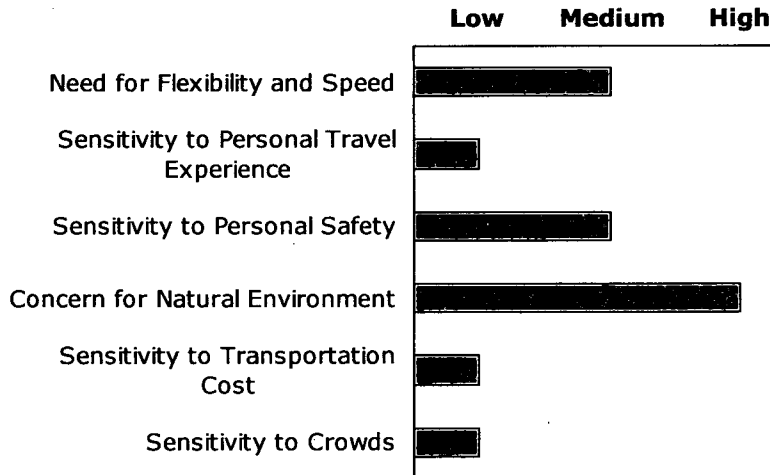
17

Easy-Goers Care About...



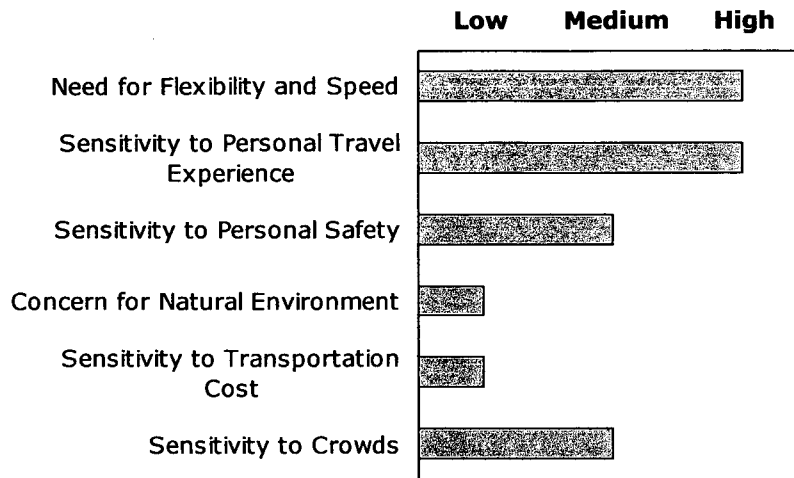
18

Flexible Flyers Care About...



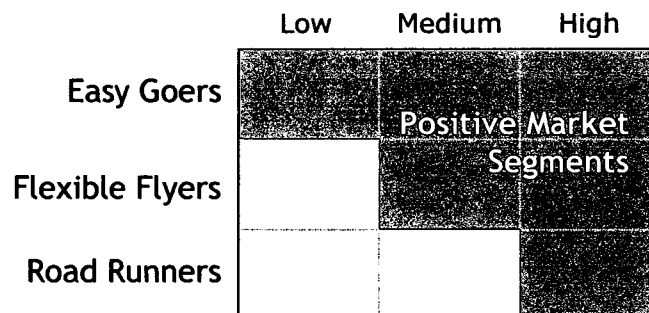
19

Road Runners Care About...



20

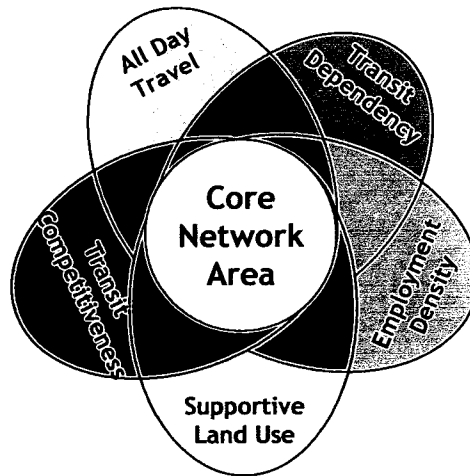
Level of Transit Supportive Land Use and Transit Competitiveness



21

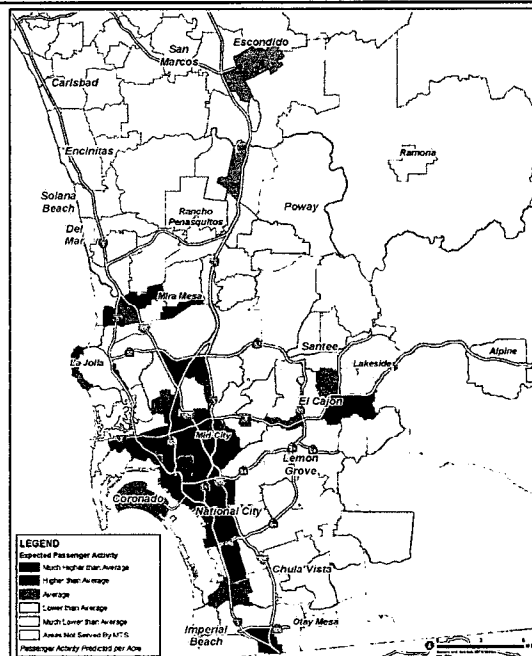
Core Network Requirements

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps



22

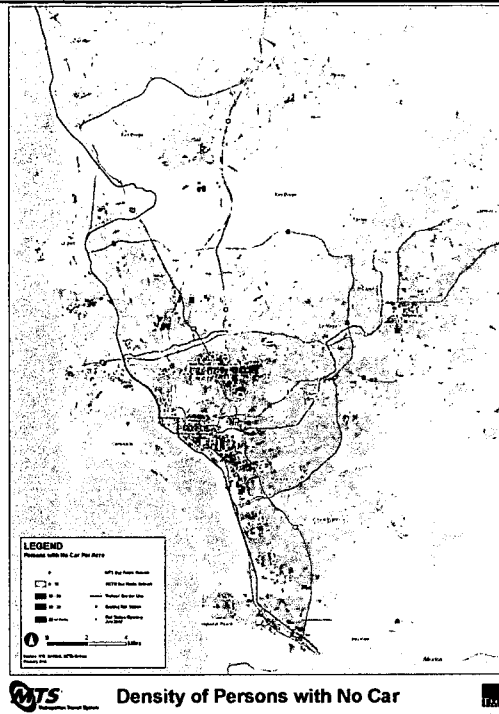
High Demand for All Day/Every Day Travel



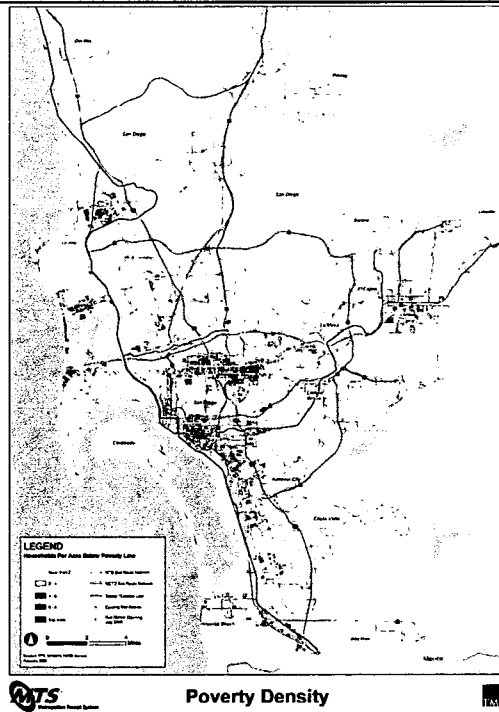
Density of Passenger Activity



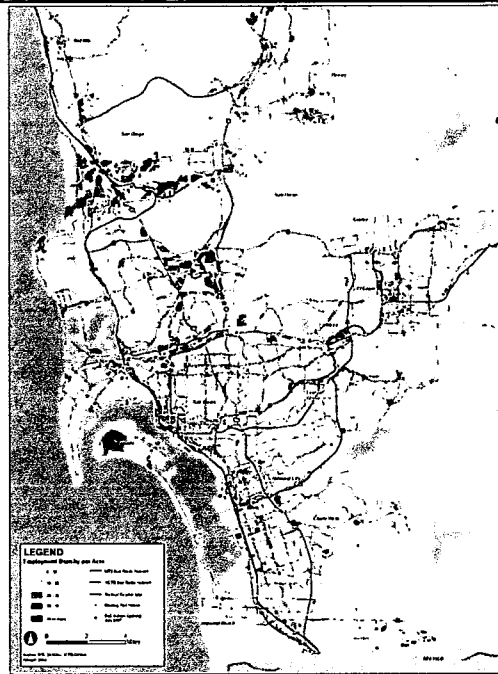
**High Density of
Transit
Dependency -
Auto Deficiency
by Household**



**High Density of
Transit
Dependency -
Households in
Poverty**



High Density of Employment



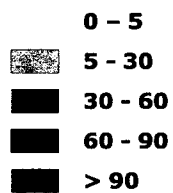
RTS
Regional Transit System

Employment Density

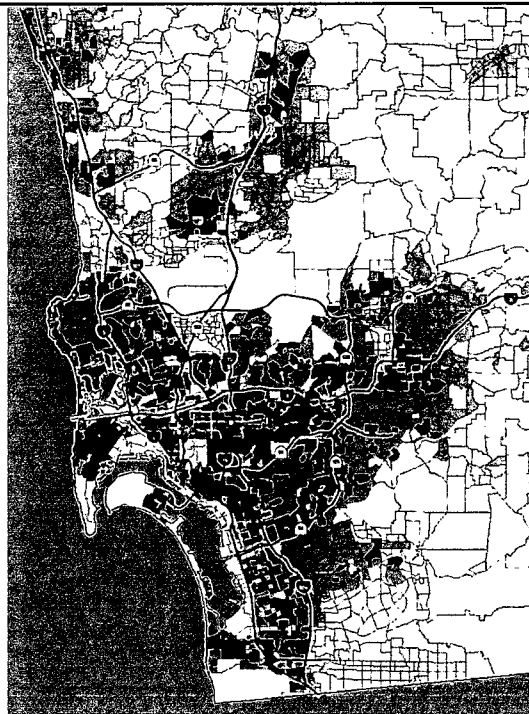
1225

High Degree of Positive Market Segments - *Easy Goers and Flexible Flyers*

Trip Density (per acre)

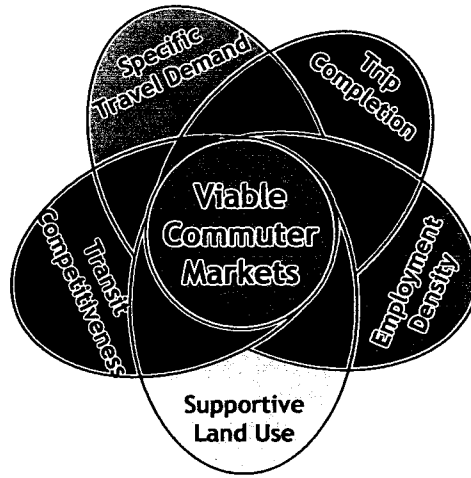


Transit Friendly



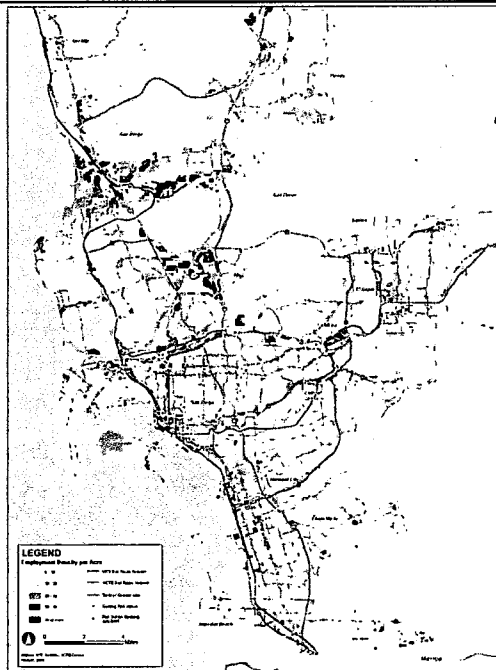
Commuter Service Requirements

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

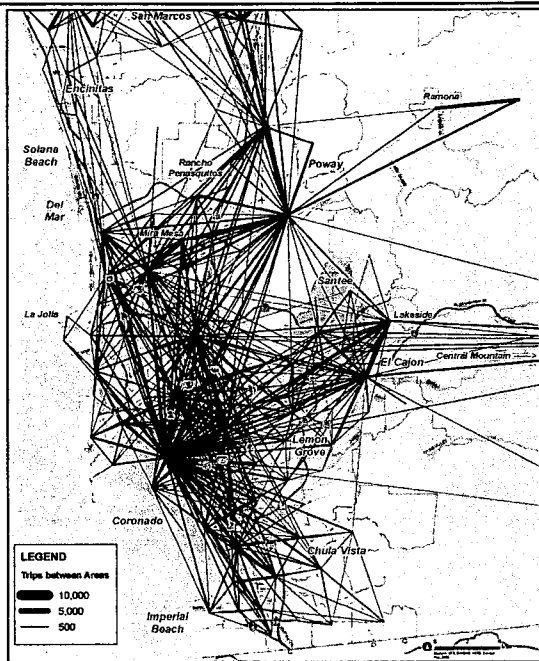


28

High Density of Employment



High Demand for Specific Travel Patterns - *Regional Commute Patterns (2010)*

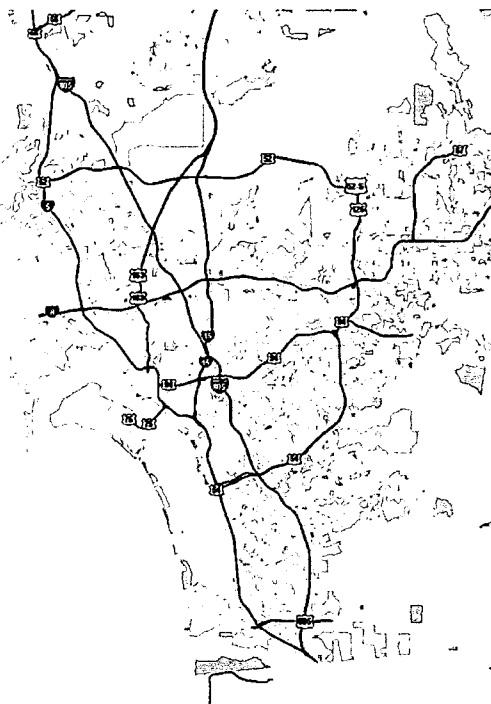


Commuter Travel Patterns

External Trips Between Areas

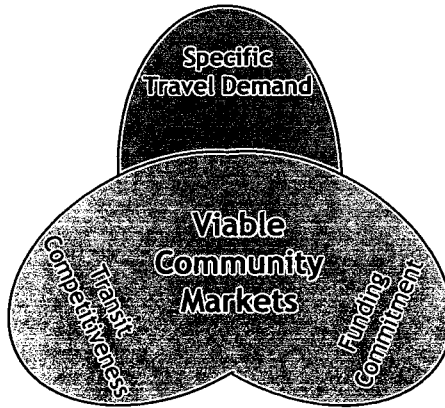


Predominant Market Segments by Area



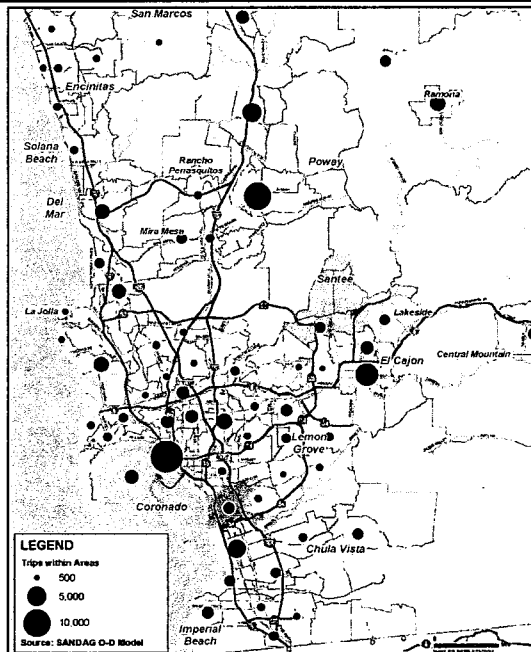
Community Service Requirements

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps



32

High Demand for Specific Travel Patterns - Internal Travel Demand (2010)



Commute Travel Patterns
Internal Work Trips within Areas



Assessment of Market Based Services

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

Step 1: Identify high demand travel patterns
(origin-destination pairs)

Step 2: Identify market segments present at origins

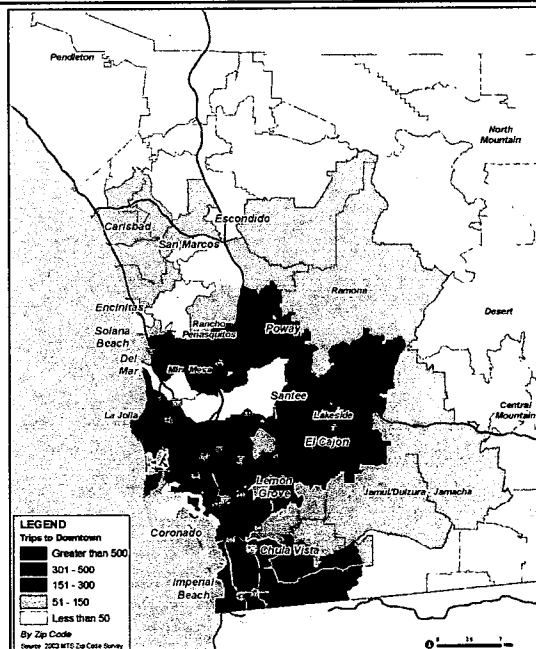
Step 3: Determine travel attributes required by
specific market segments

Step 4: Determine if travel attributes can be met
cost effectively given underlying land use
conditions and competitiveness of other
travel options



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Example of Step 1: Downtown Commute Patterns

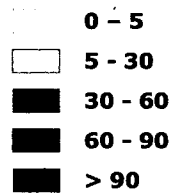


Commute Travel Patterns
Commuters to Downtown

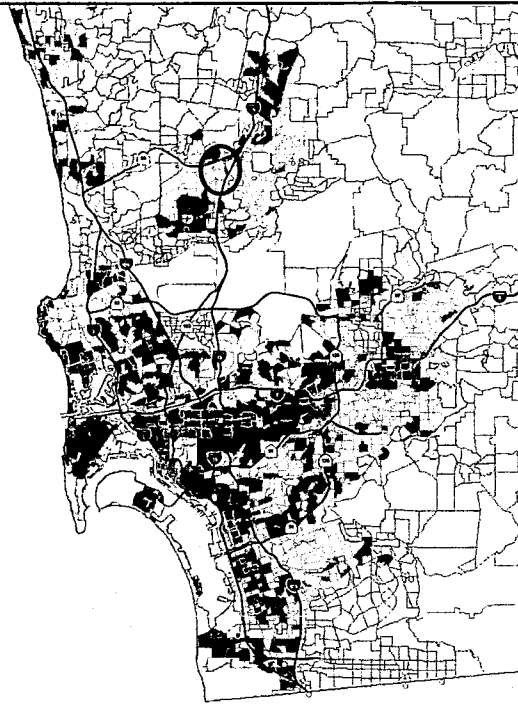


**Example of Step 2:
Density of Trips by
Easy Goers and
Flexible Flyers**

Trip Density (per acre)

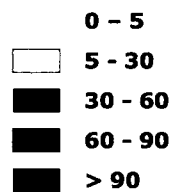


Transit Friendly

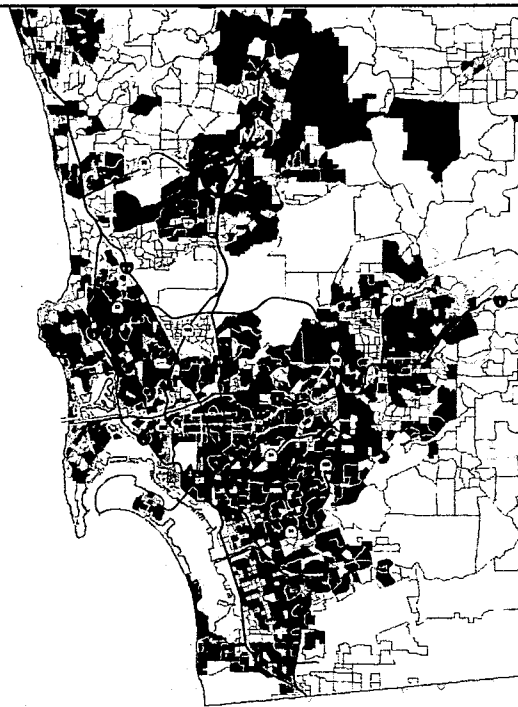


**Example of Step 2:
Density of Trips by
Road Runners**

Trip Density (per acre)



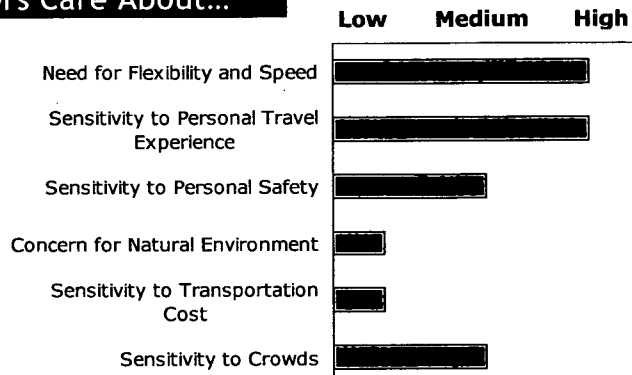
Transit Friendly



Example of Step 3: Determine Travel Attributes Required by Market Segment



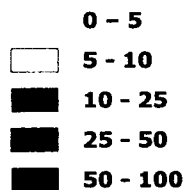
Road Runners Care About...



38

Example of Step 4: Determine if Transit Can Be Competitive and Cost Effective

Percent Auto Trips with Peak Travel Times 150% Greater Than Off Peak



Summary

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- **Service Development Guidelines**

- Customer Focused
- Competitive
- Integrated
- Sustainable

- **Regional Service Concept**

- Core Network - support spontaneous use for a wide range of travel needs
- Market Based Services - services tailored to specific high demand trip purposes
- Service Warrants - Establishes parameters for what areas (markets) are served, and how they are served



40

Next Steps

COA Goals
Key Steps
BRC/CAC
Guidelines
Concept
Summary
Next Steps

- Identify Core Network area
- Identify opportunities for Market Based services
- Review with BRC and CAC July 11 and 12
- MTS Board consideration for approval July 14



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Comprehensive Operational Analysis

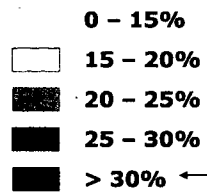
Policy Guidance on Service Development

June 23, 2005

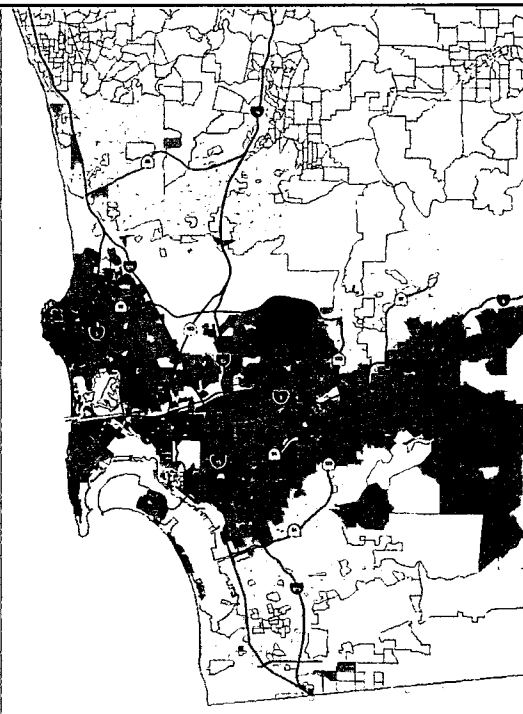


Example of Step 1: Origins with Greatest Percent of Trips to Top Destinations

Percent of Trips



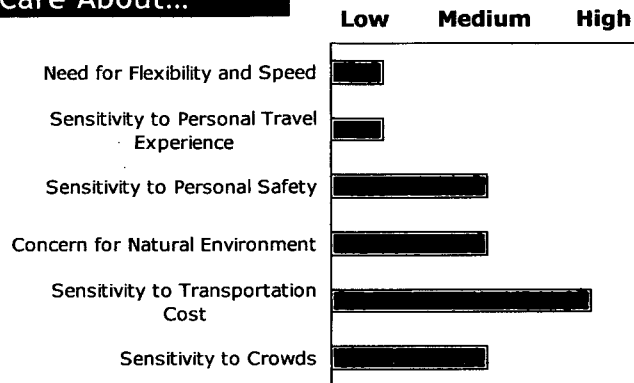
Transit Friendly



Example of Step 3: Determine Travel Attributes Required by Market Segment



Easy Goers Care About...

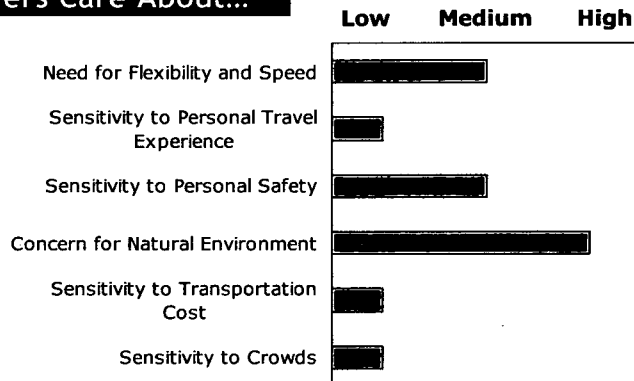


44

Example of Step 3: Determine Travel Attributes Required by Market Segment



Flexible Flyers Care About...



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

 31

ORDER REQUEST RECEIVED



****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 6/23/05
Name (PLEASE PRINT) John Warner
Address _____

Telephone _____

Organization Represented (if any) _____

Subject of your remarks: Various COA 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.****

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

Agenda

Item No. 32

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

OPS 970.2 (PC 30102)

June 23, 2005

Subject:

MTS: UPDATE ON S70 TO SD100 VEHICLE COMPATIBILITY

RECOMMENDATION:

That the Board of Directors:

1. Direct staff to continue to pursue resolving incompatibility between the new S70 light rail vehicles; and
2. Direct staff not to operate mixed (SD100/S70) consists during the initial opening phase of Mission Valley East (MVE) until the compatibility can be resolved.

Budget Impact

None, with the indicated recommendation.

DISCUSSION:

MTS staff has been providing the Executive Committee with bimonthly status reports on the MVE operating plan and start-up activities. As part of this process reference has been made to various operational differences between the newly purchased S-70 light rail vehicle and the existing SD-100 light rail vehicle.

Continued efforts to identify and resolve issues related to incompatibility have been underway since vehicle deliveries began; however, there remains up to 12 different categories that continue to be of concern and are unresolved (reference Attachment A).



Given the complexity of the S70 vehicle combined with the manufacturer's delivery delay, as well as their need to resolve issues on site for final acceptance, compatibility issues have not been fully addressed.

While the technical specifications for vehicle compatibility are contained in the contract, it lacks specifics in all electrical and control elements. Issues that remain unresolved include potential operations, control elements, fault annunciations, and certain passenger convenience/information features.

While staff believes some of these features do not prevent operating mixed consists, others may have more serious operating implications that may not be mitigated or easily overcome.

Staff will continue to address this issue and explore options that result in more operating flexibility.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Peter Tereschuck, 619.595.4902, peter.tereschuck@sdti.sdmts.com

RAbi/JGarde
JUNE23-05.32.S70SD100COMPATIBLE.PTERESC
6/16/05

Attachment: A. Operational Problems of Mixed Consists (**Board Only**)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

32

ORDER REQUEST RECEIVED

BDA 1

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

1. INSTRUCTIONS

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Date

Ritter Wacker

Name (PLEASE PRINT)

Address

10347 145
Hunters

Telephone

Organization Represented (if any)

Subject of your remarks:

Other Compatibility

Agenda Item Number on which you request to speak

Your comments are presenting a position of: SUPPORT

☐

OPPOSITION

☐

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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

Agenda

Item No. 33

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

OPS 960.6 (PC 30101)

June 23, 2005

SUBJECT:

SDTC: JANITORIAL SERVICE CONTRACT TERMINATION AND REQUEST FOR
WAIVER OF MTS POLICY NO. 13

RECOMMENDATION:

That the Board of Directors authorize the MTS Chief Operating Officer-Bus to:

1. terminate the current janitorial contract with Golden Pacific Maintenance (Golden) for default in the event that Golden fails to cure the default in its performance within the allotted ten-day time period;
2. in the event of termination, enter into a temporary month-to-month contract with the previous contractor, Calderon Building Maintenance, until a new contract can be solicited; and
3. authorize a waiver to the competitive bid requirements of MTS Policy No. 13, Section 13.5(i), to allow for a negotiated procurement that would evaluate cost as well as experience of each proposer instead of evaluating cost from only the highest-ranked proposer.

Budget Impact

A temporary month-to-month contract would cost approximately \$15,000.00 per month.



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:

Golden Pacific Maintenance began work on June 1, 2005. Since then, its performance has been unsatisfactory.

The contract with Golden provides for termination "if Contractor fails to perform in accordance with the provisions of this agreement, or so fails to make progress as to endanger performance of this agreement in accordance with its terms." It also states, "In the event of any such failure, SDTC will provide Contractor with notice of the nature of the failure and SDTC's intention to terminate for default. In the event Contractor does not cure such failure within ten (10) calendar days of such notice, SDTC will provide Contractor with written Notice of Termination for Default."

A Notice of Intent to Terminate for default was sent to Golden on June 15, 2005. Golden has ten days from receipt of the letter to correct deficiencies and bring its performance up to the required level. In the event that its performance does not improve within this time, staff is requesting the Board authorize the Chief Operating Officer-Bus to terminate the contract and issue a new request for proposals (RFP) for janitorial services.

If termination is necessary, staff will need approval to negotiate a month-to-month agreement with the previous contractor, Calderon Building Maintenance, until an RFP can be issued and a new contract can be established. A temporary contract with Calderon Building Maintenance would allow it to immediately perform all aspects of the contract without going through a familiarization period that would be necessary with a new contractor. Staff is recommending the Board authorize the Chief Operating Officer-Bus to execute a six-month contract with Calderon Building Maintenance not to exceed \$90,000.

For the resolicitation, staff is requesting authorization to use a negotiated procurement that would allow the evaluation of cost and experience of all proposers. MTS Policy No. 13, Section 13.5, governing negotiated procurements only allows the evaluation of cost from the highest-ranked technical proposer. Staff's request would allow the evaluation of cost and qualifications of all proposers instead of evaluating cost from only the highest-ranked technical proposer. Staff estimates the resolicitation using a negotiated procurement process to take approximately four months.



Paul C. Jablonski
Chief Executive Officer

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

JGarde
JUNE23-05.33.GOLDENPAC.CSPIELBERG
6/16/05

Attachment: A. Notice of Intent to Terminate

San Diego Transit

An Operator in the Metropolitan Transit System



100 16th Street
P.O. Box 122511
San Diego, CA 92112-2511
(619) 283-0100
Purchasing Fax (619) 696-7084

June 15, 2005

Via Certified Mail Return Receipt Requested

Mr. Kwang Se Cho
Golden Pacific Maintenance Company
7940 Silverton Avenue
Suite 103
San Diego, CA 92126

Subject: Notice of Intent to Terminate for Default
SDTC Janitorial Contract #B04-006A

Dear Mr. Cho:

The performance to date of Golden Pacific Maintenance for San Diego Transit Corporation (SDTC) contract #B04-006A for janitorial services has been unsatisfactory and does not meet the requirements of the contract. SDTC is hereby notifying Golden Pacific Maintenance (Golden Pacific) of its intent to terminate this contract for default.

In accordance with the Termination for Default clause on Page 9, paragraph 13 of the contract, termination for default is exercisable "if Contractor fails to perform in accordance with the provisions of this agreement, or so fails to make progress as to endanger performance of this agreement in accordance with its terms." It also states "In the event of any such failure, SDTC will provide Contractor with notice of the nature of the failure and SDTC's intention to terminate for default. In the event Contractor does not cure such failure within ten (10) calendar days of such notice, SDTC will provide Contractor with written Notice of Termination for Default."

Below is a list of deficiencies that have already been brought to your attention. These deficiencies must be corrected within 10 days from your receipt of this letter and remain corrected for the duration of the contract.

June 2, 2005: SDTC received 4 complaints and contacted Kay Kim (Golden Pacific Office Manager). SDTC inspected the Imperial Avenue Division and noted deficiencies with supply stocking, general cleaning and trash removal. Typewritten inspection results were provided to Golden Pacific on June 3, 2005 at 9:46 AM. Inspection attached, (June 2 comments in Blue).

Page 2

Janitorial Contract B04-006A

June 15, 2005

June 3, 2005 12:30 AM: SDTC inspected the Imperial Avenue Division after cleaning crews departed. Found janitor's closets were still not stocked, several did not even have a mop or bucket...None had urinal cakes or a vacuum. Added Inspection results to June 2nd inspection. Inspection attached, (June 3 comments in Red).

June 3, 2005 6:30 PM: SDTC sent an e-mail addressing Kearny Mesa deficiencies noted during the day and customer complaints. Deficiencies noted were: Crews have not cleaned Service Lanes restroom since contract start date, restroom floors dirty and transportation area not moped. In addition, the Base Manager noted that the janitor brought a toddler child on the property and the minor was dumping trash.

June 4, 2005 (Saturday) 12:32 PM: SDTC sent an e-mail and called Kay Kim twice (12:00 & 12:30). Cleaning crews did not show up for the 6:00 AM cleaning and the restrooms were filthy and out of paper goods. SDTC notified Golden Pacific it had 2 hours to correct this deficiency according to the contract. Cleaning crews arrived at 6:30 PM to perform regular cleaning, but failed to clean Assistant Manager & Foreman's offices. Dispatch area restrooms were not stocked with paper goods.

June 5, 2005 (Sunday): Cleaning crews did not show up for morning or evening cleaning as specified in the contract. Floors were covered in toilet paper & paper towels and very dirty.

June 6, 2005 11:00 AM: SDTC notified Golden Pacific that the cleaning crews did not perform over the weekend and that the cleanliness of the restrooms and common areas was continuing to degrade.

June 6, 2005 6:00 PM: SDTC inspected Kearny Mesa buildings. Service lanes were untouched and the maintenance restroom smelled of urine.

June 6, 2005 11:30 PM: SDTC inspected Imperial Avenue buildings. The Assistant Manager's office had the same bag of trash as last week. Lobby restrooms had been damp mopped with a dirty mop. Director and Manager of Maintenance offices had not been cleaned and trash had not been removed.

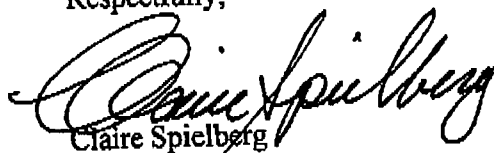
June 7, 2005 12:12 AM: SDTC sent an e-mail noting the discrepancies from the evening's inspections. Golden Pacific responded they would send over a supervisor with the work crew.

June 16, 2005 8:00 AM: SDTC notified Golden Pacific that a toddler child was brought in by the cleaners at the Kearny Mesa location, a second violation.

Page 3
Janitorial Contract #B04-006A
June 15, 2005

In summary, this letter is your formal Notice of Intent to Terminate this contract for default. You have ten (10) calendar days to correct all the above-mentioned deficiencies and improve your performance to meet the requirements of the contract. If the deficiencies are not corrected and your performance does not improve, SDTC will terminate this contract for default.

Respectfully,


Claire Spielberg
Chief Operating Officer - Bus

Attachment: Inspection Sheet with June 2nd and June 3rd comments.

cc: Dan Dougall
Frank Toth
Julio Ortiz
Kent Tsubakihara
Tessie Paje
Sal Avila
Tim Burrie



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

*****REVISED*****

Agenda

Item No. 34

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

OPS 920.05 (PC 30207)

June 23, 2005

Subject:

MTS: RURAL BUS SERVICES – CONTRACT AMENDMENT

RECOMMENDATION:

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

1. execute Amendment No. 1 to MTS Doc. No. B0397.0-03 (Attachment A) for Rural Bus services for the first one-year option period in substantially the same format as attached;
2. execute Amendment No. 1 to MTS Doc. No. B0439.0-04 (Attachment B) for Rural Bus automated vehicle location (AVL) services for a 17-month period with a 15-day cancellation provision in substantially the same format as attached; and
3. as part of the COA, direct staff to conduct a route-by-route service analysis to determine whether to make significant reductions to the Rural Service and possibly conduct a public hearing.

Budget Impact

1. The estimated amount proposed for Rural Bus services in Amendment No. 1 is \$802,000 (an 11-month period) in FY 05-06 and \$78,000 (a 1-month period) in FY 06-07. The total cost estimate is \$880,000.



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

2. The estimated amount proposed for Rural Bus AVL Services in Amendment No. 1 is \$3,662 (a 5-month period) in FY 05-06 and \$10,137 (a 12-month period) in FY 06-07. The total cost estimate is \$13,799.

DISCUSSION:

At the June 9, 2005, Board Meeting this item was postponed in order to respond to the Board's request for additional comparison data and process information.

BACKGROUND

The County of San Diego initiated Rural Bus services in 1976 serving the eastern two-thirds of the county with lifeline public transit service. On February 13, 2002, the San Diego County Board of Supervisors approved the divestiture of the County Transit System to MTS effective July 1, 2002. Rural Bus service was operated under the Divestiture Agreement through FY 03-04.

In January 2004, MTS-area boundaries were extended to include all areas of the county not included in the North San Diego County Transit District's area.

A contract to provide Rural Bus services was competitively bid and awarded on June 26, 2003, for a base term of 2 years with three 1-year options. The contractor (Laidlaw Transit Services) has performed satisfactorily, and the original bid included prices for the option years. The pricing structure in this agreement includes both fixed and variable rates allowing MTS the greatest flexibility in making adjustments to the amount of service provided. Any change in service operated will be reflected in the actual costs.

The contract for Rural Bus service contains the following termination clause:

MTDB may terminate this agreement, in whole or in part, at any time by written notice to the Contractor when it is in MTDB's best interest. The Contractor shall be paid its costs, including contract closeout costs and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to MTDB to be paid to the Contractor. If the Contractor has any property in its possession belonging to MTDB, the Contractor will account for the same and dispose of it in the manner that MTDB directs.

At the April 28, 2005, Board of Directors meeting, the Board approved a set of service efficiencies to be implemented in July and September 2005. This set of efficiencies represented the completion of Phase I of the Comprehensive Operational Analysis (COA) and included discontinuing some Rural Bus services that are operated by Laidlaw Transportation Services per contract agreement (B0397.0-03). Rural bus services discontinued included Routes 891A (Tuesday only), 892A (Wednesday only), and 893 (Friday only).

Phase II of the COA will address broader issues of improving the attractiveness and effectiveness of transit in serving current market needs and achieving long-term financial sustainability through increased ridership, productivity, and operational efficiency. Given the fundamental changes expected under Phase II, policy guidance will need to be

established to guide the redevelopment of the transit system. This guidance will be used to establish a Regional Service Concept that will address:

- which markets should be served;
- how to best serve them; and
- performance standards and service warrants that should be considered in evaluating existing services and identifying future opportunities.

The Regional Service Concept will establish a framework from which to evaluate all services and service needs, including the provision of lifeline services. Discussion on policy guidance for Phase II of the COA will be presented at the June 23, 2005, Board of Directors meeting.

Systemwide Comparison

Attachment A contains the Operating Statistics for the Board's review. In addition, the table below provides projected FY 2005 annual performance statistics for rural services (Attachment C). For comparison purposes, the MTS systemwide bus average is provided.

		Passengers Per Revenue Hour	Subsidy Per Passenger Trip	Passengers Per Trip	Farebox Ratio
867	(Ramona - El Cajon, 6 days per week)	2.3	\$27.71	2.68	6.9%
888	(Campo – Alpine via Old Highway 80, 6 days per week)	1.9	\$34.22	5.91	5.7%
889	(Alpine – El Cajon via Harbison Canyon, 7 days per week)*	1.0	\$63.67	1.19	3.1%
891A	(Borrego – Julian – Cuyamaca – Ramona, 1 day per week)	1.6	\$41.21	2.60	4.8%
891	(Borrego – Julian – Ramona, 1 day per week)*	1.5	\$43.00	3.58	4.6%
892A	(Borrego – Oak Grove – Santa Ysabel – Ramona, 1 day per week)	1.5	\$41.99	2.82	4.7%
892	(Borrego – Santa Ysabel – Ramona, 1 day per week)*	1.3	\$50.05	3.68	4.0%
893	(Borrego – Ocotillo – Shelter Valley – Ramona, 1 day per week)*	1.1	\$57.44	3.53	3.5%
894	(Campo – El Cajon via Tecate, 7 days per week)	5.5	\$10.18	13.46	16.9%
Rural Service Total		2.8	\$22.43	5.0	8.4%
MTS Bus Average **		24.2	\$2.04	23.1	30.2%

* Route 889 weekends will be discontinued in July 2005; 891A, 892A, and 893 will be discontinued in September 2005.

** MTS Bus average includes: San Diego Transit Corporation, Contract Services Fixed-Route Bus, Contract Services Paratransit Service, Chula Vista Transit, and National City Transit. Not included is San Diego Trolley, Inc. or the Coronado Ferry.

Month-to-Month Continuance

Staff has contacted the current service provider, Laidlaw Transportation Services, has indicated that it is not interested in continuing the service on a month-to-month basis due to employee-retention issues.

Within the terms of the contract, all of these items are variable in cost in accordance with service allocation depending on the COA outcomes and funding availability. If service reductions are made, then a public hearing would be necessary in accordance with MTS Policy and Federal Transit Administration requirements.



Paul C. Jablonski
Chief Executive Officer

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

CCasti/JGarde
JUNE23-05.34.RURALBUS.JKEHOE
6/14/05

Attachments: A. Amendment No. 1 for Rural Bus Services (B0397.1-03)
B. Amendment No. 1 for Rural Bus AVL Services (B0439.1-04)
C. Rural Bus Service Statistics



Metropolitan Transit System

Att. A, AI 11, 6/23/05, OPS 920.5

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

DRAFT

June 23, 2005

MTS Doc. No. B3097.1-03
OPS 920.5 (PC 30207)

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

Dear Ms. Spry:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0397.0-03; RURAL BUS SERVICES

In accordance with page 1 of the Standard Services Agreement, "Contract Duration," of our original agreement, MTS amends the contract in regard to the following:

Contract Duration: The contract will remain in effect for a **three-year period** through August 1, 2006, a **36-month period**, with **two** additional 1-year options.

Please note that changes are shown in **boldface** type.

All other terms and conditions remain unchanged. Please sign below and return the document marked "Original" to Traci Bergthold, Contract Specialist, at MTS. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Susan Spry
Laidlaw Transit Services, Inc.

JUNE23-05.11.ATTA.B0397.1-03.JKEHOE

Date: _____

A-1



Metropolitan Transit System

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

Att. B, AI 11, 6/23/05, OPS 920.5

DRAFT

June 23, 2005

MTS Doc. No. B0439.1-04
OPS 920.5 (PC 30207)

Mr. Gregory Jay White
President and CEO
AirTrak/CB Wireless, Inc
11353 Sorrento Valley Road
San Diego, CA 92121

Dear Mr. White:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. B0439.1-04; RURAL BUS AVL SERVICES

In accordance with Article 13 of the Agreement, "Term of Agreement," of our original agreement, MTS amends the contract in regard to the following:

- 13. Term of Agreement.** The term of this Agreement is for **an 18-month** period that commenced on August 1, 2003. This Agreement shall continue in effect from this date until **January 31, 2005**, (the "Initial Term") unless AirTrak terminates it earlier. MTS agrees that the Initial Term cannot be cancelled by MTS except as provided in Section 3. In addition, MTS may renew the agreement for a period of 17 months, commencing on February 1, 2005, and completing on June 30, 2006. Either party may terminate this Agreement at any time during any renewal term upon not less than 15 days' prior written notice, such termination to be effective on the first day of the calendar month immediately after the expiration of the 15-day notice period.

All other terms and conditions remain unchanged. Please sign below and return the document marked "Original" to Traci Bergthold, Contract Specialist, at MTS. The other copy is for your records.

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Gregory Jay White
AirTrak/CB Wireless, Inc

JUNE23-05.11.ATTB.B0439.1-04.JKEHOE

Date: _____

B-1

Rural Bus Service Statistics

Rural Bus services began in 1976 serving San Diego County's backcountry. In 2004 MTS implemented the Rural Transit Needs Assessment Study and Short Range Transit Plan as part of the County Divestiture Agreement. The expanded services are being monitored and services reduced based on ridership.

The rural operations contract includes estimates based on the current service. MTS will only pay for the actual service provided. If services are reduced, there will be cost savings.

Rural Bus routes and service areas are:

- 867 (Ramona - El Cajon, six days per week)
- 891 (Borrego - Julian - Cuyamaca - Ramona, one day per week)
- 891A (Borrego - Julian - Ramona, one day per week)
- 892 (Borrego - Oak Grove - Santa Ysabel - Ramona, one day per week)
- 892A (Borrego - Santa Ysabel - Ramona, one day per week)
- 893 (Borrego - Ocotillo - Shelter Valley - Ramona, one day per week)
- 888 (Campo - Alpine via Old Highway 80, six days per week)
- 889 (Alpine - El Cajon via Harbison Canyon, seven days per week)
- 894 (Campo - El Cajon via Tecate, seven days per week)

Rural Bus Services – Key Trends

	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005 *
Revenue Miles	197,903	221,310	210,835	188,146	418,454	502,955
Total Miles	245,579	271,906	258,636	221,051	465,849	541,080
Revenue Hours	10,794	7,421	6,472	6,214	16,732	17,867
Total Hours	18,560	14,814	12,867	10,929	21,611	21,512
Boarding Passengers	34,262	43,489	41,151	42,283	52,239	49,569
Fare Revenues	\$45,099	\$65,267	\$83,702	\$89,237	\$107,632	\$102,420
Expenses	\$489,009	\$658,474	\$662,884	\$641,979	\$1,167,581	\$1,214,441
Net Subsidy	(\$443,910)	(\$593,207)	(\$579,182)	(\$552,742)	(\$1,059,949)	(\$1,112,021)
Cost per Revenue Mile	\$2.47	\$2.98	\$3.14	\$3.41	\$2.79	\$2.41
Cost per Vehicle Mile	\$1.99	\$2.42	\$2.56	\$2.90	\$2.51	\$2.24
Cost per Service Hour	\$26.35	\$44.45	\$51.52	\$58.74	\$54.03	\$56.45
Gross Cost per Passenger	\$14.27	\$15.14	\$16.11	\$15.18	\$22.35	\$24.50
Net Cost per Passenger	\$12.96	\$13.64	\$14.07	\$13.07	\$20.29	\$22.43
Farebox Recovery	9.2%	9.9%	12.6%	13.9%	9.2%	8.4%
Subsidy per Passenger	\$12.96	\$13.64	\$14.07	\$13.07	\$20.29	\$22.43

*Revenue and expenses are estimated actuals through 4/2005.

**Rural Operations Contract
Option Year
8/1/2005 - 7/31/2006**

MTS Board of Directors June 23, 2005



**Board postponed
action on 6/9/2005**

- Requesting
 - Additional data and
 - Process information
 - Can LTS operate month to month?
 - No, due to employee retention issues
 - Relationship of this action to the COA



Rural Services Background

- Initiated in 1976
- Lifeline service to eastern 2/3 of county
- Rural Transit Needs Assessment Study 2001
- Implemented expanded service in FY2004 under County-MTS Divestiture Agreement
- MTS Board-area extended to include rural areas as of January 2004



Route, Services (as of 9/4/05), and Historical Productivity	Subsidy Per Passenger Trip	Farebox Ratio
867 (Ramona - El Cajon, six days per week)	\$27.71	6.9%
888 (Campo - Alpine via Olde 80, six days per week)	\$34.22	5.7%
889 (Alpine - El Cajon via Harbison Canyon, five days per week)	\$63.67	3.1%
891 (Borrego - Julian - Ramona, one day per week)	\$41.21	4.8%
892 (Borrego - Santa Ysabel - Ramona, one day per week)	\$41.99	4.7%
894 (Campo - El Cajon via Tecate, seven days per week)	\$10.18	16.9%
Rural Service Total	\$22.43	8.4%
MTS Bus Average	\$ 2.04	30.2%



Budget Efficiencies

- 888 – Eliminated Sunday service
- 889 – Eliminating weekend service
- 891A – Eliminating
- 892A – Eliminating
- 893 - Eliminating



Recommendations

- Execute Amendment No. 1 for Rural Operations for a one-year period
- Execute Amendment No. 1 for AVL services for a 17-month period
- Direct staff to conduct route-by-route analysis as part of the COA with possible public hearings to determine whether to make significant reductions to the Rural Service





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

Agenda

Item No. 45

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

FIN 310.1 (PC 30100)

June 23, 2005

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR APRIL FY 2005

RECOMMENDATION:

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

Budget Impact

None at this time.

DISCUSSION:

This report compares operating expenditures compared to budget for April 2005. (Attachment A-1 is a summary). Attachment A-2 summarizes combined operations. Attachment A-3 provides greater detail on combined operations. Attachments A-4 to A-17 present budget comparisons for each MTS operation.

MTS OPERATIONS

Summary

As indicated within Attachment A-1, April 2005 produced a positive net operating subsidy of \$61,000 (0.6%). The MTS operating area had an \$8,000 negative net operating



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

subsidy variance, and the administrative area contributed a \$69,000 positive net operating subsidy variance.

Year-to-date through April 2005, the MTS net operating subsidy unfavorable variance totaled \$139,000 (-0.1%). Operations produced a \$612,000 unfavorable variance offset by the administrative area contributing a \$473,000 positive variance.

Revenues

Fare Revenue – April 2005. Combined fare revenue for April 2005 aggregated \$5,453,000 compared to the amended budget of \$5,689,000, which represents a \$235,000 (-4.1%) unfavorable variance. Rail operations had significant increases in ridership for the month with the Padres' season beginning, but were lower than expected with respect to budget. With the months of May and June experiencing more Padres' home games, there is expectation that the fare revenue budget variance will improve in the upcoming months. Fare revenues for rail operations resulted in a \$417,000 (-16.4%) unfavorable revenue variance. Fare revenues associated with bus operations were \$1,712,000 compared to a budget of \$1,551,000, resulting in a \$161,000 (10.4%) favorable variance. Combined contract bus operations and other operations (Chula Vista and National City Transit) fare revenue was \$21,000 (1.3%) over budget.

Total passengers for April 2005 were 6,723,000 compared to a budget of 6,632,000, representing a favorable ridership variance of 91,000.

Fare Revenue – Year-to-Date April 2005. Combined fare revenue for April 2005 year-to-date was \$56,354,000 compared to the year-to-date budget of \$57,698,000, representing a \$1,344,000 (-2.3%) unfavorable year-to-date variance. With the month of April's strong fare revenue performance within bus operations, the year-to-date fare revenue results turned positive within this operator by \$50,000 (0.3%). Compared to the amended budget, rail operations had a \$1,173,000 (-5.2%) year-to-date unfavorable variance. Combined contracted bus operations (fixed-route and paratransit) were \$151,000 (-1.1%) under budget while all other year-to-date bus-related operations were \$70,000 (-2.3%) under budget.

Total passengers for the first ten months of the 2005 fiscal year totaled 63,441,000 for all MTS operations compared to year-to-date budgeted ridership totaling 64,015,000, representing a 574,000 unfavorable variance in ridership.

Other Revenue. Other revenue totaled \$145,000 compared to an April 2005 budget of \$101,000, resulting in a favorable variance of \$43,000 (42.6%). As expected, increases within advertising revenue raised bus operations' other revenue variance to \$43,000 over the April amended budget of \$76,000.

Year-to-date other revenues through April 2005 were \$886,000 compared to the year-to-date budget of \$973,000, representing an \$88,000 (-9.0%) unfavorable variance. This represents less-than-anticipated advertising demand earlier within the fiscal year within bus operations and rail operations. Advertising revenue within bus operations should continue to increase over the final two months of the fiscal year.

Subsidy. Combined subsidy for April 2005 was \$10,030,000 compared to a \$9,732,000 budget. This represents a \$298,000 (3.1%) favorable variance. Year-to-date combined subsidy through April 2005 was \$92,343,000 compared to a year-to-date subsidy budget of \$93,668,000 or \$1,325,000 (-1.4%) under budget.

Expenses

Personnel Costs. Total personnel-related costs for April 2005 were \$7,000,000 compared to the budget of \$7,236,000, resulting in a \$236,000 (3.3%) favorable variance. Wages produced a positive variance of \$98,000. Rail operations contributed \$123,000 to this positive variance due primarily to the continued Mission Valley East ramp up. Bus operations had an unfavorable variance of \$64,000 due to operator overtime wages and combined contracted bus operations contributed a positive variance of \$30,000. Fringes produced a positive variance of \$138,000 (5.6%). Bus operations contributed a positive variance of \$186,000, which was due primarily to lower workers' compensation expenses than budgeted. Rail operations' fringe costs were over budget by \$51,000, which was due primarily to pension-related expenses being caught up year-to-date and higher workers' compensation expense payouts. Year-to-date employee-related costs totaled \$70,731,000 compared to a year-to-date budgetary figure of \$71,520,000. Year-to-date personnel costs were under budget by \$789,000 (1.1%).

Outside Services and Purchased Transportation. Total outside services expenses totaled \$5,233,000 compared to a budgetary figure of \$5,367,000, resulting in a favorable expense variance of \$134,000 (2.5%). This favorable variance is due primarily to other services and purchased transportation running under budget by \$145,000 (39.9%) and \$64,000 (1.5%), respectively. Repair and maintenance services were \$100,000 over budget. This unfavorable variance was within rail operations and due primarily to a customer year-to-date billing catch-up within the April 2005 month. Total outside services for the first ten months of the fiscal year totaled \$51,398,000 compared to \$51,818,000, resulting in a year-to-date positive variance of \$421,000 (0.8%).

Materials and Supplies. Total combined materials and supplies costs were \$545,000 for April 2005 compared to the budget of \$706,000, resulting in a favorable expense variance of \$161,000 (22.8%). This variance is primarily the result of bus operations using less materials and supplies than budgeted for the month in the amount of \$47,000 (13.0%). Rail operations were \$119,000 under budget. Rail operations received an insurance reimbursement payment for over \$200,000, which was accounted for and offset materials expenses. Year-to-date materials and supplies expenses totaled \$7,431,000 compared to a budgetary figure of \$7,312,000, resulting in an unfavorable expense variance of \$120,000 (-1.6%).

Energy – April 2005. Total energy costs were \$1,758,000 for the month compared to the budget of \$1,694,000. This unfavorable variance of \$64,000 (-3.8%) is the result of higher-than-expected diesel fuel costs of \$73,000 (-13.7%) and higher-than-expected compressed natural gas (CNG) fuel costs of \$78,000 (-13.4%). These unfavorable

variances are offset by lower electricity usage and resulted in a positive expense variance of \$87,000 (15.0%) for the month of April. Diesel prices for the month averaged \$1.882 per gallon compared to the budgetary rate of \$1.60 per gallon. CNG averaged \$1.120 per therm compared to a budgetary rate of \$1.050 per therm.

Energy – Year-to-Date April 2005. Total year-to-date energy costs were \$16,784,000 compared to the budget of \$16,825,000, resulting in a year-to-date positive variance of \$41,000 (0.2%). Year-to-date diesel fuel expenses were under budget by \$3,000 (0.0%), CNG was over budget by \$59,000 (-1.0%), and electricity-related expenses were under budget by \$97,000 (1.8%). Year-to-date diesel prices averaged \$1.637 per gallon compared to the annual budgetary rate of \$1.600 per gallon. Year-to-date CNG prices averaged \$1.048 per gallon compared to the annual budgetary rate of \$1.050 per gallon.

Risk Management. Risk management costs were \$728,000 for April 2005 compared to a \$431,000 budgetary figure, resulting in an unfavorable variance of \$296,000 (-68.7%). Rail operations had a settlement check and a prepaid amortization catch-up, which contributed an unfavorable variance of \$169,000 (-110.9%) for the month of April. Year-to-date expenses for risk management were \$414,000 (-9.8%) over budget. This unfavorable variance is due primarily to higher legal-fee volume within internal bus operations compared to the beginning of the fiscal year (\$280,000 over budget) and a deficit of \$146,000 (-9.1%) within rail operations.

General and Administrative. General and administrative costs were \$72,000 for the month compared to the amended budget of \$66,000, resulting in an unfavorable expense variance of \$6,000 (-9.5%). Year-to-date general and administrative costs were \$26,000 (5.0%) under budget totaling \$493,000 through April 2005 compared to a year-to-date budget of \$519,000.

Month-End Summary. The total unfavorable net operating subsidy variance of \$8,000 for the month of April 2005 was produced by various factors. Total passenger fare revenue was \$235,000 under budget. Total personnel expenses for April 2005 contributed a favorable variance of \$236,000, which was primarily the result of lower workers' compensation expenses within bus operations and the Mission Valley East ramp up. In addition, contributing favorable variance categories were total outside services (\$134,000) and materials (\$161,000) offset by risk management (-\$296,000), energy (-\$64,000), and general and administrative expenses (-\$6,000).

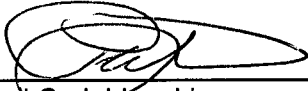
Year-to-Date Summary. The year-to-date operating subsidy netted an unfavorable variance of \$612,000 (-0.7%) due primarily to lower-than-expected operating revenues, higher materials expenses and risk management-related expenses offset by outside services, energy, and general and administrative costs.

OTHER EXPENDITURES

Attachment A-1 summarizes total nonoperating other expenditures.

The April 2005 combined favorable variance for other expenditures totaled \$69,000. Total year-to-date expenses totaled \$5,298,000 compared to a year-to-date amended

budget of \$5,771,000, resulting in a positive variance of \$473,000 (8.2%) through April 2005.



Paul C. Jablonski
Chief Executive Officer

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

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6/14/05

Attachment: A. Budget Report

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Att. A, AI 45,
6/23/05, FIN 310.1

COMBINED OPERATIONS TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES

COMPARISON TO BUDGET - FY 2005

APRIL 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	4,254	4,530	277	6.1%
Rail Operations	1,957	1,517	(439)	-28.9%
Contracted Bus Operations - Fixed Route	2,271	2,303	31	1.3%
Contracted Bus Operations - Para Transit	783	870	87	10.0%
Other Operators	476	512	36	7.0%
Total MTS Net Operating Subsidy	9,740	9,732	(8)	-0.1%
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	36	3	(33)	-1035.3%
San Diego and Arizona Eastern	23	12	(10)	-84.2%
Debt Service	0	0	0	-
General Fund	255	368	113	30.6%
Grand Total Expenditures	10,054	10,115	61	0.6%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	43,679	43,950	271	0.6%
Rail Operations	16,881	15,535	(1,346)	-8.7%
Contracted Bus Operations - Fixed Route	21,453	21,519	67	0.3%
Contracted Bus Operations - Para Transit	7,727	8,038	310	3.9%
Other Operators	4,539	4,625	86	1.9%
Total MTS Net Operating Subsidy	94,280	93,668	(612)	-0.7%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	(69)	(56)	12	-21.6%
San Diego and Arizona Eastern	(4)	55	59	106.9%
Debt Service	-	0	0	-
General Fund	5,026	5,427	401	7.4%
Grand Total Expenditures	99,578	99,439	(139)	-0.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS

COMPARISON TO BUDGET - FY 2005

APRIL 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 5,453	\$ 5,689	\$ (235)	-4.1%
Other Revenue	145	101	43	42.6%
Total Operating Revenue	\$ 5,598	\$ 5,790	\$ (192)	-3.3%
Subsidy	10,030	9,732	298	3.1%
Total Revenue	\$ 15,627	\$ 15,522	\$ 106	0.7%
Wages	\$ 4,666	\$ 4,764	\$ 98	2.1%
Fringes	2,334	2,472	138	5.6%
Services	1,157	1,227	70	5.7%
Purchased Transportation	4,076	4,140	64	1.5%
Materials	545	706	161	22.8%
Energy	1,758	1,694	(64)	-3.8%
Risk Management	728	431	(296)	-68.7%
General and Administrative	72	66	(6)	-9.1%
Vehicle/Facility Lease	3	22	19	86.4%
Total Costs	\$ 15,338	\$ 15,522	\$ 184	1.2%
Total Revenue Less Total Costs	\$ 290	\$ -	\$ 290	100.0%
Net Operating Subsidy	\$ (9,740)	\$ (9,732)	\$ (8)	-0.1%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 56,354	\$ 57,698	\$ (1,344)	-2.3%
Other Revenue	886	973	(88)	-9.0%
Total Operating Revenue	\$ 57,240	\$ 58,671	\$ (1,432)	-2.4%
Subsidy	92,343	93,668	(1,325)	-1.4%
Total Revenue	\$ 149,582	\$ 152,340	\$ (2,757)	-1.8%
Wages	\$ 46,456	\$ 46,527	\$ 70	0.2%
Fringes	24,275	24,993	718	2.9%
Services	10,757	10,876	121	1.1%
Purchased Transportation	40,641	40,942	300	0.7%
Materials	7,431	7,312	(120)	-1.6%
Energy	16,784	16,825	41	0.2%
Risk Management	4,628	4,214	(414)	-9.8%
General and Administrative	493	519	26	5.0%
Vehicle/Facility Lease	56	133	77	57.9%
Total Costs	\$ 151,520	\$ 152,340	\$ 820	0.5%
Total Revenue Less Total Costs	\$ (1,937)	\$ -	\$ (1,937)	100.0%
Net Operating Subsidy	\$ (94,280)	\$ (93,668)	\$ (612)	-0.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

COMBINED OPERATIONS

FINANCIAL COMPARISON TO BUDGET TEN MONTHS ENDING APRIL 30, 2005

FY Month:	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 5,453,381	\$ 5,688,845	\$ (235,464)	-4.1%	\$ 56,354,035	\$ 57,698,258	\$ (1,344,223)	-2.3%	\$ 68,912,400	\$ 12,558,365
Advertising	86,449	62,100	24,349	39.2%	526,781	617,401	(90,620)	-14.7%	740,000	213,219
Contracted Service Revenue	-	6,250	(6,250)	-	-	12,500	(12,500)	-	25,000	25,000
Other	57,847	32,798	25,050	76.4%	358,884	343,174	15,710	4.6%	411,269	52,385
Total Operating Revenue	\$ 5,597,677	\$ 5,789,993	\$ (192,316)	-3.3%	\$ 57,239,700	\$ 58,671,333	\$ (1,431,632)	-2.4%	\$ 70,088,669	\$ 12,848,969
Subsidy	10,029,645	9,731,523	298,122	3.1%	92,342,723	93,668,201	(1,325,478)	-1.4%	114,294,729	21,952,006
Total Revenue	\$ 15,627,322	\$ 15,521,516	\$ 105,807	0.7%	\$ 149,582,424	\$ 152,339,534	\$ (2,757,110)	-1.8%	\$ 184,383,398	\$ 34,800,974
EXPENSES										
<u>Personnel</u>										
Wages	\$ 4,665,761	\$ 4,763,845	\$ 98,085	2.1%	\$ 46,456,234	\$ 46,526,704	\$ 70,470	0.2%	\$ 56,341,293	\$ 9,885,059
Fringes	2,334,114	2,472,239	138,125	5.6%	24,274,598	24,993,064	718,467	2.9%	30,048,924	5,774,327
Total Personnel	\$ 6,999,874	\$ 7,236,084	\$ 236,210	3.3%	\$ 70,730,832	\$ 71,519,769	\$ 788,937	1.1%	\$ 86,390,217	\$ 15,659,385
<u>Outside Services</u>										
Security	\$ 481,438	\$ 486,876	\$ 5,438	1.1%	\$ 4,425,207	\$ 4,345,763	\$ (79,443)	-1.8%	\$ 5,322,613	\$ 897,406
Repair/Maintenance Services	359,123	258,976	(100,147)	-38.7%	3,005,002	2,810,219	(194,784)	-6.9%	3,335,511	330,508
Engine and Transmission Rebuild	97,778	117,817	20,039	17.0%	675,143	750,170	75,027	10.0%	1,012,003	336,860
Other Outside Services	218,394	363,311	144,917	39.9%	2,650,998	2,970,530	319,532	10.8%	3,903,113	1,252,115
Purchased Transportation	4,075,806	4,139,927	64,121	1.5%	40,641,353	40,941,770	300,417	0.7%	49,557,717	8,916,364
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 5,232,539	\$ 5,366,907	\$ 134,368	2.5%	\$ 51,397,704	\$ 51,818,453	\$ 420,749	0.8%	\$ 63,130,957	\$ 11,733,253
<u>Materials & Supplies</u>										
Lubricants	\$ 16,594	\$ 16,633	\$ 39	0.2%	\$ 165,752	\$ 132,156	\$ (33,596)	-25.4%	\$ 165,772	\$ 21
Tires	51,775	50,409	(1,366)	-2.7%	483,514	513,465	29,951	5.8%	614,407	130,893
Other Materials and Supplies	476,472	638,553	162,082	25.4%	6,781,812	6,665,909	(115,903)	-1.7%	7,530,370	748,557
Total Main. Parts and Supplies	\$ 544,841	\$ 705,595	\$ 160,754	22.8%	\$ 7,431,078	\$ 7,311,530	\$ (119,548)	-1.6%	\$ 8,310,549	\$ 879,471
<u>Energy</u>										
Diesel Fuel	\$ 608,404	\$ 535,119	\$ (73,285)	-13.7%	\$ 5,394,772	\$ 5,397,349	\$ 2,577	0.0%	\$ 6,488,321	\$ 1,093,549
CNG	657,486	579,765	(77,721)	-13.4%	5,968,290	5,909,077	(59,213)	-1.0%	7,090,261	1,121,971
Fuel and Electricity for Facilities	492,128	579,051	86,923	15.0%	5,420,955	5,518,140	97,185	1.8%	6,677,389	1,256,434
Total Energy	\$ 1,758,018	\$ 1,693,935	\$ (64,083)	-3.8%	\$ 16,784,017	\$ 16,824,566	\$ 40,549	0.2%	\$ 20,255,971	\$ 3,471,954
<u>Risk Management</u>	\$ 727,675	\$ 431,408	\$ (296,267)	-68.7%	\$ 4,627,776	\$ 4,213,796	\$ (413,980)	-9.8%	\$ 5,432,070	\$ 804,294
<u>General and Administrative</u>	\$ 71,813	\$ 65,587	\$ (6,226)	-9.5%	\$ 492,854	\$ 518,633	\$ 25,778	5.0%	\$ 671,434	\$ 178,580
<u>Vehicle/facility Lease</u>	\$ 2,854	\$ 22,000	\$ 19,146	87.0%	\$ 55,642	\$ 132,788	\$ 77,146	58.1%	\$ 192,200	\$ 136,558
TOTAL EXPENSES	\$ 15,337,614	\$ 15,521,516	\$ 183,902	1.2%	\$ 151,519,903	\$ 152,339,534	\$ 819,632	0.5%	\$ 184,383,398	\$ 32,863,496
Total Revenue Less Total Costs	\$ 289,708	\$ -	\$ 289,708	-	\$ (1,937,479)	\$ -	\$ (1,937,479)	-	\$ (0)	\$ 1,937,478
NET OPERATING SUBSIDY	\$ (9,739,937)	\$ (9,731,523)	\$ (8,414)	-0.1%	\$ (94,280,202)	\$ (93,668,201)	\$ (612,001)	-0.7%	\$ (114,294,729)	\$ (20,014,527)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

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

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,712	\$ 1,551	\$ 161	10.4%
Other Revenue	119	76	43	56.6%
Total Operating Revenue	\$ 1,831	\$ 1,627	\$ 204	12.5%
Subsidy	4,108	4,530	(422)	-9.3%
Total Revenue	\$ 5,939	\$ 6,157	\$ (218)	-3.5%
Wages	\$ 2,692	\$ 2,628	\$ (64)	-2.4%
Fringes	1,860	2,047	186	9.1%
Services	167	251	83	33.1%
Purchased Transportation	-	-	-	-
Materials	315	362	47	13.0%
Energy	638	579	(59)	-10.2%
Risk Management	384	247	(137)	-55.5%
General and Administrative	28	44	16	36.4%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 6,084	\$ 6,157	\$ 73	1.2%
Total Revenue Less Total Costs	\$ (146)	\$ -	\$ (146)	100.0%
Net Operating Subsidy	\$ (4,254)	\$ (4,530)	\$ 277	-6.1%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 18,003	\$ 17,954	\$ 50	0.3%
Other Revenue	652	712	(61)	-8.6%
Total Operating Revenue	\$ 18,655	\$ 18,666	\$ (11)	-0.1%
Subsidy	40,868	43,950	(3,083)	-7.0%
Total Revenue	\$ 59,523	\$ 62,617	\$ (3,094)	-4.9%
Wages	\$ 26,972	\$ 26,606	\$ (366)	-1.4%
Fringes	20,227	20,972	745	3.6%
Services	2,415	2,598	183	7.0%
Purchased Transportation	-	-	-	-
Materials	3,880	3,851	(29)	-0.8%
Energy	5,944	5,936	(8)	-0.1%
Risk Management	2,611	2,331	(280)	-12.0%
General and Administrative	286	323	37	11.5%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 62,334	\$ 62,617	\$ 282	0.5%
Total Revenue Less Total Costs	\$ (2,812)	\$ -	\$ (2,812)	100.0%
Net Operating Subsidy	\$ (43,679)	\$ (43,950)	\$ 271	0.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

**FINANCIAL COMPARISON TO BUDGET
TEN MONTHS ENDING APRIL 30, 2005**

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 10		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 1,711,784	\$ 1,550,750	\$ 161,034	10.4%	\$ 18,003,386	\$ 17,953,846	\$ 49,540	0.3%	\$ 21,180,000	\$ 3,176,614
	Advertising	86,449	62,100	24,349	39.2%	526,781	617,401	(90,620)	-14.7%	740,000	213,219
	Contracted Service Revenue	-	6,250	(6,250)	-	-	12,500	(12,500)	-	25,000	25,000
	Other	32,461	7,500	24,961	332.8%	124,992	82,500	42,492	51.5%	100,000	(24,992)
	Total Operating Revenue	\$ 1,830,693	\$ 1,626,600	\$ 204,093	12.5%	\$ 18,655,159	\$ 18,666,247	\$ (11,088)	-0.1%	\$ 22,045,000	\$ 3,389,841
	Subsidy	4,107,987	4,530,165	(422,178)	-9.3%	40,867,603	43,950,323	(3,082,720)	-	53,430,998	12,563,395
	Total Revenue	\$ 5,938,680	\$ 6,166,765	\$ (218,085)	-3.5%	\$ 59,522,762	\$ 62,616,570	\$ (3,093,808)	-4.9%	\$ 75,475,998	\$ 15,953,236
EXPENSES											
Personnel											
	Wages	\$ 2,691,521	\$ 2,627,923	\$ (63,598)	-2.4%	\$ 26,971,966	\$ 26,605,946	\$ (366,020)	-1.4%	\$ 32,034,214	\$ 5,062,248
	Fringes	1,860,243	2,046,645	186,402	9.1%	20,227,351	20,972,098	744,747	3.6%	25,176,772	4,949,421
	Total Personnel	\$ 4,551,764	\$ 4,674,568	\$ 122,804	2.6%	\$ 47,199,317	\$ 47,578,044	\$ 378,727	0.8%	\$ 57,210,986	\$ 10,011,669
Outside Services											
	Security	\$ (9,573)	\$ 30,239	\$ 39,812	131.7%	\$ 612,283	\$ 655,415	\$ 43,132	6.6%	\$ 715,892	\$ 103,609
	Repair/Maintenance Services	40,723	42,762	2,038	4.8%	510,365	467,425	(42,940)	-9.2%	554,345	43,980
	Engine and Transmission Rebuild	78,227	57,817	(20,410)	-35.3%	393,756	398,170	4,414	1.1%	513,800	120,044
	Other Outside Services	57,882	119,917	62,035	51.7%	898,447	1,077,147	178,700	16.6%	1,316,977	418,530
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 167,258	\$ 250,735	\$ 83,477	33.3%	\$ 2,414,851	\$ 2,598,157	\$ 183,306	7.1%	\$ 3,101,014	\$ 686,163
Materials & Supplies											
	Lubricants	\$ 10,487	\$ 9,908	\$ (579)	-5.8%	\$ 104,097	\$ 100,367	\$ (3,730)	-3.7%	\$ 120,530	\$ 16,433
	Tires	48,253	49,034	781	1.6%	466,683	490,340	23,657	4.8%	588,407	121,724
	Other Materials and Supplies	255,885	302,592	46,706	15.4%	3,309,078	3,259,939	(49,140)	-1.5%	3,971,966	662,888
	Total Main. Parts and Supplies	\$ 314,625	\$ 361,534	\$ 46,908	13.0%	\$ 3,879,858	\$ 3,850,646	\$ (29,212)	-0.8%	\$ 4,680,903	\$ 801,045
Energy											
	Diesel Fuel	\$ 255,815	\$ 246,609	\$ (9,207)	-3.7%	\$ 2,527,843	\$ 2,578,092	\$ 50,248	1.9%	\$ 3,079,662	\$ 551,819
	CNG	348,285	288,765	(59,520)	-20.6%	3,001,600	2,921,077	(80,523)	-2.8%	3,508,799	507,199
	Fuel and Electricity for Facilities	34,398	43,700	9,302	21.3%	414,468	436,997	22,529	5.2%	524,400	109,932
	Total Energy	\$ 638,498	\$ 579,074	\$ (59,424)	-10.3%	\$ 5,943,911	\$ 5,936,166	\$ (7,745)	-0.1%	\$ 7,112,861	\$ 1,168,950
Risk Management											
		\$ 383,742	\$ 246,566	\$ (137,176)	-55.6%	\$ 2,610,512	\$ 2,330,663	\$ (279,849)	-12.0%	\$ 2,958,798	\$ 348,286
General and Administrative											
		\$ 28,368	\$ 44,290	\$ 15,921	35.9%	\$ 285,911	\$ 322,895	\$ 36,983	11.5%	\$ 411,436	\$ 125,525
Vehicle/facility Lease											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 6,084,265	\$ 6,166,765	\$ 72,510	1.2%	\$ 62,334,360	\$ 62,616,570	\$ 282,210	0.6%	\$ 75,475,998	\$ 13,141,638
	Total Revenue Less Total Costs	\$ (146,576)	\$ -	\$ (146,576)	-	\$ (2,811,598)	\$ -	\$ (2,811,598)	-	\$ -	\$ 2,811,598
	NET OPERATING SUBSIDY	\$ (4,263,562)	\$ (4,530,165)	\$ 276,603	6.1%	\$ (43,679,201)	\$ (43,960,323)	\$ 271,122	0.6%	\$ (53,430,998)	\$ (9,761,797)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

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

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,127	\$ 2,545	\$ (417)	-16.4%
Other Revenue	26	25	-	0.0%
Total Operating Revenue	\$ 2,153	\$ 2,570	\$ (417)	-16.2%
Subsidy	2,392	1,518	874	57.6%
Total Revenue	\$ 4,545	\$ 4,088	\$ 457	11.2%
Wages	\$ 1,796	\$ 1,919	\$ 123	6.4%
Fringes	455	404	(51)	-12.6%
Services	816	714	(101)	-14.1%
Purchased Transportation	-	-	-	-
Materials	213	332	119	35.8%
Energy	471	550	78	14.2%
Risk Management	322	153	(169)	-110.5%
General and Administrative	37	16	(20)	-125.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 4,109	\$ 4,088	\$ (22)	-0.5%
Total Revenue Less Total Costs	\$ 435	\$ -	\$ 435	100.0%
Net Operating Subsidy	\$ (1,957)	\$ (1,518)	\$ (439)	28.9%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 21,469	\$ 22,641	\$ (1,173)	-5.2%
Other Revenue	234	261	(27)	-10.3%
Total Operating Revenue	\$ 21,703	\$ 22,902	\$ (1,200)	-5.2%
Subsidy	17,756	15,535	2,220	14.3%
Total Revenue	\$ 39,458	\$ 38,437	\$ 1,021	2.7%
Wages	\$ 17,572	\$ 17,855	\$ 283	1.6%
Fringes	3,842	3,804	(38)	-1.0%
Services	6,698	6,489	(209)	-3.2%
Purchased Transportation	-	-	-	-
Materials	3,423	3,327	(96)	-2.9%
Energy	5,143	5,217	74	1.4%
Risk Management	1,742	1,596	(146)	-9.1%
General and Administrative	164	149	(15)	-10.1%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 38,584	\$ 38,437	\$ (147)	-0.4%
Total Revenue Less Total Costs	\$ 874	\$ -	\$ 874	100.0%
Net Operating Subsidy	\$ (16,881)	\$ (15,535)	\$ (1,346)	8.7%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

FINANCIAL COMPARISON TO BUDGET TEN MONTHS ENDING APRIL 30, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 10		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 2,127,224	\$ 2,544,595	\$ (417,371)	-16.4%	\$ 21,468,676	\$ 22,641,412	\$ (1,172,736)	-5.2%	\$ 27,271,900	\$ 5,803,224
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	25,387	25,298	89	0.4%	233,892	260,674	(26,782)	-10.3%	311,269	77,377
	Total Operating Revenue	\$ 2,152,611	\$ 2,569,893	\$ (417,282)	-16.2%	\$ 21,702,568	\$ 22,902,086	\$ (1,199,518)	-5.2%	\$ 27,583,169	\$ 5,880,601
	Subsidy	2,392,032	1,517,642	874,390	57.6%	17,755,540	15,535,084	2,220,456	14.3%	18,701,322	945,782
	Total Revenue	\$ 4,544,643	\$ 4,087,535	\$ 457,108	11.2%	\$ 39,458,108	\$ 38,437,170	\$ 1,020,938	2.7%	\$ 46,284,491	\$ 6,826,383
EXPENSES											
Personnel											
	Wages	\$ 1,795,594	\$ 1,918,946	\$ 123,352	6.4%	\$ 17,572,299	\$ 17,854,998	\$ 282,699	1.6%	\$ 21,777,490	\$ 4,205,191
	Fringes	454,878	403,927	(50,951)	-12.6%	3,842,131	3,804,300	(37,831)	-1.0%	4,612,152	770,022
	Total Personnel	\$ 2,250,472	\$ 2,322,873	\$ 72,402	3.1%	\$ 21,414,429	\$ 21,659,298	\$ 244,868	1.1%	\$ 26,389,642	\$ 4,975,213
Outside Services											
	Security	\$ 478,711	\$ 449,026	\$ (29,685)	-6.6%	\$ 3,775,811	\$ 3,653,671	\$ (122,141)	-3.3%	\$ 4,551,721	\$ 775,910
	Repair/Maintenance Services	307,997	200,814	(107,183)	-53.4%	2,377,675	2,202,094	(175,582)	-8.0%	2,603,674	225,998
	Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
	Other Outside Services	28,949	64,644	35,695	55.2%	544,431	633,031	88,600	14.0%	794,322	249,891
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 815,657	\$ 714,484	\$ (101,173)	-14.2%	\$ 6,697,918	\$ 6,488,796	\$ (209,122)	-3.2%	\$ 7,949,717	\$ 1,251,798
Materials & Supplies											
	Lubricants	\$ 6,108	\$ 6,058	\$ (50)	-0.8%	\$ 58,067	\$ 25,122	\$ (32,944)	-131.1%	\$ 37,242	\$ (20,824)
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	206,874	325,545	118,671	36.5%	3,364,642	3,301,804	(62,839)	-1.9%	3,433,404	68,761
	Total Main. Parts and Supplies	\$ 212,982	\$ 331,603	\$ 118,621	35.8%	\$ 3,422,709	\$ 3,326,926	\$ (95,783)	-2.9%	\$ 3,470,646	\$ 47,937
Energy											
	Diesel Fuel	\$ 23,781	\$ 26,710	\$ 2,929	11.0%	\$ 246,695	\$ 257,438	\$ 10,744	4.2%	\$ 311,074	\$ 64,379
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	447,688	522,859	75,172	14.4%	4,896,077	4,959,352	63,275	1.3%	6,005,072	1,108,995
	Total Energy	\$ 471,469	\$ 549,570	\$ 78,101	14.2%	\$ 5,142,772	\$ 5,216,790	\$ 74,018	1.4%	\$ 6,316,146	\$ 1,173,374
Risk Management		\$ 322,129	\$ 152,762	\$ (169,367)	-110.9%	\$ 1,741,664	\$ 1,596,053	\$ (145,611)	-9.1%	\$ 1,976,572	\$ 234,908
General and Administrative		\$ 36,651	\$ 16,243	\$ (20,409)	-125.6%	\$ 164,496	\$ 149,307	\$ (15,189)	-10.2%	\$ 181,768	\$ 17,272
Vehicle/facility Lease		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 4,109,369	\$ 4,087,535	\$ (21,824)	-0.5%	\$ 38,683,989	\$ 38,437,170	\$ (246,819)	-0.4%	\$ 46,284,491	\$ 7,700,602
	Total Revenue Less Total Costs	\$ 435,284	\$ -	\$ 435,284	-	\$ 874,119	\$ -	\$ 874,119	-	\$ (0)	\$ (874,119)
	NET OPERATING SUBSIDY	\$ (1,966,749)	\$ (1,517,642)	\$ (439,107)	-28.9%	\$ (16,881,421)	\$ (15,535,084)	\$ (1,346,337)	-8.7%	\$ (18,701,322)	\$ (1,819,901)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - FIXED ROUTE

COMPARISON TO BUDGET - FY 2005

APRIL 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,194	\$ 1,161	\$ 33	2.8%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,194	\$ 1,161	\$ 33	2.8%
Subsidy	2,271	2,303	(31)	-1.3%
Total Revenue	\$ 3,465	\$ 3,464	\$ 1	0.0%
Wages	\$ 19	\$ 36	\$ 17	47.2%
Fringes	-	-	-	-
Services	58	112	54	48.2%
Purchased Transportation	2,927	2,914	(13)	-0.4%
Materials	-	-	-	-
Energy	460	396	(64)	-16.2%
Risk Management	-	-	-	-
General and Administrative	-	2	1	-
Vehicle/Facility Lease	-	4	4	-
Total Costs	\$ 3,465	\$ 3,464	\$ (1)	0.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (2,271)	\$ (2,303)	\$ 31	1.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 12,657	\$ 12,838	\$ (181)	-1.4%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 12,657	\$ 12,838	\$ (181)	-1.4%
Subsidy	21,453	21,519	(67)	-0.3%
Total Revenue	\$ 34,109	\$ 34,357	\$ (248)	-0.7%
Wages	\$ 265	\$ 324	\$ 59	18.2%
Fringes	-	-	-	-
Services	678	801	123	15.4%
Purchased Transportation	29,125	29,226	101	0.3%
Materials	-	-	-	-
Energy	4,034	3,989	(45)	-1.1%
Risk Management	-	-	-	-
General and Administrative	7	10	3	30.0%
Vehicle/Facility Lease	-	7	7	-
Total Costs	\$ 34,109	\$ 34,357	\$ 248	0.7%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (21,453)	\$ (21,519)	\$ 67	0.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - FIXED ROUTE

FINANCIAL COMPARISON TO BUDGET TEN MONTHS ENDING APRIL 30, 2005

FY Month: 10	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ 1,193,677	\$ 1,161,000	\$ 32,677	2.8%	\$ 12,656,837	\$ 12,838,000	\$ (181,163)	-1.4%	\$ 15,200,000	\$ 2,543,163
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ 1,193,677	\$ 1,161,000	\$ 32,677	2.8%	\$ 12,656,837	\$ 12,838,000	\$ (181,163)	-1.4%	\$ 15,200,000	\$ 2,543,163
Subsidy	2,271,206	2,302,500	(31,294)	-1.4%	21,452,534	21,519,300	(66,766)	-0.3%	26,341,900	4,889,366
Total Revenue	\$ 3,464,883	\$ 3,463,500	\$ 1,383	0.0%	\$ 34,109,371	\$ 34,357,300	\$ (247,929)	-0.7%	\$ 41,541,900	\$ 7,432,529
EXPENSES										
<u>Personnel</u>										
Wages	\$ 18,965	\$ 36,000	\$ 17,035	47.3%	\$ 265,139	\$ 324,000	\$ 58,861	18.2%	\$ 397,000	\$ 131,861
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ 18,965	\$ 36,000	\$ 17,035	47.3%	\$ 265,139	\$ 324,000	\$ 58,861	18.2%	\$ 397,000	\$ 131,861
<u>Outside Services</u>										
Security	\$ 12,301	\$ 7,000	\$ (5,301)	-75.7%	\$ 28,140	\$ 27,900	\$ (240)	-0.9%	\$ 45,000	\$ 16,860
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild	14,764	45,000	30,236	67.2%	246,030	306,000	59,970	19.6%	417,000	170,970
Other Outside Services	31,633	60,000	28,367	47.3%	403,279	467,000	63,721	13.6%	590,700	187,421
Purchased Transportation	2,926,660	2,914,000	(12,660)	-0.4%	29,125,416	29,226,000	100,584	0.3%	35,267,000	6,141,584
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 2,985,358	\$ 3,026,000	\$ 40,642	1.3%	\$ 29,802,865	\$ 30,026,900	\$ 224,035	0.7%	\$ 36,319,700	\$ 6,516,835
<u>Materials & Supplies</u>										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>										
Diesel Fuel	\$ 191,355	\$ 150,000	\$ (41,355)	-27.6%	\$ 1,489,936	\$ 1,455,000	\$ (34,936)	-2.4%	\$ 1,760,200	\$ 270,264
CNG	268,900	246,000	(22,900)	-9.3%	2,544,093	2,534,000	(10,093)	-0.4%	3,031,000	486,907
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ 460,255	\$ 396,000	\$ (64,255)	-16.2%	\$ 4,034,029	\$ 3,989,000	\$ (45,029)	-1.1%	\$ 4,791,200	\$ 757,171
<u>Risk Management</u>										
	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>General and Administrative</u>										
	\$ 305	\$ 1,500	\$ 1,195	79.7%	\$ 7,338	\$ 10,400	\$ 3,062	29.4%	\$ 14,000	\$ 6,662
<u>Vehicle/facility Lease</u>										
	\$ -	\$ 4,000	\$ 4,000	-	\$ -	\$ 7,000	\$ 7,000	-	\$ 20,000	\$ 20,000
TOTAL EXPENSES	\$ 3,464,883	\$ 3,463,500	\$ (1,383)	0.0%	\$ 34,109,371	\$ 34,357,300	\$ 247,929	0.7%	\$ 41,541,900	\$ 7,432,529
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 0	-	\$ -	\$ -
NET OPERATING SUBSIDY	\$ (2,271,206)	\$ (2,302,500)	\$ 31,294	1.4%	\$ (21,452,534)	\$ (21,519,300)	\$ 66,766	0.3%	\$ (26,341,900)	\$ (4,889,366)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - PARATRANSIT

COMPARISON TO BUDGET - FY 2005

APRIL 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 133	\$ 130	\$ 3	2.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 133	\$ 130	\$ 3	2.3%
Subsidy	783	870	(87)	-10.0%
Total Revenue	\$ 917	\$ 1,000	\$ (83)	-8.3%
Wages	\$ 15	\$ 28	\$ 13	46.4%
Fringes	-	-	-	-
Services	39	48	9	18.8%
Purchased Transportation	752	825	73	8.8%
Materials	-	-	-	-
Energy	107	80	(27)	-33.8%
Risk Management	-	-	-	-
General and Administrative	1	1	-	0.0%
Vehicle/Facility Lease	3	18	15	83.3%
Total Costs	\$ 917	\$ 1,000	\$ 83	8.3%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (783)	\$ (870)	\$ 87	10.0%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,180	\$ 1,150	\$ 30	2.6%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,180	\$ 1,150	\$ 30	2.6%
Subsidy	7,727	8,038	(310)	-3.9%
Total Revenue	\$ 8,908	\$ 9,188	\$ (280)	-3.0%
Wages	\$ 173	\$ 215	\$ 42	19.5%
Fringes	-	-	-	-
Services	441	438	(3)	-0.7%
Purchased Transportation	7,428	7,624	196	2.6%
Materials	-	-	-	-
Energy	806	781	(25)	-3.2%
Risk Management	-	-	-	-
General and Administrative	3	4	1	25.0%
Vehicle/Facility Lease	56	126	70	55.6%
Total Costs	\$ 8,908	\$ 9,188	\$ 280	3.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (7,727)	\$ (8,038)	\$ 310	3.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACT SERVICES - PARATRANSIT

FINANCIAL COMPARISON TO BUDGET TEN MONTHS ENDING APRIL 30, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 10		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 133,355	\$ 130,000	\$ 3,355	2.6%	\$ 1,180,224	\$ 1,150,000	\$ 30,224	2.6%	\$ 1,535,000	\$ 354,776
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Operating Revenue	\$ 133,355	\$ 130,000	\$ 3,355	2.6%	\$ 1,180,224	\$ 1,150,000	\$ 30,224	2.6%	\$ 1,535,000	\$ 354,776
	Subsidy	783,252	869,900	(86,648)	-10.0%	7,727,487	8,037,929	(310,442)	-3.9%	9,791,429	2,063,942
	Total Revenue	\$ 916,607	\$ 999,900	\$ (83,293)	-8.3%	\$ 8,907,711	\$ 9,187,929	\$ (280,218)	-3.0%	\$ 11,326,429	\$ 2,418,718
EXPENSES											
Personnel											
	Wages	\$ 15,346	\$ 28,000	\$ 12,654	45.2%	\$ 173,176	\$ 215,000	\$ 41,824	19.5%	\$ 271,000	\$ 97,824
	Fringes	-	-	-	-	-	-	-	-	-	-
	Total Personnel	\$ 15,346	\$ 28,000	\$ 12,654	45.2%	\$ 173,176	\$ 215,000	\$ 41,824	19.5%	\$ 271,000	\$ 97,824
Outside Services											
	Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
	Engine and Transmission Rebuild	-	-	-	-	9,859	-	(9,859)	-	-	(9,859)
	Other Outside Services	38,993	48,000	9,007	18.8%	431,499	438,000	6,501	1.5%	534,300	102,801
	Purchased Transportation	752,244	825,000	72,756	8.8%	7,428,072	7,624,000	195,928	2.6%	9,305,000	1,876,928
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 791,237	\$ 873,000	\$ 81,763	9.4%	\$ 7,869,430	\$ 8,062,000	\$ 192,570	2.4%	\$ 9,839,300	\$ 1,969,870
Materials & Supplies											
	Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	Tires	-	-	-	-	-	-	-	-	-	-
	Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
	Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Energy											
	Diesel Fuel	\$ 106,595	\$ 80,000	\$ (26,595)	-33.2%	\$ 806,106	\$ 781,000	\$ (25,106)	-3.2%	\$ 943,929	\$ 137,823
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
	Total Energy	\$ 106,595	\$ 80,000	\$ (26,595)	-33.2%	\$ 806,106	\$ 781,000	\$ (25,106)	-3.2%	\$ 943,929	\$ 137,823
Risk Management											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 94,000	\$ 94,000
General and Administrative											
		\$ 575	\$ 900	\$ 325	36.1%	\$ 3,357	\$ 4,141	\$ 784	18.9%	\$ 6,000	\$ 2,643
Vehicle/facility Lease											
		\$ 2,854	\$ 18,000	\$ 15,146	84.1%	\$ 55,642	\$ 125,788	\$ 70,146	55.8%	\$ 172,200	\$ 116,558
	TOTAL EXPENSES	\$ 916,607	\$ 999,900	\$ 83,293	8.3%	\$ 8,907,711	\$ 9,187,929	\$ 280,218	3.0%	\$ 11,326,429	\$ 2,418,718
	Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 0	-	\$ -	\$ -
	NET OPERATING SUBSIDY	\$ (783,262)	\$ (869,900)	\$ 86,648	10.0%	\$ (7,727,487)	\$ (8,037,929)	\$ 310,442	3.9%	\$ (9,791,429)	\$ (2,063,942)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

COMPARISON TO BUDGET - FY 2005

APRIL 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 191	\$ 195	\$ (4)	-2.1%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 191	\$ 195	\$ (4)	-2.1%
Subsidy	377	395	(17)	-4.3%
Total Revenue	\$ 568	\$ 590	\$ (21)	-3.6%
Wages	\$ 58	\$ 57	\$ (1)	-1.8%
Fringes	-	-	-	-
Services	58	75	17	22.7%
Purchased Transportation	386	390	4	1.0%
Materials	-	-	-	-
Energy	64	67	3	4.5%
Risk Management	-	-	-	-
General and Administrative	3	1	(2)	-200.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 568	\$ 590	\$ 21	3.6%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (377)	\$ (395)	\$ 17	4.3%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 2,009	\$ 2,030	\$ (21)	-1.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 2,009	\$ 2,030	\$ (21)	-1.0%
Subsidy	3,386	3,455	(69)	-2.0%
Total Revenue	\$ 5,396	\$ 5,485	\$ (89)	-1.6%
Wages	\$ 514	\$ 540	\$ 26	4.8%
Fringes	-	-	-	-
Services	247	276	29	10.5%
Purchased Transportation	3,979	3,983	4	0.1%
Materials	-	-	-	-
Energy	639	671	32	4.8%
Risk Management	-	-	-	-
General and Administrative	16	15	(1)	-6.7%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 5,396	\$ 5,485	\$ 89	1.6%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (3,386)	\$ (3,455)	\$ 69	2.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

FINANCIAL COMPARISON TO BUDGET TEN MONTHS ENDING APRIL 30, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month:	10	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
Passenger Fares		\$ 190,836	\$ 195,000	\$ (4,164)	-2.1%	\$ 2,009,239	\$ 2,030,000	\$ (20,761)	-1.0%	\$ 2,425,000	\$ 415,761
Advertising		-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue		-	-	-	-	-	-	-	-	-	-
Other		-	-	-	-	-	-	-	-	-	-
Total Operating Revenue		\$ 190,836	\$ 195,000	\$ (4,164)	-2.1%	\$ 2,009,239	\$ 2,030,000	\$ (20,761)	-1.0%	\$ 2,425,000	\$ 415,761
Subsidy		377,498	394,801	(17,303)	-4.4%	3,386,366	3,455,037	(68,671)	-2.0%	4,377,218	990,852
Total Revenue		\$ 568,334	\$ 589,801	\$ (21,467)	-3.6%	\$ 5,395,605	\$ 5,485,037	\$ (89,432)	-1.6%	\$ 6,802,218	\$ 1,406,613
EXPENSES											
<u>Personnel</u>											
Wages		\$ 57,676	\$ 56,976	\$ (700)	-1.2%	\$ 513,893	\$ 539,760	\$ 25,867	4.8%	\$ 653,589	\$ 139,696
Fringes		-	-	-	-	-	-	-	-	-	-
Total Personnel		\$ 57,676	\$ 56,976	\$ (700)	-1.2%	\$ 513,893	\$ 539,760	\$ 25,867	4.8%	\$ 653,589	\$ 139,696
<u>Outside Services</u>											
Security		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services		8,386	9,000	614	6.8%	79,238	83,500	4,262	5.1%	107,492	28,254
Engine and Transmission Rebuild		4,787	15,000	10,213	68.1%	25,498	46,000	20,502	44.6%	81,203	55,705
Other Outside Services		44,858	50,750	5,892	11.6%	143,125	147,352	4,227	2.9%	188,814	45,689
Purchased Transportation		385,975	390,000	4,025	1.0%	3,978,595	3,982,500	3,905	0.1%	4,854,593	875,998
Other Contracted Bus Services		-	-	-	-	-	-	-	-	-	-
Total Outside Services		\$ 444,006	\$ 464,750	\$ 20,744	4.5%	\$ 4,226,456	\$ 4,259,352	\$ 32,896	0.8%	\$ 5,232,102	\$ 1,005,646
<u>Materials & Supplies</u>											
Lubricants		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires		-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies		-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>											
Diesel Fuel		\$ 15,360	\$ 11,500	\$ (3,860)	-33.6%	\$ 124,634	\$ 116,500	\$ (8,134)	-7.0%	\$ 142,618	\$ 17,984
CNG		40,301	45,000	4,699	10.4%	422,597	454,000	31,403	6.9%	550,462	127,865
Fuel and Electricity for Facilities		8,274	10,375	2,101	20.3%	92,171	100,625	8,454	8.4%	122,517	30,346
Total Energy		\$ 63,935	\$ 66,875	\$ 2,940	4.4%	\$ 639,402	\$ 671,125	\$ 31,723	4.7%	\$ 815,597	\$ 176,195
<u>Risk Management</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ 62,700	\$ 62,700
<u>General and Administrative</u>											
		\$ 2,717	\$ 1,200	\$ (1,517)	-126.4%	\$ 15,854	\$ 14,800	\$ (1,054)	-7.1%	\$ 38,230	\$ 22,376
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES		\$ 568,334	\$ 589,801	\$ 21,467	3.6%	\$ 5,395,605	\$ 5,485,037	\$ 89,432	1.6%	\$ 6,802,218	\$ 1,406,613
Total Revenue Less Total Costs		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ 0	-	\$ -	\$ -
NET OPERATING SUBSIDY		\$ (377,498)	\$ (394,801)	\$ 17,303	4.4%	\$ (3,386,366)	\$ (3,455,037)	\$ 68,671	2.0%	\$ (4,377,218)	\$ (990,852)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NATIONAL CITY TRANSIT

COMPARISON TO BUDGET - FY 2005

APRIL 30, 2005

(in \$000's)

	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 97	\$ 108	\$ (11)	-10.2%
Other Revenue	-	(1)	-	-
Total Operating Revenue	\$ 97	\$ 108	\$ (11)	-10.2%
Subsidy	87	106	(19)	-17.9%
Total Revenue	\$ 183	\$ 213	\$ (30)	-14.1%
Wages	\$ 87	\$ 96	\$ 9	9.4%
Fringes	19	22	3	13.6%
Services	18	27	9	33.3%
Purchased Transportation	-	-	-	-
Materials	17	12	(5)	-41.7%
Energy	17	22	5	22.7%
Risk Management	22	32	10	31.3%
General and Administrative	3	1	(2)	-200.0%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 183	\$ 213	\$ 30	14.1%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (87)	\$ (106)	\$ 19	17.9%

	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ 1,036	\$ 1,085	\$ (49)	-4.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,036	\$ 1,085	\$ (49)	-4.5%
Subsidy	1,044	1,061	(17)	-1.6%
Total Revenue	\$ 2,080	\$ 2,146	\$ (67)	-3.1%
Wages	\$ 960	\$ 987	\$ 27	2.7%
Fringes	205	217	12	5.5%
Services	277	274	(3)	-1.1%
Purchased Transportation	-	-	-	-
Materials	129	134	5	3.7%
Energy	218	230	13	5.7%
Risk Management	276	287	11	3.8%
General and Administrative	16	17	1	5.9%
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 2,080	\$ 2,146	\$ 67	3.1%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (1,044)	\$ (1,061)	\$ 17	1.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NATIONAL CITY TRANSIT

FINANCIAL COMPARISON TO BUDGET TEN MONTHS ENDING APRIL 30, 2005

		CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
FY Month: 10		ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE											
	Passenger Fares	\$ 96,506	\$ 107,500	\$ (10,994)	-10.2%	\$ 1,035,674	\$ 1,085,000	\$ (49,326)	-4.5%	\$ 1,300,500	\$ 264,826
	Advertising	-	-	-	-	-	-	-	-	-	-
	Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Operating Revenue	\$ 96,506	\$ 107,500	\$ (10,994)	-10.2%	\$ 1,035,674	\$ 1,085,000	\$ (49,326)	-4.5%	\$ 1,300,500	\$ 264,826
	Subsidy	86,743	105,588	(18,845)	-17.8%	1,043,923	1,061,258	(17,335)	-1.6%	1,520,738	476,815
	Total Revenue	\$ 183,248	\$ 213,088	\$ (29,839)	-14.0%	\$ 2,079,597	\$ 2,146,258	\$ (66,662)	-3.1%	\$ 2,821,238	\$ 741,641
EXPENSES											
<u>Personnel</u>											
	Wages	\$ 86,659	\$ 96,000	\$ 9,341	9.7%	\$ 959,761	\$ 987,000	\$ 27,239	2.8%	\$ 1,208,000	\$ 248,239
	Fringes	18,993	21,667	2,674	12.3%	205,116	216,667	11,551	5.3%	260,000	54,884
	Total Personnel	\$ 105,652	\$ 117,667	\$ 12,015	10.2%	\$ 1,164,877	\$ 1,203,667	\$ 38,789	3.2%	\$ 1,468,000	\$ 303,123
<u>Outside Services</u>											
	Security	\$ -	\$ 611	\$ 611	-	\$ 8,973	\$ 8,778	\$ (195)	-2.2%	\$ 10,000	\$ 1,028
	Repair/Maintenance Services	2,017	6,400	4,383	68.5%	37,724	57,200	19,476	34.0%	70,000	32,276
	Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
	Other Outside Services	16,079	20,000	3,921	19.6%	230,217	208,000	(22,217)	-10.7%	478,000	247,783
	Purchased Transportation	-	-	-	-	-	-	-	-	-	-
	Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
	Total Outside Services	\$ 18,096	\$ 27,011	\$ 8,915	33.0%	\$ 276,914	\$ 273,978	\$ (2,936)	-1.1%	\$ 558,000	\$ 281,086
<u>Materials & Supplies</u>											
	Lubricants	\$ -	\$ 667	\$ 667	-	\$ 3,588	\$ 6,667	\$ 3,078	46.2%	\$ 8,000	\$ 4,412
	Tires	3,521	1,375	(2,146)	-156.1%	16,831	23,125	6,294	27.2%	26,000	9,169
	Other Materials and Supplies	13,712	10,417	(3,295)	-31.6%	108,091	104,167	(3,925)	-3.8%	125,000	16,909
	Total Main. Parts and Supplies	\$ 17,233	\$ 12,458	\$ (4,775)	-38.3%	\$ 128,511	\$ 133,958	\$ 5,448	4.1%	\$ 159,000	\$ 30,489
<u>Energy</u>											
	Diesel Fuel	\$ 15,498	\$ 20,300	\$ 4,802	23.7%	\$ 199,558	\$ 209,319	\$ 9,761	4.7%	\$ 250,838	\$ 51,280
	CNG	-	-	-	-	-	-	-	-	-	-
	Fuel and Electricity for Facilities	1,769	2,117	348	16.4%	18,239	21,167	2,928	13.8%	25,400	7,161
	Total Energy	\$ 17,266	\$ 22,417	\$ 5,150	23.0%	\$ 217,798	\$ 230,486	\$ 12,688	5.5%	\$ 276,238	\$ 58,440
<u>Risk Management</u>											
		\$ 21,804	\$ 32,080	\$ 10,276	32.0%	\$ 275,600	\$ 287,080	\$ 11,480	4.0%	\$ 340,000	\$ 64,400
<u>General and Administrative</u>											
		\$ 3,196	\$ 1,455	\$ (1,741)	-119.7%	\$ 15,897	\$ 17,090	\$ 1,193	7.0%	\$ 20,000	\$ 4,103
<u>Vehicle/facility Lease</u>											
		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
	TOTAL EXPENSES	\$ 183,248	\$ 213,088	\$ 29,839	14.0%	\$ 2,079,597	\$ 2,146,258	\$ 66,662	3.1%	\$ 2,821,238	\$ 741,641
	Total Revenue Less Total Costs	\$ -	\$ -	\$ (0)	-	\$ -	\$ -	\$ (0)	-	\$ -	\$ -
	NET OPERATING SUBSIDY	\$ (86,743)	\$ (105,588)	\$ 18,845	17.8%	\$ (1,043,923)	\$ (1,061,258)	\$ 17,335	1.6%	\$ (1,520,738)	\$ (476,815)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

COMPARISON TO BUDGET - FY 2005

APRIL 30, 2005

(in \$000's)

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

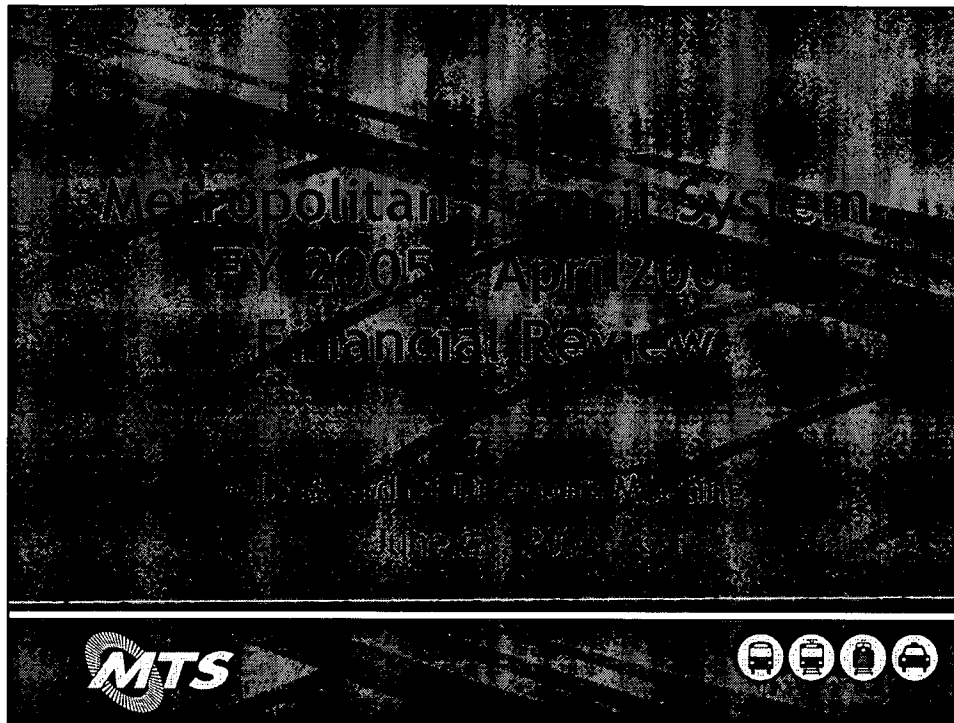
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Fare Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Subsidy	109	109	-	0.0%
Total Revenue	\$ 109	\$ 109	\$ -	0.0%
Wages	\$ -	\$ -	\$ -	-
Fringes	-	-	-	-
Services	-	-	-	-
Purchased Transportation	109	109	-	0.0%
Materials	-	-	-	-
Energy	-	-	-	-
Risk Management	-	-	-	-
General and Administrative	-	-	-	-
Vehicle/Facility Lease	-	-	-	-
Total Costs	\$ 109	\$ 109	\$ -	0.0%
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-
Net Operating Subsidy	\$ (109)	\$ (109)	\$ -	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CORONADO FERRY

**FINANCIAL COMPARISON TO BUDGET
TEN MONTHS ENDING APRIL 30, 2005**

FY Month: 10	CURRENT MONTH COMPARISON				YEAR TO DATE COMPARISON				FULL YEAR	
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR	AMENDED BUDGET	REMAINING
REVENUE										
Passenger Fares	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Advertising	-	-	-	-	-	-	-	-	-	-
Contracted Service Revenue	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Subsidy	10,927	10,927	-	0.0%	109,270	109,270	-	0.0%	131,124	21,854
Total Revenue	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 109,270	\$ 109,270	\$ -	0.0%	\$ 131,124	\$ 21,854
EXPENSES										
<u>Personnel</u>										
Wages	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Fringes	-	-	-	-	-	-	-	-	-	-
Total Personnel	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Outside Services</u>										
Security	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Repair/Maintenance Services	-	-	-	-	-	-	-	-	-	-
Engine and Transmission Rebuild	-	-	-	-	-	-	-	-	-	-
Other Outside Services	-	-	-	-	-	-	-	-	-	-
Purchased Transportation	10,927	10,927	-	0.0%	109,270	109,270	-	0.0%	131,124	21,854
Other Contracted Bus Services	-	-	-	-	-	-	-	-	-	-
Total Outside Services	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 109,270	\$ 109,270	\$ -	0.0%	\$ 131,124	\$ 21,854
<u>Materials & Supplies</u>										
Lubricants	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
Tires	-	-	-	-	-	-	-	-	-	-
Other Materials and Supplies	-	-	-	-	-	-	-	-	-	-
Total Main. Parts and Supplies	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Energy</u>										
Diesel Fuel	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
CNG	-	-	-	-	-	-	-	-	-	-
Fuel and Electricity for Facilities	-	-	-	-	-	-	-	-	-	-
Total Energy	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Risk Management</u>										
\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>General and Administrative</u>										
\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
<u>Vehicle/facility Lease</u>										
\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
TOTAL EXPENSES	\$ 10,927	\$ 10,927	\$ -	0.0%	\$ 109,270	\$ 109,270	\$ -	0.0%	\$ 131,124	\$ 21,854
Total Revenue Less Total Costs	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -
NET OPERATING SUBSIDY	\$ (10,927)	\$ (10,927)	\$ -	0.0%	\$ (109,270)	\$ (109,270)	\$ -	0.0%	\$ (131,124)	\$ (21,854)



SAN DIEGO METROPOLITAN TRANSIT SYSTEM		
COMBINED OPERATIONS		
MONTH TO DATE / YEAR TO DATE HIGHLIGHTS		
(in 000's)		
	MONTH TO DATE	YEAR TO DATE
COMBINED NET OPERATING SUBSIDY VARIANCE		
Operations	(8)	(612)
General Fund	69	473
Total Combined Net Operating Subsidy Variance	61	(139)

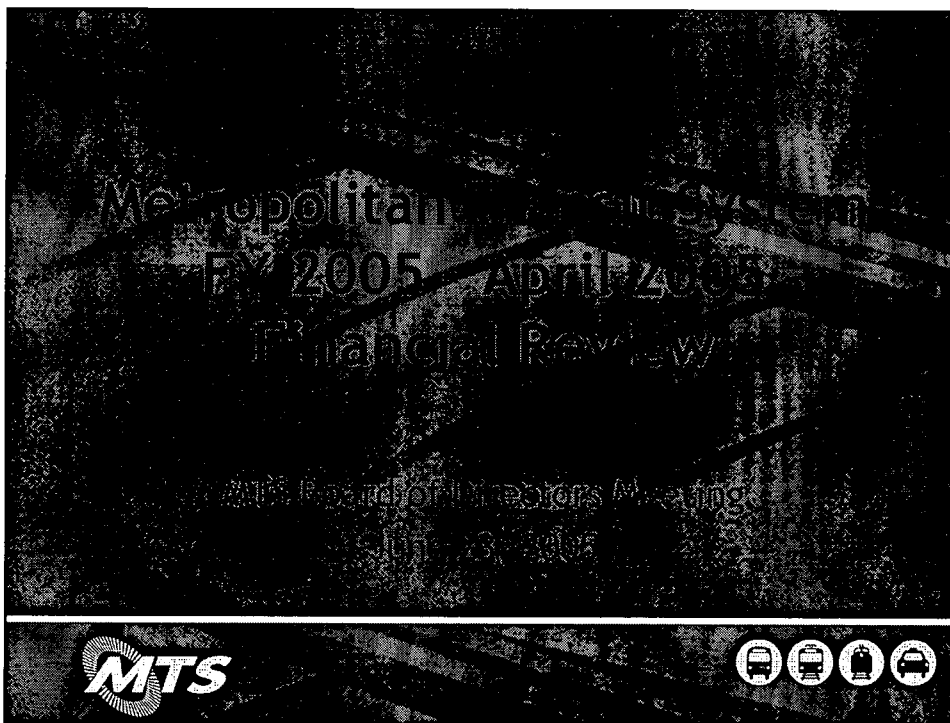
SAN DIEGO METROPOLITAN TRANSIT SYSTEM COMBINED MTS TRANSIT OPERATORS COMPARISON TO AMENDED BUDGET - FY 2005 FISCAL YEAR TO DATE, APRIL 30, 2005 (in \$000's)				
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$56,354	\$57,698	(\$1,344)	-2.3%
Other Revenue	886	973	(88)	-9.0%
Total Operating Revenue	57,240	58,671	(1,432)	-2.4%
Wages/Fringes	70,731	71,520	788	1.1%
Purchased Transportation	40,641	40,942	300	0.7%
Energy	16,784	16,825	41	0.2%
Other Expenses	23,365	23,054	(310)	-1.3%
Total Costs	151,520	152,340	820	0.5%
Net Operating Subsidy	(\$94,280)	(\$93,668)	(\$612)	-0.7%



Net Operating Subsidy Variance Summary April 2005		
	Month to Date Variance	Year to Date Variance
• Rail Operations Fare Revenue	\$ (417)	\$ (1,173)
• Combined Risk Expenses	(296)	(414)
• Contracted Services - Fixed Route Fare Revenue	33	(181)
• Combined Personnel Expenses	236	789
• Combined Other Outside Services	134	421
• All Other Net Operations	302	(54)
Overall net operating subsidy positive variance	\$ (8)	\$ (612)



SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED OPERATIONS				
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES				
COMPARISON TO AMENDED BUDGET - FY 2005				
FISCAL YEAR TO DATE, APRIL 30, 2005				
(in \$000's)				
	YEAR TO DATE			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	43,679	43,950	271	0.6%
Rail Operations	16,881	15,535	(1,346)	-8.7%
Contracted Bus Operations - Fixed Route	21,453	21,519	67	0.3%
Contracted Bus Operations - Para Transit	7,727	8,038	310	3.9%
Other Operators	4,539	4,625	86	1.9%
Total Transit Operators Net Subsidy	94,280	93,668	(612)	-0.7%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	(69)	(56)	12	-21.6%
San Diego and Arizona Eastern	(4)	55	59	106.9%
Debt Service	0	0	0	-
General Fund	5,026	5,427	401	7.4%
Grand Total Expenditures	99,578	99,439	(139)	-0.1%




SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED OPERATIONS				
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES				
COMPARISON TO AMENDED BUDGET - FY 2005				
APRIL 30, 2005				
(in \$000's)				
	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VARIANCE
Transit Operators' Net Subsidy				
Internal Bus Operations	4,254	4,530	277	6.1%
Rail Operations	1,957	1,517	(439)	-28.9%
Contracted Bus Operations - Fixed Route	2,271	2,303	31	1.3%
Contracted Bus Operations - Para Transit	783	870	87	10.0%
Other Operators	476	512	36	7.0%
Total Transit Operators Net Subsidy	9,740	9,732	(8)	-0.1%
Other Expenditures				
Administrative Pass Thru	0	0	0	-
Taxicab Administration	36	3	(33)	-1035.3%
San Diego and Arizona Eastern	23	12	(10)	-84.2%
Debt Service	0	0	0	-
General Fund	255	368	113	30.6%
Grand Total Expenditures	10,054	10,115	61	0.6%




SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED MTS TRANSIT OPERATORS				
COMPARISON TO AMENDED BUDGET - FY 2005				
APRIL 30 2005				
(in \$000's)				
	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Fare Revenue	\$5,453	\$5,689	(\$235)	-4.1%
Other Revenue	145	101	43	42.6%
Total Operating Revenue	5,598	5,790	(192)	-3.3%
Wages/Fringes	7,000	7,236	236	3.3%
Purchased Transportation	4,076	4,140	64	1.5%
Energy	1,758	1,694	(64)	-3.8%
Other Expenses	2,505	2,452	(52)	-2.1%
Total Costs	15,338	15,522	184	1.2%
Net Operating Subsidy	(\$9,740)	(\$9,732)	(\$8)	-0.1%



SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
Fiscal Year 2005				
Energy Information				
	Diesel		CNG	
	Actual Rate	Amended Budget Rate	Actual Rate	Amended Budget Rate
April 2005	1.882	1.600	1.120	1.050
YTD April 2005	1.637	1.600	1.048	1.050



SAN DIEGO METROPOLITAN TRANSIT SYSTEM				
COMBINED FARE REVENUE				
APRIL 30, 2005				
(in \$000's)				
	MONTH			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Internal Bus Operations	\$ 1,712	\$ 1,551	\$ 161	10.4%
Rail Operations	2,127	2,545	(417)	-16.4%
Contracted Bus Ops - Fixed Route	1,194	1,161	33	2.8%
Contracted Bus Ops - Para Transit	133	130	3	2.3%
Chula Vista Transit	191	195	(4)	-2.1%
National City Transit	97	108	(11)	-10.2%
Total Fare Revenue	\$ 5,453	\$ 5,689	\$ (235)	-4.1%



SAN DIEGO METROPOLITAN TRANSIT SYSTEM COMBINED FARE REVENUE APRIL 30, 2005 (in \$000's)				
	YTD			
	ACTUAL	AMENDED BUDGET	VARIANCE	% VAR
Internal Bus Operations	\$ 18,003	\$ 17,954	\$ 50	0.3%
Rail Operations	21,469	22,641	(1,173)	-5.2%
Contracted Bus Ops - Fixed Route	12,657	12,838	(181)	-1.4%
Contracted Bus Ops - Para Transit	1,180	1,150	30	2.6%
Chula Vista Transit	2,009	2,030	(21)	-1.0%
National City Transit	1,036	1,085	(49)	-4.5%
Total Fare Revenue	\$ 56,354	\$ 57,698	\$ (1,344)	-2.3%





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

Agenda

Item No. 46

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

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

June 23, 2005

Subject:

MTS: APRIL MONTHLY PERFORMANCE INDICATORS

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION

Operating Environment

The following report is a summary of MTS operational statistics for April 2005 (month 10 of FY 2005). There were 21 operational weekdays and 9 weekend days of service. Full access has not been restored to Fashion Valley, but there were no other major operational challenges. Padres regular season games began at PETCO Park, with 10 games played at the stadium during the month.

Service Statistics

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

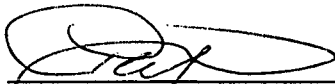
- Service Effectiveness

- The MTS system carried 6,302,357 passengers in April, with 3,776,271 traveling on MTS buses and 2,526,086 traveling on MTS rail.



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

- MTS rail carried 222.48 passengers per revenue hour. The MTS bus statistic could not be calculated because of a problem with revenue-hour data from MTS Bus Operations.
- Service Reliability
 - On-Time Performance: MTS systemwide on-time performance for April dipped to 87.4% on-time trips. Bus Operations faced significant challenges for this month with the 10 games played at PETCO Park. MTS bus reported 84.1% of its trips as being on time. MTS Rail Operations faced a similar challenge and operated with 93.9% of its trips on time.
 - Mean Distance Between Failures (MDBF): The MDBF statistic has been revised for MTS Contract Services; as a result, the statistics have changed for overall bus operations. MTS Bus was 13,126 miles for the month of April. There were no major failures on MTS Rail; the MDBF was 565,797 car miles.
- Quality of Service
 - MTS Bus had 2.65 total collisions per 100,000 miles. MTS Rail had 3 collisions with a rate of 0.53 collisions per 100,000 miles.
 - Non-ADA customer complaints reported 12.47 complaints per 100,000 passengers. There were 8 ADA complaints, which represented 0.03% of total ADA ridership.



Paul C. Jablonski
Chief Executive Officer

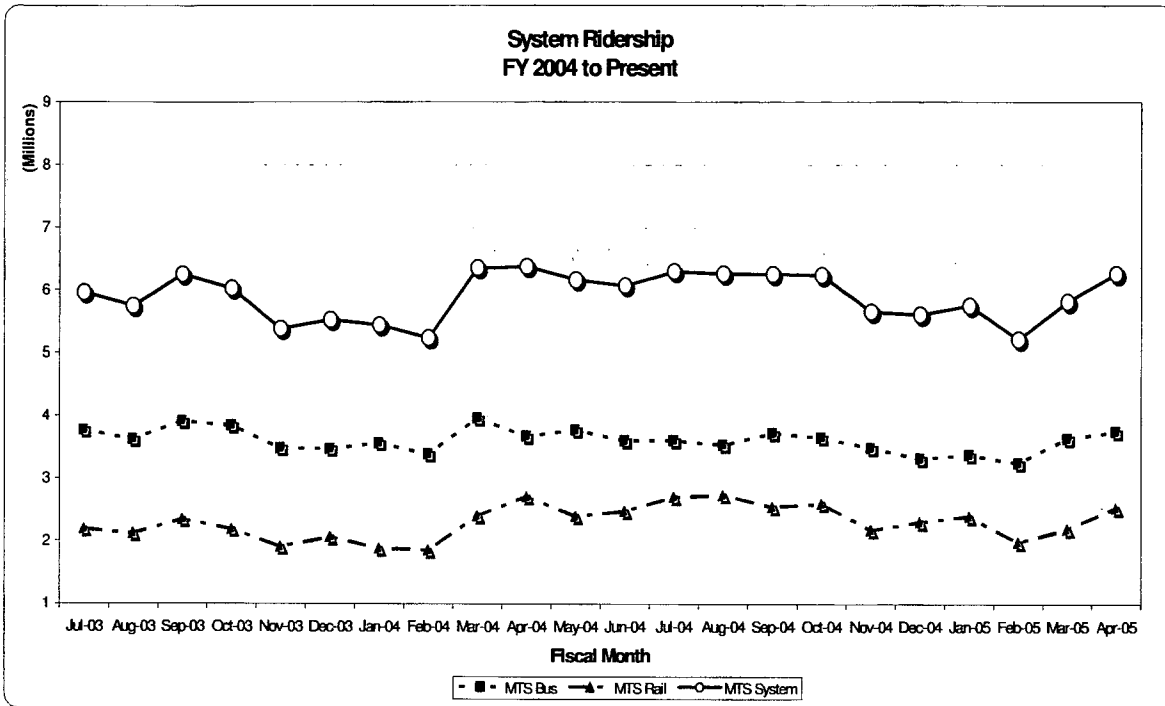
Key Staff Contact: Anika-Aduesa deSilva, 619.595.4901, anika.desilva@sdmts.com

GWilliams
JUNE23-05.46.APRILPERFORMANCEINDICATORS.ADESILVA
6/15/05

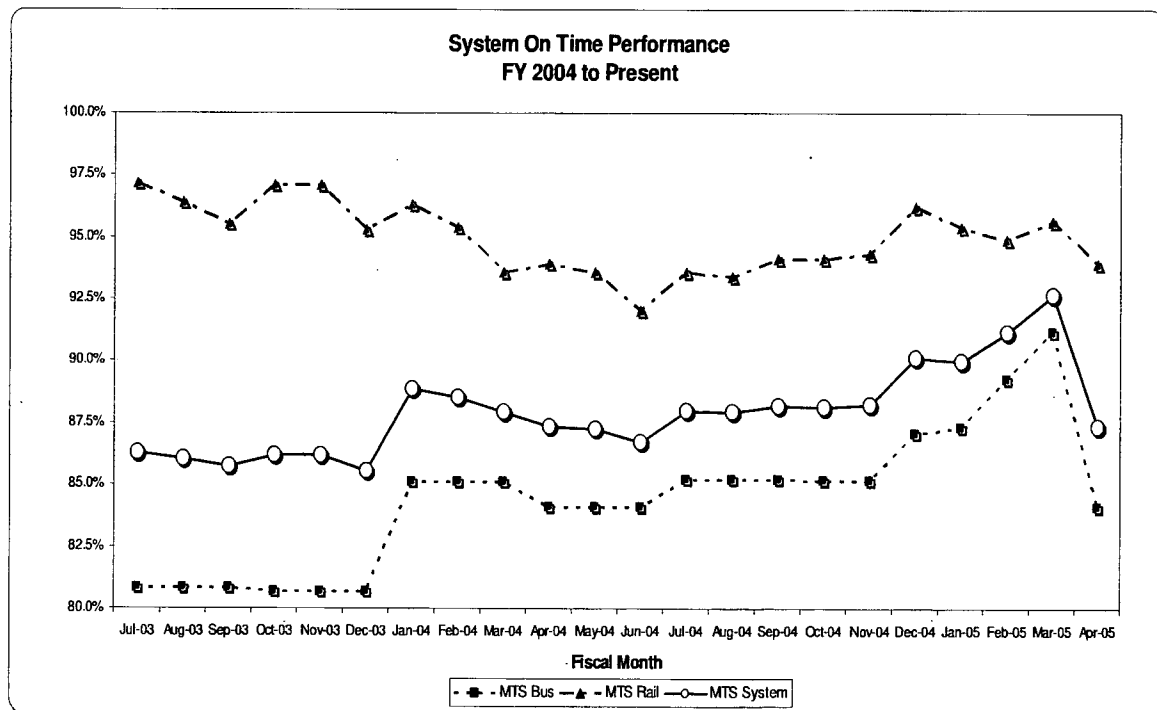
Attachments: A. MTS System Ridership, On-Time Performance (Bus, Rail, System)
B. MTS Mean Distance Between Mechanical Failures (Bus, Rail)
C. MTS Total Collision Accidents (Bus, Rail)
D. MTS Customer Complaints (Non-ADA Service)

RIDERSHIP

Att. A, AI 46, 6/23/05,
OPS 920.1, 960.5, 970.5

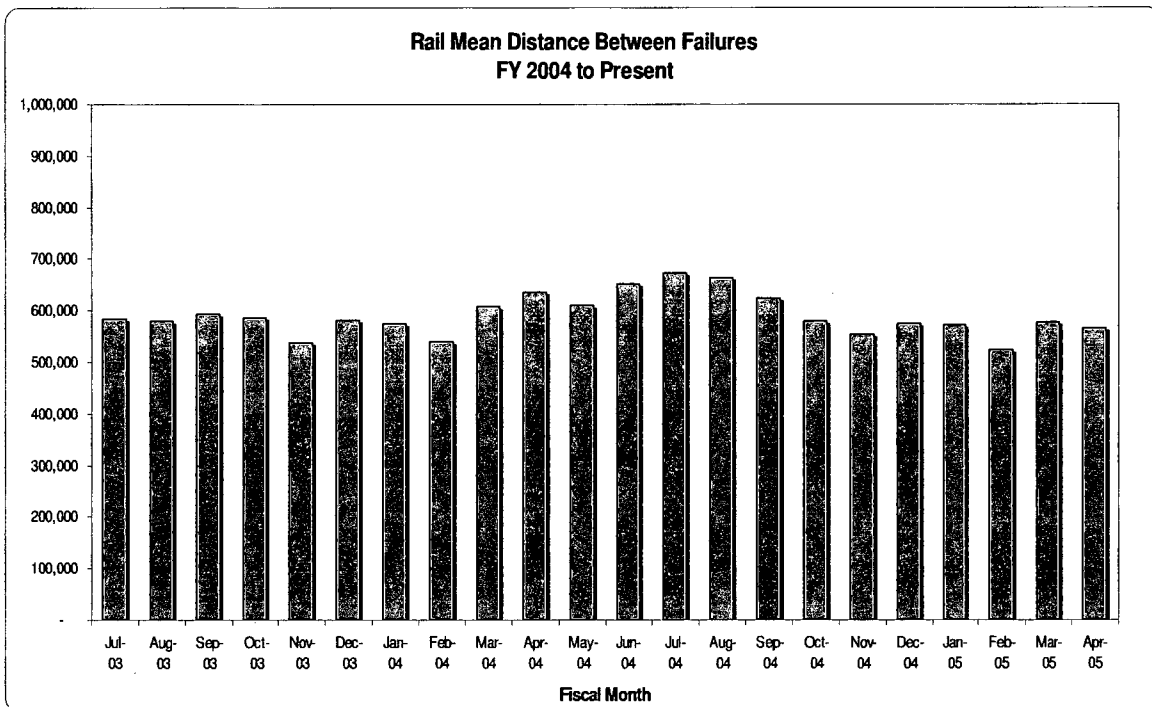
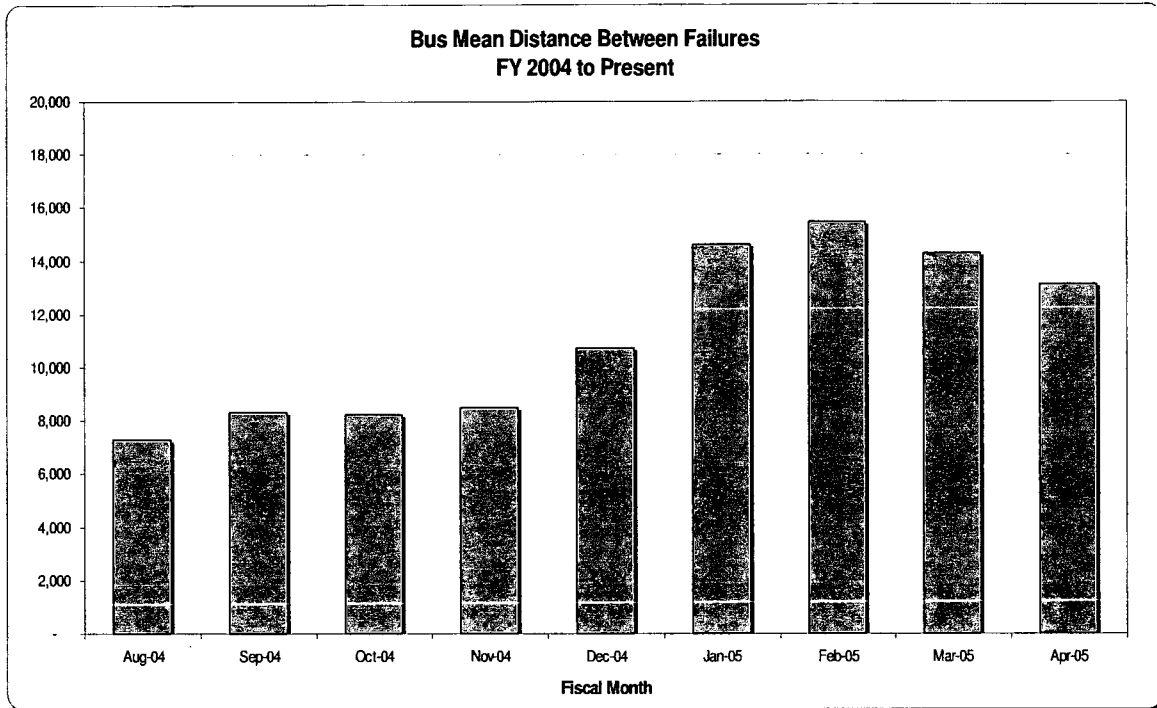


ON TIME PERFORMANCE



MEAN DISTANCE BETWEEN MECHANICAL FAILURES

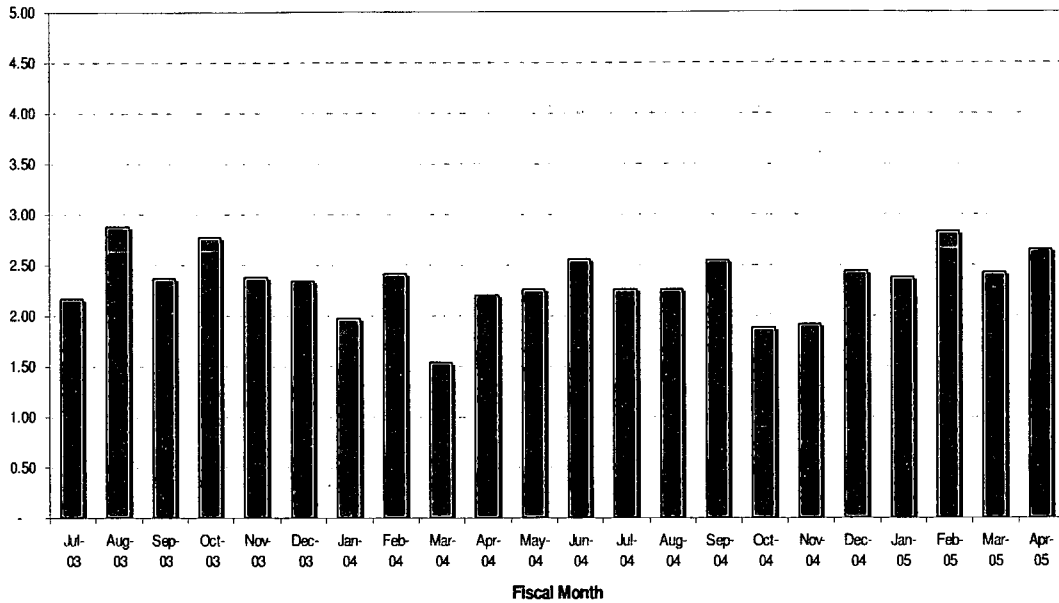
Att. B, AI 46, 6/23/05,
OPS 920.1, 960.5, 970.5



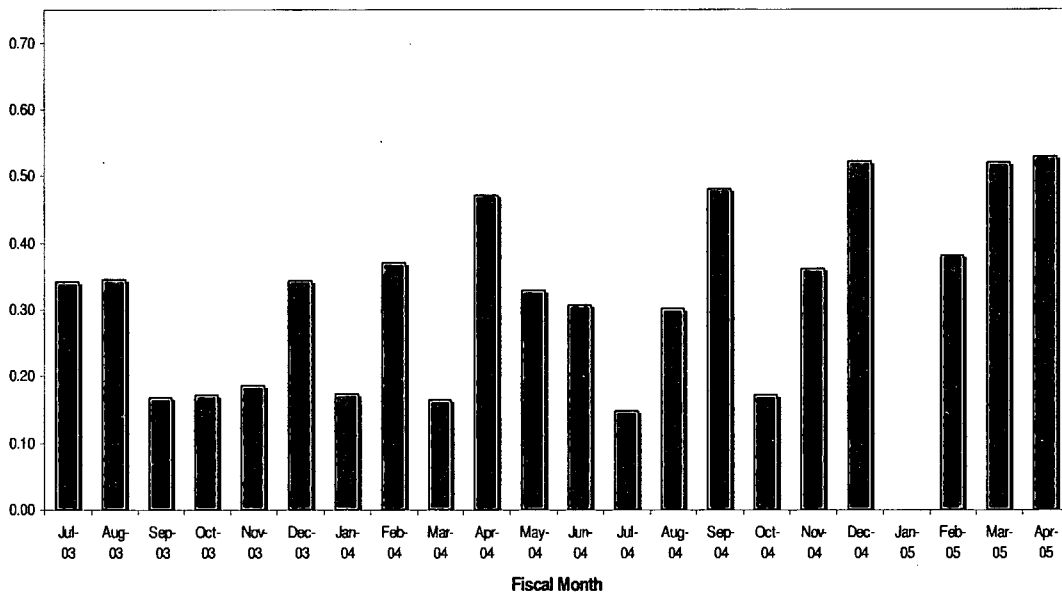
TOTAL COLLISION ACCIDENTS PER 100,000 MILES

Att. C, AI 46, 6/23/05,
OPS 920.1, 960.5, 970.5

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

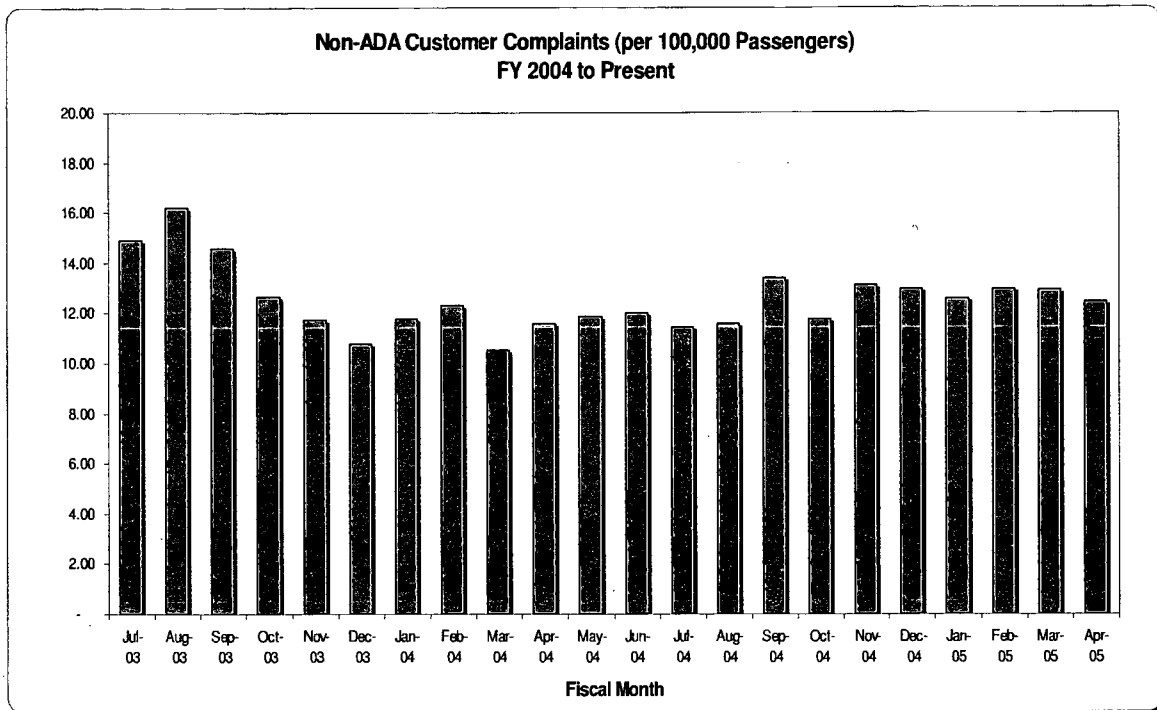


Rail Total Collision Accidents (per 100,000 Miles)
FY 2004 to Present



CUSTOMER COMPLAINTS PER 100,000 PASSENGERS

Att. D, AI 46, 6/23/05,
OPS 920.1, 960.5, 970.5



Jan Gardetto

From: Anika deSilva
Sent: Tuesday, June 14, 2005 1:12 PM
To: Jan Gardetto
Cc: Conan Cheung
Subject: MTS_Ops_FY05.APR.ADESILVA - Submission

Hi Jan,

here it is - finally! :) Any issues, you can call me and let me know 619-925-2131. Thanks!

6/14/2005

Metropolitan Transit System

April 2005 Monthly Performance Indicators

June 23, 2005

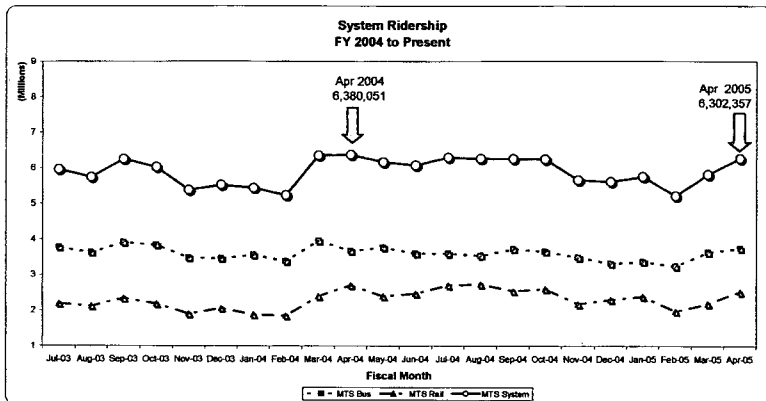


Operating Environment

- **Service Levels**
 - 21 days of weekday service
- **Special Events**
 - Start of Padres regular season at Petco Park
 - Seven weekday and three weekend games
 - Affected on time performance on both modes



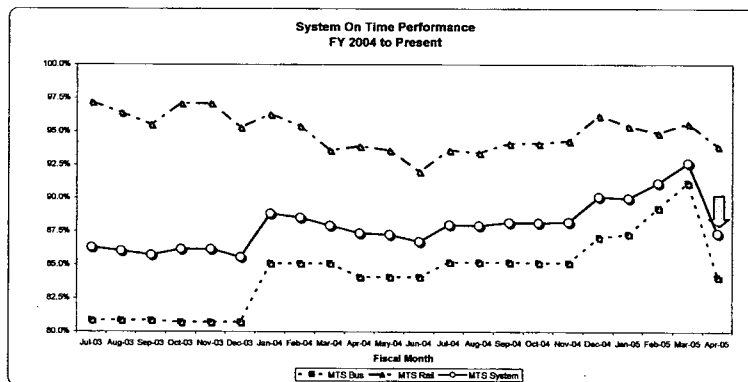
System Ridership



- System carried 6,302,357 passengers in April 2005.
 - Ridership on MTS Bus totaled 3,776,271
 - Ridership on MTS Rail totaled 2,526,086



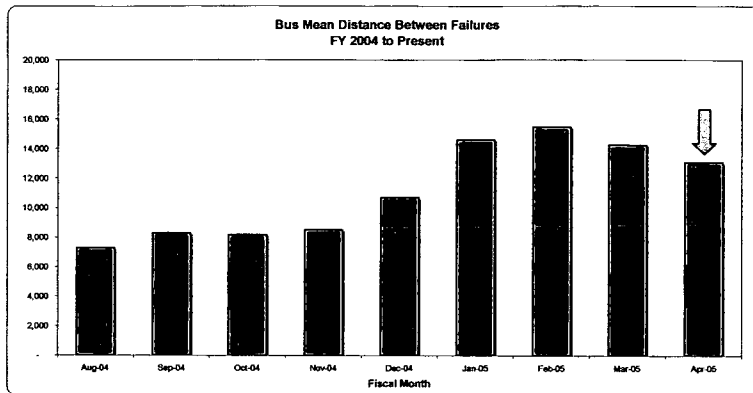
On Time Performance



- MTS System achieved 87.4% on time performance.
 - On time performance for MTS Bus (84.1%) was significantly impacted by traffic generated from opening season at Petco Park.
 - On time performance for MTS Rail was reported at 93.9%.



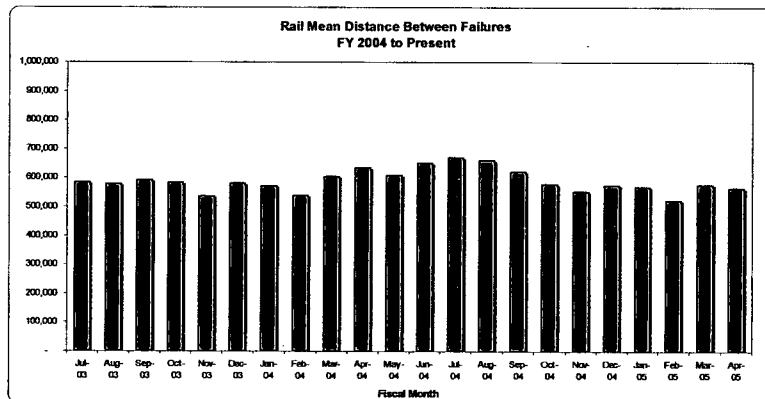
Mean Distance Between Failures - Bus



- Mean distance between failures for MTS Bus was 13,126 miles, statistic related to less mileage and marginal increase in number of failures reported.



Mean Distance Between Failures - Rail



- Mean distance between failures for MTS Rail was 565,797 car miles. There were no mechanical failures for MTS Rail in April 2005.



Customer Complaints

- Non-ADA complaints remained at 12-13 complaints per 100,000 passengers
- ADA services complaints represented only 0.03% of April 2005 ADA ridership.

Collision Accidents

- MTS Bus collision rate was 2.65 collisions per 100,000 miles in April 2005.
- MTS Rail had three collision accidents in April 2005, at a rate of 0.53 collisions per 100,000 miles.



Conclusion of Report April 2005





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619.231.1466, FAX 619.234.3407

Agenda

Item No. 47

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

OPS 970.2 (PC 30102)

June 23, 2005

Subject:

MTS: 2005 COCA-COLA ZERO ROCK 'N' ROLL MARATHON RECAP

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

The 2005 Rock 'N' Roll Marathon was held on Sunday, June 5, 2005. This year's course was adjusted to eliminate the previous conflict with light rail transit (LRT) operations at the Napa Street/Friars Road grade crossing. This new route incorporated additional changes in downtown to maintain the established 26.2-mile marathon distance. Although the conflict at the Napa Street/Friars Road grade crossing was eliminated, two additional points were added in the downtown area at the Market Street and Broadway grade crossings requiring new service adjustments. These locations were in addition to the preexisting points at Tenth and Eleventh Avenues on C Street.

In contrast to the Napa Street/Friars Road situation in previous years, passengers were not required to walk across the racecourse to continue their trips at any of the points where the course intersected with LRT tracks. This, as well as the limited time frame during which LRT operations were affected, provided an improved and safer experience for passengers and runners.



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Mitigation Efforts

Special operations were conducted between 7:00 a.m. and 8:45 a.m. when normal through service was resumed at all four locations. Eight buses were used to operate shuttle service between the Park & Market and Fifth Avenue Stations via Interstate 5. To facilitate the preferred direction of travel and diminish any delays created by the connecting bus shuttle, 15-minute Blue Line service was initiated earlier than normal between the Fifth Avenue and Mission San Diego Stations. A single shuttle train also provided service between the 12th & Imperial and Convention Center stations. Two Stations, City College and Seaport Village, were inaccessible by either bus or LRT during the special operations. Personnel were on hand at both locations to direct passengers to the nearest alternate station.

Event Ridership

Based on observations from the 2004 event as well as the race promoter's efforts to emphasize the use of LRT by runners and spectators alike, additional early-morning service was operated between the Gaslamp Quarter and Mission San Diego Stations, providing bidirectional access to the Washington Street Station and the starting line shuttle buses. For post-event ridership in conjunction with the 1:35 p.m. Padres baseball game at PETCO Park, special event LRT service operated between Qualcomm Stadium and the Gaslamp Quarter Stations. After the race, heavy crowds were observed boarding at the Washington Street Station.

Manual Ticket Sales

Elite Racing provided booth space during its expo at the Convention Center on both Friday and Saturday before the race. In order to maximize efficiency, Day-Tripper passes dated for the day of the event were offered along with two- and three-day passes. MTS Pocket Guides and Timetables were also distributed. Over the two days, 1,389 Day-Trippers of various denominations were sold at the expo. An additional 325 one-way tickets were also distributed.

On the day of the race, ticket booths were opened at the County Center/Little Italy and Washington Street Stations. The County Center location was selected due to the event promoter using the County Administration Building as secondary parking for spectators heading to the finish line near Washington Street. At these locations, over 2,300 tickets were distributed. The combined manual sales effort resulted in \$13,885 in receipts.

Conclusion

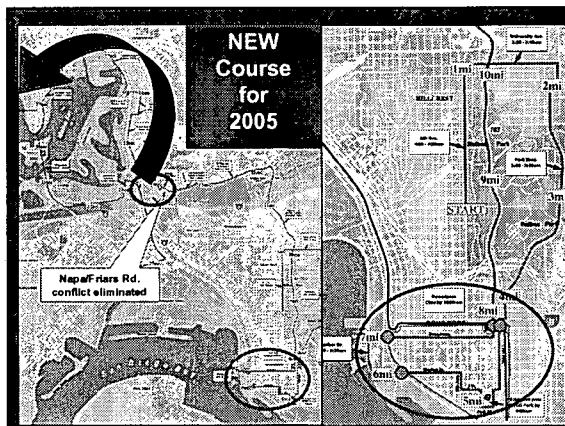
From an LRT operational viewpoint, the new course resulted in a safer and more manageable operation over a limited period of time with less adverse impact on passengers. Staff believes this to be the most successful Rock 'N' Roll Marathon to date.

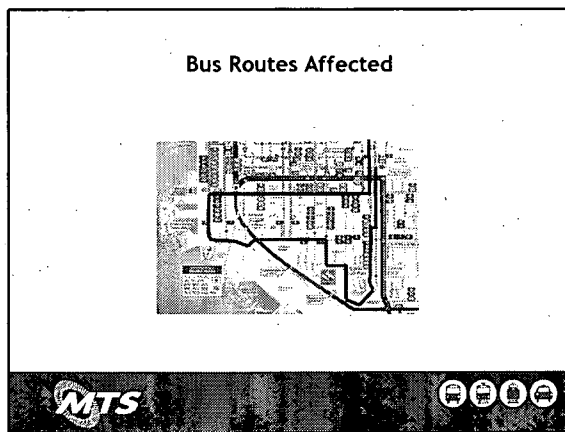


Paul C. Jablonski
Chief Executive Officer

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







Marathon Services MTS Bus Operators

- Great cooperation between all service providers.
MTS Bus provided 41 buses and MTS Contracted Services provided 16 buses. We all worked together to provide timely and seamless service for runners and guests
- Service Impact on Existing Service
This year's routing affected an additional 153 trips on many SDTC routes (2, 3, 5, 7, 11, 15, 16, 20, 25 and 115)
These routes resumed normal operations after 10 AM



Marathon Services MTS Bus Operators

- Operated bi-directional Bus Bridge between the 5th Ave. Trolley Station to/from Park and Market station
8 Buses provided service from 7:00 - 9:00 AM
- Transport of Runners to the Marathon Starting Line
- Transport of Runners and Guests from the MCRD Finish Line
- Shuttle service from Parking Lot to the Starting Line



Bus Ridership Statistics

Location	Buses	Passengers
Pre-Race - Runners to the Starting Line	40	5,963
Post-Race - Runners and Guests from MCRD Finish Line	24	26,042
Shuttle - From Parking Lot to Balboa Park	6	741
Bus Bridge for Trolley Service	8	979
(Figures represent all service providers)		
GRAND TOTAL		33,725



Bus Operations Feedback

- All runners were transported in a timely fashion with less than one minute of wait time during the pre-race transport
- We accommodated the approx 25K crush of runners and guests with average wait times of 10 minutes or less
- Representatives of Elite Racing seemed pleased with the coordination of services provided by MTS Bus and MTS Contracted Services



LRT Service Impact - Changes for 2005

- Napa / Friars Rd. conflict was eliminated
- Downtown route expanded to encompass the Ballpark area and Gaslamp Quarter, as well as the south embarcadero
- The course intersected Trolley tracks at two new locations: Market Street at Harbor Dr. and again at Kettner & Broadway
- Both previous crossing points remained at 10th & 11th Avenues on C Street



LRT Service Impact - Changes for 2005 (cont.)

- Service to City College and Seaport Village stations was temporarily suspended
- A "bus bridge" provided service between the Park & Market and 5th Avenue stations
- Personnel on hand to direct passengers
- Bilingual officers were strategically placed to assist our Spanish-speaking customers
- Normal operations resumed by 8:45 a.m. approximately 30 minutes earlier than anticipated



LRT Ridership Issues

- Race promoter, Elite Racing, encouraged participants and spectators to ride the Trolley to various points including:
 - The Starting Line shuttle pick up location
 - Specific viewing spots along the LRT alignment
 - The Finish Line shuttle pick up/drop off location
- To accommodate the 6:30 a.m. starting time, early LRT service operated between Convention Center area hotels and Mission Valley, providing bidirectional service to the Washington Street station



Manual Ticket Sales

- Elite Racing provided booth space at their event Expo at the Convention Center on the Friday and Saturday prior to the race
- On the day of the event, additional sales were conducted at the County Center/Little Italy (designated overflow parking) and Washington Street stations (Finish Line area)
- Over the two days of the Expo, SDTI personnel distributed 1,714 tickets with over 1,300 of those being single- or multi-day Day-Tripper passes
- On race day, an additional 2,300 one-way equivalent tickets were distributed from the two locations

Additional Areas of Concern

- The San Diego Padres altered the start time of their baseball game to 1:35 p.m.
- The Morena/Linda Vista station was inaccessible by automobile for baseball fans due to road closures (recurring item from previous years)
- Post-race ridership coincided with pre-game ridership creating potential congestion at the Washington Street station
- Extra trains operated between Old Town and PETCO Park to alleviate this capacity issue

Conclusion – LRT Operations

From an LRT operational viewpoint, the new course resulted in a safer and more manageable operation over a limited period of time with less adverse impact on passengers. Staff believes this to be the most successful Rock 'N' Roll Marathon to date.





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Agenda

Item No. 61

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

June 16, 2005

Minor Contract Actions

- Laidlaw Transit Services, Inc. for a three-month carryover period for the contract for Rural Bus Services.
- California Transit Insurance Pool for liability insurance coverage for Rural Bus Services.
- Marie Tran for service-change work related to contracted fixed-route services.
- Parsons Brinckerhoff for construction management services for the San Ysidro Intermodal Transportation Center (SYITC).
- Orion Construction Corp./Balboa construction, Inc. for construction services for the Mission Valley East (MVE) Light Rail Transit (LRT) Extension – SDSU Segment Utilities.
- Clark Construction Group, Incorporated for construction services for the SDSU Tunnel and Underground Station portion of the MVE LRT Extension.
- Balfour Beatty/Ortiz Enterprises, Inc. for construction services for the La Mesa segment of the MVE LRT Extension.
- Wildlands, Inc. for the purchase of 0.33 acres of wetland mitigation credits at Rancho Jamul Mitigation Bank. This purchase fulfills MTS's right-of-way revegetation obligation related to the Mission Valley West (MVW) LRT Extension.

Contract Matters

There were no Contract Matters.

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



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