

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

Agenda

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

September 22, 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 September 8, 2005

Approve

3. <u>Public Comments</u> - 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.



5. <u>Closed Session Items</u>

Possible Action

 a. MTS: CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION Significant Exposure to Litigation Pursuant to Subdivision (b) of Government Code Section 54956.9 (One Potential Case)

Oral Report of Final Actions Taken in Closed Session

CONSENT ITEMS

6. <u>MTS: San Ysidro Intermodal Transportation Center Project Phase 2 - Contract Change Order</u>

Approve

Action would authorize the CEO to execute a contract change order supplement with Stacy & Witbeck, Inc. for additional trackway excavation and ratify the previously approved amount for CCO No. 65.

7. MTS: Transportation Development Act Claim Amendment
Action would adopt Resolution No. 05-13 amending FY 04 Transportation
Development Act (TDA) Article 4.0, Claim No. 253, for the City of
Chula Vista.

Approve

8. MTS: Mission Valley East Light Rail Transit Project - Mitigation Monitoring and Reporting Program

Receive

Action would receive the final Mitigation Monitoring and Reporting Program status report for the Mission Valley East Light Rail Transit Project.

9. MTS: County of San Diego Request to Buy Back Mitigation Land Per Agreement

Approve

Action would authorize the CEO to execute a purchase agreement and grant deed to the County of San Diego for a portion of MTS-owned property in Santee (Assessor Parcel No. 381-050-56).

10. MTS: Increased Authorization for Legal Services

Approve

Action would authorize the CEO to enter into a contract amendment with R. Martin Bohl of the Law Offices of R. Martin Bohl for legal services for joint development projects and ratify prior amendments entered into under the CEO's authority.

NOTICED PUBLIC HEARINGS

25. None.

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

DISCUSSION ITEMS

30. MTS: Comprehensive Operational Analysis - Draft Service Development Approve Action would approve the Draft Service Development Plan for public review. 31. MTS: Rural Bus Service Adjustments Approve Action would: (1) receive feedback on rural bus service adjustments from community meetings, e-mail, phone calls, comment cards, operators, and rider surveys; (2) approve Option 4 as the preferred option to adjust rural bus service; (3) approve a 10 percent fare box return ratio as a required performance standard for each respective rural route; and (4) approve scheduling a public hearing at the October 13 Board of Directors meeting to receive comments on Option 4 to adjust rural services and adjust rural fares. MTS: Freeway Transit Lane Demonstration Project 32. Possible Action Action would receive the report on the Freeway Transit Lane Demonstration Project. 33. MTS: Appointment of New Board Chairperson Possible Action Action would direct the Executive Committee to create a selection process and generate a list of potential nominees for a new Chairperson for the Board of Directors. REPORT ITEMS 45. SDTI: Centralized Train Control Status Review Receive Action would receive this report for information. 46. MTS: July Monthly Performance Indicators Receive Action would receive this report for information. 47. SDTI: Semiannual MTS Security Report (January through June 2005) Receive Action would receive this report for information. 48. MTS: Preliminary Operations Budget Status Report for Fiscal Year 2005 Receive Action would receive the Metropolitan Transit System Operations Budget Status Report for June FY 05 and provide guidance on fiscal year 2005 budget closure. 49. MTS: Operations Budget Status Report for July 2006 Receive Action would receive the Metropolitan Transit System (MTS) Operations Budget Status Report for July FY 06.

Chief Executive Officer's Report

Chairman's Report

60.

61.

Possible Action
Information

- 62. <u>Board Member Communications</u>
- 63. Additional Public Comments Not on the Agenda

 If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

Possible Action

- 64. Next Meeting Date: October 13, 2005
- 65. Adjournment

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

September 8, 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 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. Emery moved to approve the minutes of the August 11, 2005, Board of Directors meeting. Mr. Ewin seconded the motion, and the vote was 8 to 0 in favor.

3. Public Comments

Don Stillwell: Mr. Stillwell objected to the current routing and frequency of service for Route Nos. 13 and 14. Mr. Williams stated that the Board had already heard Mr. Stillwell's suggestions numerous times and that staff has also given reports on this matter. He suggested that the Board move onto the rest of its business. He then permitted Mr. Stilwell to finish his remarks.

Crane Johnson: Mr. Johnson stated that people that have appeared before the Board and staff in a negative way regarding Rural Bus Service do not necessarily represent the attitudes of most of the users of this service. He added that most Rural Bus Service riders recognize the present situation and the need to take some sort of action. He suggested the following: (1) Route 888 – Add the areas of Crest and Harbison to the present schedule and drop the newly created bus line covering those areas; (2) Route 888 – run one round trip per day including Sundays; and (3) save money in fuel by making some of the scheduled stops optional. Riders would telephone in and make reservations for bus stops in the Descanso, Lake Morena, Boulder Oaks, and the Golden Acorn Casino area. Mr. Peter Tereschuck, San Diego Trolley President-General Manager, stated that staff would respond to Mr. Johnson's suggestions.

Elvis Jones: Mr. Jones alleged that he is being harassed by members of MTS's security force, that he has observed them making inappropriate remarks to passengers at the San Ysidro Intermodal Transportation Center, and that he has been assaulted and stalked by certain security officers. He felt that MTS's current security contract should be terminated and the Board should research this matter. Mr. Tereschuck stated that

staff would respond to Mr. Jones' allegations. Chairman Williams asked that the Board be given a report as well.

Lane Sherman: Mr. Sherman thanked MTS for its efforts to provide effective transportation options in San Diego. He also stated that it is important that MTS make it a priority to solve the cost issue associated with Rural Bus Service. He stated that MTS should view this challenge as an opportunity to use innovation and forward thinking to solve this problem. He also suggested that MTS explore other innovations such as computer-aided scheduling and partnerships with private enterprise to solve the problem of providing transportation options in rural San Diego.

John Hunter Lanz: Mr. Lanz called attention to the written remarks that were being passed out to Board members. He provided the Board with an overview of his comments, questions, and suggestions. Ms. Atkins asked that staff respond to Mr. Lanz's comments. Ms. Claire Spielberg, Chief Operating Officer – Bus, stated that San Diego Transit's customer service staff have been contacted by Mr. Lanz and are in the process of reviewing and addressing his comments.

CONSENT ITEMS (Taken Out of Order)

6. <u>SDTC: Amendment to SDTC Noncontract Retirement Plan</u> (ADM 150.3, PC 50711)

Recommend that the Board of Directors approve an amendment (Attachment A of the agenda item) to the San Diego Transit Corporation Noncontract Retirement Plan.

7. MTS: Follow-Up on the Internal Audit Report on Accounting (LEG 492, PC 50101)

Recommend that the Board of Directors receive the internal audit follow-up memorandum (Attachment A of the agenda item) on the May 2005 audit report on the accounting process for information.

8. MTS: Memorandum of Understanding with the City of National City and the Community Development Commission of the City of National City (SDAE 710.1, PC 50921)

Recommend that the Board of Directors approve the Memorandum of Understanding (Attachment A of the agenda item) with the City of National City and the Community Development Commission of the City of National City, which includes a new, private atgrade crossing of San Diego and Arizona Eastern (SD&AE) Railway Company tracks, upon the recommendation of the SD&AE Railway Company Board of Directors

9. <u>MTS: Light Rail Vehicle Blower Motor Replacement: Warranty Claim Settlement</u> (OPS 970.6, PC 50101)

Recommend that the Board of Directors authorize the CEO to enter into an agreement (Attachment A of the agenda item) with Siemens Transportation Systems, Inc. to replace 150 blower motors on the U2 light rail vehicle fleet for a total cost, including delivery and taxes, not to exceed \$42,385.00.

10. <u>MTS: Disadvantaged Business Enterprise Approval of FY 06 Goals for Publication</u> (LEG 430, PC 50121)

Recommend that the Board of Directors approve the proposed disadvantaged business enterprise goals for FY 06 and authorize staff to publish a notice of these proposed goals for public information and comments.

11. SDTI: Light Rail Vehicle Equipment Procurement – Contract Award (OPS 970.6)

Recommend that the Board of Directors authorize the President-General Manager to execute a Standard Procurement Agreement (Attachment A of the agenda item) with Knorr Brake Corporation to supply 36 split brake discs for light rail vehicles for a total cost, including delivery and taxes, not to exceed \$39,790.

12. <u>MTS: Budget Transfers, Construction Management Contract Amendment, and Contract Change Order for Mission Valley East</u> (CIP 10426.7)

Recommend that the Board of Directors authorize the CEO to (1) transfer \$600,000 into the Construction Management (CM) line item (WBS #10426-0700) as shown on Attachment A of the agenda item, Budget Change Summary, to fund Contract Amendment No. 37 with Washington Group International (WGI) to extend CM services on the Mission Valley East (MVE) Light Rail Transit (LRT) Project; (2) execute Contract Amendment No. 37 (MTS Doc. No. L6343.37-01) with WGI in substantially the same form as shown in Attachment B of the agenda item, in an amount not to exceed \$1,037,690, for CM services on the MVE LRT Project, including extension of the CM services through December 31, 2005; (3) transfer \$500,000 into the Administration line item (WBS #10426-0100) as shown on Attachment A of the agenda item, Budget Change Summary, to continue project administration of contract closeout activities. including construction contract closeout, claims resolution, and vehicle procurement activities; (4) transfer \$500,000 into the Track and Systems Construction line item to WBS #10426-109918TR, as shown on Attachment A of the agenda item, to fund a negative balance in the line item; (5) transfer \$250,000 into the Right of Way line item (WBS #10426-0900) as shown on Attachment A of the agenda item, to fund a negative balance in the line item; (6) transfer \$400,000 from the remaining balance in the Grantville Construction line item (WBS #10426-109918GR) and \$1,450,000 from the Project Reserve (WBS #10426-3900) as shown in Attachment A of the agenda item, to fund the budget transfers in Recommendations 1, 3, 4, and 5; (7) transfer \$200,000 from the construction contingency for the San Diego State University (SDSU) Underground Station and Tunnel Contract LRT-10426.1 into the construction contingency for the SDSU Utility Relocation Contract LRT-10426.2, as shown in Attachment C of the agenda item, Construction Contingency Changes, to fund small project closeout change orders through the utility relocation contractor; (8) execute Contract Change Order (CCO) No. 74, Supplement No. 3, with Modern Continental Construction Company (MCC), in substantially the same form as Attachment D of the agenda item, to adjust the joint seal assemblies at the stairs and add steel plates at the Grantville Station under Contract LRT-10426.3, Grantville Segment, in an amount not to exceed \$80,000.

Recommended Consent Items

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

5. <u>Closed Session Items</u> (ADM 122) (Taken Out of Order)

The Board convened to Closed Session at 9:21 a.m. for

- a. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8. Property: Grossmont Center Station Parking Lot. Assessor Parcel Nos.: 490-200-39, 490-200-40, and 490-270-23. Agency Negotiators: Tim Allison, R. Martin Bohl, Gerald Trimble, and Tiffany Lorenzen. Under Negotiation: Instructions to Negotiators will include Price and Terms of Payment.
- b. MTS: CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION Government Code Section 54956.9(a): Save Our Heritage Organisation (SOHO) v. City of San Diego, Et. Al. Superior Court Case No. GIC 837743.
- c. MTS: CONFERENCE WITH REAL PROPERTY NEGOTIATOR <u>Property:</u> 2015 Hancock Street, San Diego, California. <u>Negotiating Parties:</u> Constellation Property Group, LP; Tiffany Lorenzen, MTS General Counsel; Tim Allison, MTS Right-of-Way Manager. <u>Under Negotiation:</u> MTS Grants of Easements and a License to Constellation Property Group, LP for the Stella Condominium.

The Board reconvened to Open Session at 10:31 a.m.

Oral Report of Final Actions Taken in Closed Session

Ms. Tiffany Lorenzen, MTS General Counsel, reported the following:

- a. The Board received a report and gave direction to agency negotiators.
- b. The Board received a report and gave direction to outside counsel.
- c. The Board received a report and gave direction to agency negotiators.

NOTICED PUBLIC HEARINGS

There were no Noticed Public Hearings.

DISCUSSION ITEMS

30. MTS: Southern California Maglev Project (AG 230, PC 50121)

Mr. Roberts showed the Board pictures of the Maglev train in Shanghai that were taken during his April 2005 trip to China. He showed pictures of the station and provided the Board with basic statistics as follows: Top speed - 300 mph (this particular service reaches 267 mph in its short run to the airport of19 miles; travel time to airport - 8 minutes; train runs on parallel tracks; and fares are \$5 fare for coach and \$7 for first class. Mr. Roberts reported that two years after the contract was signed for this project, the Maglev made its inaugural run. He also reported that there is no contact between the train and the rail and explained how propulsion is achieved. He stated that there is

no engine, and the ride is smooth and generates little noise. He showed pictures of the tracks and the concrete infrastructure that supports the tracks. He pointed out that the infrastructure for Maglev in Germany is not as massive.

In response to a question from Mr. Rindone, Mr. Roberts stated that engineers designed Maglev taking earthquake risks into consideration, but there is always some inherent danger. Mr. Emery reported that General Electric proposed this type of transportation between San Diego and San Francisco in 1987. Mr. Monroe reported that Representative Filner has requested funding for the study of an east/west Maglev to Imperial Valley. He added that, if San Diego's airport is built in Imperial Valley, a Maglev trip could get passengers there in 20 minutes. He added that SANDAG supports this study.

Action Taken

Mr. Monroe moved to receive the report on the San Diego – Los Angeles Maglev Project. Mr. Rindone seconded the motion, and the vote was 12 to 0 in favor.

31. MTS: Fiscal Year 2006 Performance Incentive Program (FIN 310, PC 50601)

Mr. Marinesi, MTS Budget Manager, stated that the proposed program for FY 2006 is structured with two tiers, one for combined organizational goals (top tier) and one for individual departments or functional areas, with equal weighting for each tier. Mr. Marinesi stated that the elimination of the middle tier of divisional goals (bus, rail and MTS administrative) emphasizes the fact that there is one unified MTS organization. He then provided a brief overview of the proposed program.

Mr. Ewin asked at what point the accomplishment of tasks should become part of an incentive program as opposed to just expected as part of a person's job. Mr. Tereschuck stated that the setting of goals discourages complacency on the part of employees and encourages innovative thinking. Mr. Monroe pointed out that good performance is itself a challenge, and that goals help staff members focus as a team on improving upon past performance. He added that he was pleased to see a sliding scale of award for different levels of achievement.

In response to a question by Mr. Ewin, Mr. Tereschuck stated that only energy costs were factored out of the goals because it is an element that is outside of staff's control.

Action Taken

Mr. Monroe moved to authorize the CEO to implement the Fiscal Year 2006 Performance Incentive Program. Ms. Atkins seconded the motion, and the vote was 12 to 0 in favor.

REPORT ITEMS

45. MTS: Trolley Safety Video (MKPC 620.3, PC 50551)

Ms. Judy Leitner, Interim Director of Marketing and Community Relations, advised the Board that, in order to increase knowledge and awareness of safety for youth riders, Andy Goddard, Trolley Safety Manager commissioned and helped develop a video *Don't*

Be That Kid. The video was played for the Board. Mr. Goddard pointed out that the situations that appeared in the video have actually occurred. In response to a question from Mr. Ewin, Mr. Goddard stated that the video will be distributed to various school districts. Ms. Hanson-Cox suggested that city councils be provided with copies of the video. In response to a suggestion from Mr. Monroe, Mr. Tereschuck stated that staff would contact Cox Communications and Time Warner Cable about playing the video on television as a public service announcement. Mr. Rindone suggested that each Board member be provided with a copy. He also suggested that the Coca Cola Scholarship Program adopt a safety theme for 2006. Mr. Mathis suggested that the video be played on campus at SDSU and on monitors at stations.

Action Taken

Mr. Monroe moved to receive this report and presentation of the 2005 Trolley Safety Video *Don't Be That Kid"* for information. Mr. Rindone seconded the motion, and the vote was 11 to 0 in favor.

46. MTS: June Monthly Performance Indicators (OPS 920.1, 960.5, 970.5, PC 50451)

Ms. Anika deSilva, Associate Planner, provided the Board with an overview of monthly performance indicators for June 2005. She reviewed the operating environment, system ridership, on-time performance, mean distance between failures for both bus and trolley, customer complaints, customer compliments, and collision accidents. In response to a question from Mr. Monroe, Ms. deSilva explained that collision information is not yet available for contract services.

Action Taken

Mr. Monroe moved to receive this report for information. Ms. Atkins seconded the motion, and the vote was 10 to 0 in favor.

47. SDTI: MTS Rail FY 05 Year-End Operations Report (OPS 970.2)

Mr. Wayne Terry, SDTI Vice President of Operations, provided the Board with a report detailing the performance of San Diego Trolley operations for FY 05. He reported on ridership, accidents per 100,000 miles, schedule adherence/on-time performance, lift usage, special event service, car miles between service failures, and an update on the repainting and buffing of trolley cars. Mr. Terry reported that 44 out of 71 U-2 trolley cars have been repainted. He also provided a very brief description of start-up activities that occurred relative to the opening of the Green Line and reported that all 11 of the S70 trolley cars have been conditionally accepted. He stated that all required technical modifications should be completed next month.

Action Taken

Mr. Rindone moved to receive this report for information. Mr. Morrison seconded the motion, and the vote was 10 to 0 in favor.

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

There was no Chairman's Report.

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

Senate Bill 959: Mr. Tereschuck reported that General Counsel Tiffany Lorenzen had placed at each Board member's place a memorandum on the status of Senate Bill 959.

Green Line Ridership: Mr. Tereschuck reported that the Green Line is carrying between 3,000 and 4,000 students a day. He reported that 9,250 passengers, 5,500 of which were students, rode the Green Line to the UCLA/SDSU football game. He stated that semester passes at SDSU were sold out and more had to be printed.

62. Board Member Communications

SB 959: Ms. Atkins thanked staff who worked on Senate Bill 959. Mr. Tereschuck thanked Ms. Lorenzen in particular.

Aztec Game/Security: In response to a question from Mr. Rindone, Mr. Tereschuck reported that there were no security issues associated with the Aztec Game on Saturday, September 3, 2005.

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, September 22, 2005, at 9:00 a.m. in the same location.

65. Adjournment

Chairman Williams adjourned the meeting at 11:41 a.m.

Chairman /

San Diege 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	Ξ):	9/8/05		CALL TO ORDER (TIME): 9:03 a.m.	
RECESS:				RECONVENE:	
CLOSED SESSION:		9:21 a.	<u>m</u>		10:31 a.m.
ORDINANCES ADO	PTED:			ADJOURN:	11:41 a.m.
				PRESENT	ABSENT
BOARD MEMBER		(Alternate)	·	(TIME ARRIVED)	(TIME LEFT)
ATKINS	Ø	(Vacant)			44.00
CLABBY	Ø	(Selby)			11:22 a.m. after Al 45
EMERY	Ø	(Cafagna)			11:11 a.m. after Al 31
EWIN	Ø	(Jantz)			
KALTENBORN		(N/A)			Ø
LEWIS, Mark		(Hanson-Co	x)☑	9:06 a.m. during Al 3	
MAIENSCHEIN	7	(Vacant)	.		
MATHIS	Ø	(N/A)			
MONROE	Ø	(Tierney)			
MORRISON	⊠	(Zarate)		9:11 a.m. during Al 3	·
RINDONE	Ø	(Davis)		9:14 a.m. during Al 3	
ROBERTS	Ø	(Cox)		9:07 a.m. during Al 3	
ROSE		(Janney)			Ø
RYAN		(B. Jones)	Ø		: :
WILLIAMS	Ø	(Vacant)			
YOUNG		(Vacant)			Ø
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METROPOLITAN TRANSIT DEVELOPMENT BOARD CORRECTED ROLL CALL

MEETING OF (DA	ΓE):	September 22,	2005	CALL TO ORDER (T	IME): 9:08 a.m.
RECESS:				RECONVENE:	
CLOSED SESSION	N:	9:36 a.m.		RECONVENE:	10:44 a.m.
ORDINANCES AD	OPTED	:		ADJOURN:	12:39 p.m.
BOARD MEMBER	₹	(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ATKINS	Ø	(Vacant)			11:50
CLABBY	Ø	(Selby)			4/7
EMERY		(Cafagna)			Ø
EWIN	Ø	(Jantz)			
KALTENBORN		(N/A)			Ø
LEWIS, Mark		(Hanson-Co	x)☑		
MAIENSCHEIN		(Vacant)		9:30	12:01
MATHIS	I	(N/A)			
MONROE	Ø	(Tierney)			
MORRISON	Ø	(Zarate)			12:20
RINDONE	Ø	(Davis)		9:11	
ROBERTS		(Cox)			Ø
ROSE	Ø	(Janney)		9:36	·
RYAN		(B. Jones)	Ø		
WILLIAMS	Ø	(Vacant)			
YOUNG	Ø	(Vacant)			
		(Vacant)			
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CONFIRMED BY C					
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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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ORDER REQUEST RECEIVED	D
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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 <u>must be filled out and submitted in advance of the discussion of your item</u> 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) CHANUES LUNGERHAUSED
Address 5308 MONNE AVENUE #124
SALDIEGO CA 92115
Telephone 1019-546-5-1010
Organization Represented (if any) SELF
Subject of your remarks: BOARD CHAIRMAN'S RETIREMENT
Agenda Item Number on which you request to speak 3
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.

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

1. Sept. 22, 2005 MTS mtg. AGENDA ITEM #3 (Public Comment)

Good morning Chair Williams, Board members, Staff, and other fellow citizens. Chuck Lungerhausen of 5308 Monroe Avenue which is in the SDSU neighborhood of San Diego 92115. Ph [619] 546-5610

What's this I hear that you are retiring Leon? I thought this was your post retirement job. Have been attending the MTS or MTDB board meetings since July of 95 when you first gave me the wrap it up motion of your your index finger while I was speaking in favor of expanding the new ADA service, MTS Access. Will miss that motion and your passion for our San Diego Public Transportation System, but yes there comes a time when you need to take of your own desires.

So all the best of good fortune to you and your family and thank you for a good public service example to follow.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.



ORDER REQUEST RECEIVED

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Date 2005-09-22
Name (PLEASE PRINT) Clive Icidand
Address 5153 (2 Downs St
San Dieco
Telephone 675, 582, 4036
Organization Represented (if any) SOFX) BX) E
Subject of your remarks: TBO
Agenda Item Number on which you request to speak
Your comments are presenting a position of: SUPPORT OPPOSITION

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DGunn/SStroh / FORMS REVREQFO.DGUNN — 10/15/03 1255 Imperial Avenue, Suite 1000 San Diego, CA 92101-7490 619.231.1466 FAX 619.234.3407

Agenda

Item No. 6

CIP 10453

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

September 22, 2005

Subject:

MTS: SAN YSIDRO INTERMODAL TRANSPORTATION CENTER PROJECT PHASE 2 - CONTRACT CHANGE ORDER

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to execute Contract Change Order (CCO) No. 65, Supplement No. 2, with Stacy and Witbeck, Inc. (Stacy & Witbeck), in an amount not to exceed \$11,504.50, in substantially the same form as shown in Attachment A, for additional trackway excavation, and ratify the previously approved amount of \$96,234.30 for CCO No. 65 for a total amount of \$107,738.80.

Budget Impact

A total of \$11,504.50 would be encumbered from available funds in the project's Construction Contingency (WBS #10453-1000), leaving a balance of \$115,363.

DISCUSSION:

Phase 2 of the San Ysidro Intermodal Transportation Center (SYITC) Project construction contract was substantially completed on July 16, 2004, and the one-year plant establishment period was recently completed. The purpose of the project was to consolidate transit services into one area and eliminate the mixing of pedestrian and vehicular traffic in order to relieve congestion and enhance public safety and convenience. The major items of work completed as a part of this contract include a multibay bus transit center in the location of the former General Services Administration (GSA) parking lot, a realignment of the light rail tracks and station platform to the east side of the former San Ysidro Boulevard, a pedestrian plaza between the bus transit



center and trolley station platform, the realignment and extension of Rail Court, an intercity bus parking area, and the realignment of a 10-inch City of San Diego sewer main.

Remaining work on the project involves ensuring that all remaining punch list and administrative requirements are completed by the contractor and the contract is accepted. At that point, the contract must be closed out and a final payment can be made. The closeout process requires that all open CCOs and bid items are balanced and closed. Closeout work has been complicated by the fact the resident engineer and assistant resident engineer are no longer employed by Parsons Brinkerhoff Construction Services, the firm hired to manage the contract. Therefore, the work has been taken over by a combination of San Diego Association of Governments (SANDAG) Construction staff and in-house construction management consultants who have familiarity with the project.

In reviewing the CCO records, it has been determined that the Daily Extra Work Reports (invoices) submitted by Stacy & Witbeck for CCO No. 65 for track bed excavation will require a Supplement No. 2 in the amount of \$11,504.50. In reviewing the Daily Extra Work Reports, it is clear that the work was required and necessary in order to remove and recompact unsuitable track subgrade_materials. However, the cost of the work was originally estimated at \$96,234.30 when in fact the total amount required was \$107,738.80. The increased cost is a result of the overall length of track construction being increased and the need to remove and replace unsuitable soil in those areas as well. Therefore, it is recommended that CCO No. 65, including Supplement Nos. 1 and 2 in the amount of \$107,738.80, be approved.

Closeout for the Phase 2 contract also includes resolving a request from Stacy & Witbeck for additional compensation for an alleged loss of productivity due to the volume of CCOs required for the project. We are in the process of evaluating the request and preparing a proposed final estimate for the entire contract. If the proposed final estimate is agreed to by Stacy & Witbeck, a final payment can be made. If Stacy & Witbeck does not agree with the proposed final estimate, the resolution of any claims at that point would be in accordance with the contract and MTS policy.

The last item of remaining construction work planned for the SYITC Project is the Phase 3 contract for the construction of a ticket booth and other minor improvements. A separate construction contract for this work has been awarded, and construction is scheduled to begin in October and be completed in March 2006. The ticket booth will be approximately 648 square feet located within the pedestrian plaza. The design of the building includes exterior block walls with a stucco finish; a structural steel roof frame; four exterior bullet-resistant ticket windows; and separate interior spaces for ticket sales, code compliance, food vending, a janitor's closet, and a restroom.

Paul C. Jablenski Chief Executive Officer

Key Staff Contact: Brad Helgason, 619.235.2632, bhe@sandag.org

LTorio/SEPT22-05.6.SYITCCCO.BHELGASON

Attachment: A. CCO No. 65, Supplement No. 2

CONSTRUCTION MEMORANDUM

File: CIP 10453

Contract No. LRT-453

San Ysidro Intermodal Transp. Center Phase 2

Report Date: 09/02/05

CONTRACTOR:

Stacy & Witbeck, Inc.

CCO NO.

65

TO:

William A. Prev

SUPPLEMENT NO.

2 0

FROM:

Rev Nocon

REVISION NO. Amount of Change:

\$11,504.50 (INCREASE)

THIS

\$0.00

\$0.00

\$0.00

SUPPLEMENT

\$11,504.50

\$11,504.50

Description:

Trackbed Earthwork

THIS CHANGE ORDER PROVIDES FOR

The Extra Work at Force Account portion of this CCO to place and compact the material removed below subgrade level of the trackbed between Track Stations 173 and 587 is complete. The allotments in supplements 0 and 1 of this CCO were insufficient to cover the actual cost of the above mentioned work.

Original estimate

\$51,804.30

Actual cost

\$63,308.80

Difference

\$11,504.50

This supplement will close this CCO.

Approval History

S/0 General Manager \$/1 Dir. Eng./Const. \$72,500.00 TTD \$23,734.30 TTD \$72,500.00 \$96,234.30 11/13/03 11/01/04

S/2 Const. Engineer

\$11,504.50 TTD

\$107,738.80

08/11/05

WBS TOTALS:

WBS 104531000

ממספ מייש

TOTAL

Name

Change

\$11,504.50

WBS Balance \$152,307.41

REASONS FOR CHANGE ORDER: MTDB Concept:

100.00%

111.	DOM.	LD.	
1)	AI#	7	C
2)	AI#	0	
3)	AI#	0	

09/22/05

\$107,738.80 \$0.00 \$0.00 \$107,738.80

Approved by:

Name Date

Name Project Manager

Construction Engineer

Date

Date

PENDING CONTRACT CONTINGENCY BALANCE (including this change)

ESTIMATE OF COST:

Force Account

Adjustment Comp.

Agreed Price

\$115,363.27

Items

Total

Rey Nocon Resident Engineer Date

TOTAL TO DATE

THIS CCO

\$0.00

\$0.00

\$44,430.00

\$63,308.80

\$107,738.80

Date



CONTRACT CHANGE ORDER (CCO)

File: CIP 10453

Contract No. LRT-453

San Ysidro Intermodal Transp. Center Phase 2

Report Date: 08/16/05

CCO NO.

65

SUPPLEMENT NO.

2

REVISION NO.

0

TO:

Stacy & Witbeck, Inc.

You are hereby directed to make the herein described changes from the plans and specifications or do the following described work not included in the plans and specifications on this contract.

NOTE: This change order is not effective until approved by The <u>Construction Engineer</u>

rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. Change requested by Engineer
Estimate of Extra Work at Force Account
Provide additional funds.
Force Account Estimate \$11,504.50
Estimate of Adjustment Compensation
Bid Item No. 29 in excess of 125 percent of the Engineer's estimate was adjusted in accordance with Section $4-1.03B$ of the Standard Specifications in CCO No. 94 .
Adjustment Comp. Estimate \$0.00
Total Change This Supplement: \$11,504.50 (Increase)
By reason of this order the time of completion will be adjusted as follows: No Adjustment
Submitted by:Date Resident Engineer Rey Nocon
•
Recommended by:DateDate
Approved by:Date
We, the undersigned contractor, have given careful consideration to the change proposed and hereby agree, if this proposal is approved, that we will provide all equipment, furnish all materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.
Accepted, Date Contractor: Stacy & Witbeck, Inc.
ByTitle
If the contractor does not sign acceptance of this order, his attention is directed to the requirements of the specifications as to proceeding with the ordered work and filling a written protest within the time therein specified.



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

Agenda

Item No. $\underline{7}$

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

September 22, 2005

FIN 340 (PC 20201)

Subject:

MTS: TRANSPORTATION DEVELOPMENT ACT CLAIM AMENDMENT

RECOMMENDATION:

That the Board of Directors adopt Resolution No. 05-13 (Attachment A) amending FY 04 Transportation Development Act (TDA) Article 4.0, Claim No. 253, for the City of Chula Vista.

Budget Impact

MTS would claim \$119,767.36 of TDA Article 4.0 funds for the City of Chula Vista. The purpose of the funds is to purchase a street sweeper.

DISCUSSION:

Senate Bill 521 (effective January 2003) consolidated all transit funding in the MTS service area. As a result, MTS submits one TDA claim on behalf of all operators in its service area. Agreement reached between MTS and the cities that used to receive TDA funds stipulates that any unused TDA balances held by the jurisdictions would be available for eligible TDA projects. The City of Chula Vista has requested \$119,767.36 for a capital purchase.

These funds would be used to purchase a street sweeper. The purpose is to maintain the cleanliness of the transit yard, transit centers, and transit facilities.



MTS and SANDAG staffs have reviewed the request and determined that it is eligible for TDA funding.

Paul C. Jablenski

Chief Executive Officer

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

JGarde SEPT22-05.7.TDA.TLYNCH 3/30/05

Attachments: A. Resolution No. 05-13

B. Request from the City of Chula Vista

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 05-13

Resolution Amending Fiscal Year 2004 Transportation Development Act

WHEREAS, effective January 1, 2003, the MTS-area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA and encompassing the TDA funding claim for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved MTS's FY 04 TDA claim, including unallocated balances of TDA funds and all capital reserves on behalf of area operators and jurisdictions; and

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

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

WHEREAS, the City of Chula Vista has requested to use \$119,767.36; and

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

BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve an amendment revising the Claim No. 253 by allocating \$119,737.36 from City of Chula Vista's unallocated TDA funds for a capital purchase.

2005, by the	PASSED AND ADOPTED by the Board of Directors this day of following vote:
	AYES:
	NAYS:
	ABSENT:
	ABSTAINING:
Chairman	

Chairman

San Diego Metropolitan Transit System

Filed by:	Approved as to form:			
Clerk of the Board San Diego Metropolitan Transit System	Office of the General Counsel San Diego Metropolitan Transit System			

JGarde RESO5-13.AMENDFY04TDA.TLYNCH 8/30/05



DEPARTMENT OF PUBLIC WORKS OPERATIONS

MTS

LATER

July 26, 2005 File No. DS 022

Mr. Gary L. Gallegos, Executive Director San Diego Association of Governments 401 B Street, Suite 800 San Diego, CA 92101

Dear Mr. Gallegos:

CHULA VISTA TRANSIT UNALLOCATED FUNDS CLAIM

The City of Chula Vista is requesting the San Diego Associations of Governments to claim and transfer to the City \$119,767.36, from the City's prior year unallocated TDA fund balance. These funds will be used for the purchase of a Street Sweeper. The Street Sweeper will be used to maintain the esthetics and cleanliness of City's Transit Yard, Transit Centers and all Transit Facilities. City Transit Staff estimate a total of \$566,777 in TDA unallocated funds is available to the City.

On July 12, 2005 City Council (see attached Council Agenda Minutes) adopted Resolution 2005-240 requesting these funds. We ask that your SANDAG Board take action on our request. Please inform us of any additional requirements and/or procedures we need to complete in order for your agency to process this request. If you desire additional information, please call me at 397-6061.

Sincerely,

ANDRES (Andy) S TRUJILLO TRANSIT COORDINATOR

AST:ast

Attachment

cc: Dave Byers, Director of Public Works Operations Bob Beamon, Administrative Services Manager

Paul Jablonski, MTS

Renee Wasmund, SANDAG Transit Division Brown, SANDAG

1800 Maxwell Road • MS E-202 Chula Vista, CA 91911 PRIDE WWW.chulavistaca.gov

200 Post-Consumer Recycled Paner

B-1



Stephen C. Padilla, Mayor
Deputy Mayor Patty Davis Councilment
Councilmenter Jerry R. Rindone Counciln

Councilmember John McCann
Councilmember Steve Castaneda

David D. Rowlands, Jr., City Manager Ann Moore, City Attorney Susan Bigelow, City Clerk

ACTION AGENDA

July 12, 2005

6:00 P.M.

CALL TO ORDER: At 6:10 p.m.

ROLL CALL:

Councilmembers Castaneda, Davis, McCann, Rindone, and Mayor Padilla

All present, with Councilmember Castaneda absent.

PLEDGE OF ALLEGIANCE TO THE FLAG, MOMENT OF SILENCE

SPECIAL ORDERS OF THE DAY

• INTRODUCTION BY MARCIA RASKIN, DIRECTOR OF HUMAN RESOURCES, OF THE EMPLOYEE OF THE MONTH, GLADYS RAMOS, SR. FISCAL OFFICE SPECIALIST

Mayor Padilla read the proclamation and Deputy Mayor Davis presented it

to Ms. Ramos.

 PRESENTATION BY MAYOR PADILLA OF A PROCLAMATION TO BUCK MARTIN, DIRECTOR OF RECREATION, PROCLAIMING THE MONTH OF JULY AS RECREATION AND PARKS MONTH

Recreation Director Martin introduced Anthony Feaster, a volunteer coach in the Recreation Department's Youth Athletics. Mayor Padilla then read the proclamation and Deputy Mayor Davis presented it to Mr. Feaster who accepted the proclamation on behalf of the Recreation Department.

 PRESENTATION BY MAYOR PADILLA OF A PROCLAMATION TO BUCK MARTIN, DIRECTOR OF RECREATION, PROCLAIMING THE WEEK OF JULY 11, 2005 AS NATIONAL THERAPEUTIC RECREATION WEEK

Parks and Recreation Director Martin introduced Jim Craig, staffmember for the Department's Therapeutics Program. Mayor Padilla then read the proclamation and Deputy Mayor Davis presented it to Mr. Craig who accepted the proclamation on behalf of the Department.

CONSENT CALENDAR (Continued)

At its meetings of January 13, 2004 and January 11, 2005, Council approved resolutions to use \$183,000 of unallocated Transportation Development Act funds to match an Air Pollution Control District grant for the purchase of a mid-size, CNG bus for the Nature Center. (Director of Public Works Operations)

Staff recommendation: Council adopt the resolution.

- 13 A. RESOLUTION NO. 2005-240, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AUTHORIZING THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) TO CLAIM AND TRANSFER TO THE CITY OF FROM THE CITY'S PRIOR YEAR UNALLOCATED VISTA TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 4.0 FUNDS THE AMOUNT OF \$119,767.36, AWARDING A PURCHASING AGREEMENT FOR A STREET SWEEPER TO HAAKER EQUIPMENT COMPANY THROUGH A COOPERATIVE BID WITH THE STATE OF MINNESOTA (CONTRACT #980-302), AND APPROPRIATING FUNDS THEREFOR (4/5THS VOTE REQUIRED), was adopted (4-0).
 - B. RESOLUTION NO. 2005-241, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA AMENDING THE FISCAL YEAR 2005/2006 PUBLIC WORKS OPERATIONS BUDGET BY APPROPRIATING \$15,666 FROM THE AVAILABLE BALANCE OF THE GENERAL FUND; AND AMENDING THE PROPOSED SPENDING PLAN FOR FISCAL YEAR 2006/2007 PUBLIC WORKS OPERATIONS BUDGET BY APPROPRIATING \$20,888 FROM THE AVAILABLE BALANCE OF THE GENERAL FUND FOR EQUIPMENT MAINTENANCE AND REPLACEMENT COSTS FOR A STREET SWEEPER (4/5THS VOTE REQUIRED), was adopted (4-0).

A total of \$119,767.36 will be used to purchase a medium-duty street sweeper for the purpose of sweeping the parking lots located at the John Lippitt Public Works Center, transit centers, and facilities citywide. (Director of Public Works Operations)

Staff recommendation: Council adopt the resolutions.

14. RESOLUTION NO. 2005-242, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHULA VISTA WAIVING THE CONSULTANT SELECTION PROCESS AND APPROVING A THREE PARTY AGREEMENT BETWEEN THE CITY OF CHULA VISTA; BURKETT & WONG ENGINEERS, CONSULTANT; AND THE EASTLAKE COMPANY, LLC., APPLICANT; FOR THE PREPARATION OF AN AMENDMENT TO THE EASTLAKE III PUBLIC FACILITIES FINANCING PLAN, AND AUTHORIZING THE MAYOR TO EXECUTE SAID AGREEMENT, was adopted (4-0).

Adoption of the resolution waives the Consultant selection process and approves a three-party agreement between the City of Chula Vista, Burkett & Wong Engineers and the EastLake Company, LLC., for professional consulting services related to the preparation of an amendment to the EastLake III Public Facilities Financing Plan (PFFP). (Director of Planning and Building)

Staff recommendation: Council adopt the resolution.

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

Agenda

Item No. 8

CIP 10426

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

September 22, 2005

Subject:

MTS: MISSION VALLEY EAST LIGHT RAIL TRANSIT PROJECT - MITIGATION MONITORING AND REPORTING PROGRAM

RECOMMENDATION:

That the Board of Directors receive the final Mitigation Monitoring and Reporting Program (MMRP) Status Report for the Mission Valley East (MVE) Light Rail Transit (LRT) Project.

Budget Impact

None.

DISCUSSION:

An MMRP (Attachment A) was developed as part of the MVE LRT Project Final Environmental Impact Statement (FEIS). The MMRP identifies specific actions to be undertaken as part of the project to mitigate project impacts. A status update has been presented to the Board every six months since the MMRP was adopted by MTS in September 1998.

The MVE LRT Project opened on July 10, 2005. Several of the project impacts identified in the FEIS were eliminated during project design, such as:

 The realignment of the Grantville Station Access Road avoided impacts to the Mission Valley Church of the Nazarene, City of San Diego Water Pumping Plant, and condominiums on Waring Road.



- The realignment of the San Diego State University (SDSU) tunnel avoided construction-vibration impacts to campus buildings.
- The redesign of the SDSU bus transit center avoided traffic impacts at the intersection of Campanile Drive and Montezuma Road.
- The elimination of a proposed pedestrian bridge from the 70th Street Station and a park-and-ride lot on the north side of Interstate 8 avoided impacts to this neighborhood.

The majority of the mitigation measures were completed along with the project construction. The most significant measures included:

- Right-of-way acquisition and relocation assistance, where necessary, was conducted in accordance with applicable laws.
- Underground construction work did not encounter any archeological artifacts.
 Only a few areas of contaminated soils were found and disposed of in compliance with applicable laws. A few utilities were inadvertently impacted, but service disruptions were minimal.
- Soundwalls were constructed adjacent to SDSU Business Services,
 West Falls View Drive, SDSU Villa Alvarado Residence Hall, Camperland
 RV Park, the Motel 6 in La Mesa, and Guava Avenue.
- Low-vibration track fasteners were installed in the SDSU tunnel under the Adams Humanities building.
- Freeway, ramp, and street closures were completed in accordance with the approved Traffic Management Plan and in close coordination with the California Department Transportation (Caltrans). The Public Information Program kept the public, surrounding businesses, and Alvarado Hospital informed about road closures. Notices were also provided regarding night work, and impacted residents were given the option of staying in a hotel.
- Operating and security procedures were developed and implemented by San Diego Trolley, Inc. (SDTI).

Two activities related to the MMRP will continue for a few more years:

- 1. On- and off-site wetland mitigation was installed in accordance with the requirements of the U.S. Army Corps of Engineers 404 Permit and the California Department of Fish and Game 1601 Permit. The Five-Year Maintenance and Monitoring Program, which began in early 2004, will continue until we receive final resource agency sign-offs.
- 2. Landscaping to mitigate visual impacts and control erosion is complete and is being maintained by the contractors as part of their six-month plant-establishment period. A follow-up maintenance contract is being prepared to meet MTS's commitment to maintain the landscaping within Caltrans right-of-way for three years in accordance with the cooperative agreement.

The complete MMRP is provided as Attachment A. Given that the project is complete, all but two of the mitigation measures are complete and are being managed, and changes to the Status Report are not expected, we recommend that this be the final Status Report.

Paul C. Jablenski

Chief Executive Officer

Key Staff Contact: Jim Hecht, 619.699.1935, jhe@sandag.org

LTorio/SEPT22-05.8.MVEFINALMITIGATIONRPT.JHECHT

Attachment: A. MMRP

Mit. lumber	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
		TRAFFIC		I	T
TR 1.	Provide local street improvements at three intersections to improve LOS: Mission Gorge Rd./Mission Gorge Pl.: Restripe WB approach to 2 lanes. Waring Rd./ Adobe Falls Rd.: Restripe to 3 lanes EB and WB Campanile Dr./ Montezuma Rd.: Coordinate with SDSU and College Area Redevelopment Project.	Include in contract drawings.	MTDB with coordination from City, Caltrans, and SDSU	Design	The restriping of the Mission Gorg Road/Mission Gorge Place intersection has been completed. Changes to the Alvarado Canyon Road Extension were approved 10/99. The extension of Alvarado Canyon Road on a bridge over Waring Road was opened to publ traffic on June 12, 2003. Change in transit center location has reduced traffic in this intersection. Instead, improvements to College Avenue and Linda Paseo were completed
TR 2.	Widen easterly EB I-8 offramp at 70th Street to two lanes to mitigate closure of westerly EB to SB offramp. Provide 2 travel lanes at WB Alvarado Rd. at 70th St. and eliminate free right turn from NB 70th St. to EB Alvarado Rd. Modify signalization as required. Signalize ramps at Alvarado Rd.	Include in contract drawings.	MTDB with coordination from City of La Mesa and Caltrans	Design	The permanent two-lane off-ramp with three lanes at the intersection was completed in February 2004. The widening of Alvarado Road a the elimination of the free right turis completed. The new signal was activated in February 2004.

MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT

MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT

Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
	·	PARKING			· · · · · · · · · · · · · · · · · · ·
PK 1.	Provide as per MTDB/SDSU MOU to mitigate loss of 87 spaces at SDSU.	Include in contract drawings.	MTDB with coordination from SDSU	Design & Construc- tion	Agreement with SDSU includes replacement parking in a new parking structure. Permanent loss of parking from project will be mitigated by compensation per parking space lost as stipulated in the agreement with SDSU. MTDB secured a loan for SDSU to expedite construction of the parking garage.
PK 2.	Replace potential loss of 20-25 parking spaces at Church of Nazarene, if required by Conditional Use Permit.	Include in contract drawings.	MTDB with coordination from City of San Diego and Church	Design	The Alvarado Canyon Road Extension was redesigned to avoid any impact to parking on the church site.
		LAND USE - None Required	<u> </u>		
		DEMOGRAPHICS & NEIGHBORH	OODS		T - · · · · · · · · · · · · · · · · · ·
DN 1.	Replace the swimming pool and recreation room being taken from the Waring Road condominium complex or compensate remaining residents for loss.	Develop pool replacement and recreation room options or determine value of loss to remaining owners.	MTDB	Design, ROW acquisi- tion	On 10/28/99, the MTD Board approved a modification to Alvarad Canyon Road that avoided impacting the Tennis Townhomes Condos.
		ACQUISITIONS & DISPLACEME	NTS		
AD 1.	Provide compensation and relocation assistance to affected residential property owners and renters and to business owners, for acquisition of properties.	Comply with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 and Amendments and the California Relocation Act.	MTDB	Design, ROW acquisi- tion	Acquisitions are complete.

MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT Impact/Mitigation¹ Implementation and Responsible Mit. **Status** Timina Monitoring Partv Number PM10 - Particulate Matter less than 10 microns in size AASHTO - American Association of State Highway Acronyms: Transportation Officials ppy - Peak Particle Velocity ROW - Right-of-way CDFG - California Department of Fish and Game RWQCB - Regional Water Quality Control Board CO - Carbon Monoxide SDAPCD - San Diego Air Pollution Control District **DEIS - Draft Environmental Impact Statement** SDCFCD - San Diego County Flood Control District EMF - Electromagnetic Force SDSU - San Diego State University ESA - Endangered Species Act SDTI/SDTC - San Diego Transit, Inc./San Diego Transit Corp. LOS - Level of Service SFR - Single Family Residence LRT - Light Rail Transit **TPSS - Traction Power Substation** MOU - Memorandum of Understanding MSCP - Multiple Species Conservation Plan UBC - Uniform Building Code USACOE - U.S. Army Corps of Engineers MTDB - Metropolitan Transit Development Board USFWS - U.S. Fish and Wildlife Service NOx - Nitrogen Oxides NFPA - National Fire Protection Association

MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT

Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status	
CI 30.	Institute erosion control and sedimentation basin features and long term replanting and monitoring on upland slopes.	Include in contract specifications. Check construction site periodically.	MTDB	Design and construc- tion	Temporary and permanent erosion control measures were included in the plans and special provisions. The Construction Manager inspected to insure compliance with the plans and specifications.	
	ENVIRONMENTAL JUSTICE (Executive Order 12898) - None required					

PROTECTION OF CHILDREN (Executive Order 13045)

CH 1.	Maintain standard safety precautions throughout construction period. Provide special attention and site-specific treatment at SDSU Children's Center and Montessori Preschool (if retained).	Include in contract specifications. Conduct periodic field monitoring to verify compliance.	MTDB	Design and construc- tion	Safety requirements are included in the special provisions. Mitigation work has been done at the Montessori Preschool and SDSU Child Care Facility. Work restrictions in these areas are included in the special provisions. Air Filters and an improved fence were provided to the Montessori School.
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CUMULATIVE IMPACTS- None required

Notes:

¹ See Final Environmental Impact Statement for complete descriptions of impacts and proposed mitigation measures.

MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT

Mit. Number	Impact/Mitigation ¹ .	Implementation and Monitoring	Responsible Party	Timing	Status
CI 25.	Obtain written waiver of 401 Water Quality certification requirements from the RWQCB. Provide waiver to obtain Section 404 permit from the USACOE.	Include in 404 permit application and in bid package.	MTDB	Design	The RWQCB issued a CWA Section 401 Water Quality Certification waiver on June 22, 2000.
CI 26.	Perform dewatering activities in accordance with section 4-16.13.4 of the FEIS.	Check construction site periodically.	MTDB in association with approval agencies and Cities of San Diego and La Mesa.	Construction Obtain permits prior to construction in affected areas.	The General Engineering Consultant installed test wells, sampled the wells, completed laboratory analysis and pump tests. The dewatering permit for the La Mesa Segment was received on 3/7/02. The La Mesa Segment Contractor dewatered near 70 th Street, and MTDB's General Engineering Consultant inspected to assure compliance.
CI 27.	Reduce dust and erosion impacts on fauna with Best Management Practices and erosion control techniques.	Include in contract specifications. Check construction site periodically.	MTDB	Design and construc- tion	Best management practices are included in the contract specifications. The Construction Manager inspected.
CI 28.	Reduce noise impacts on fauna by using equipment meeting specified noise limits and other noise control measures. Monitor noise levels.	Include in contract specifications. Check construction site periodically.	MTDB	Design and construc- tion	The contract special provisions required compliance with the City of San Diego noise ordinance. The Construction Manager ensured compliance.
CI 29.	Ensure that no sensitive birds are in the area to be cleared during clearing.	Schedule vegetation clearing to avoid nesting season.	MTDB and USFWS	Construc- tion	The specifications do not allow clearing during the nesting seasons. Clearing was done prior to the nesting seasons, and the biological monitor confirmed that there were no nests within the areas to be cleared.

Mit. Number	lmpact/Mitigation ¹		Responsible Party	Timing	
CI 20.	Characterize and dispose of fill and debris containing hazardous materials.	Include in contract package.	MTDB	Design and Construc- tion	Hazardous material handling requirements were included in contract specifications. MTDB's General Engineering Consultant oversaw to insure compliance.
CI 21.	Regularly maintain all heavy equipment to minimize leakage of fluids.	Check maintenance logs at each construction site periodically.	MTDB	Construc-	The Construction Manager's inspectors watched for this.
CI 22.	Store all paints and solvents in accordance with local and state codes and regulations.	Check construction sites periodically.	MTDB	Construc- tion	Was enforced by the Construction Manager and identified during SWPPP inspections.
CI 23.	Obtain and comply with a General Construction Storm Water Permit from the RWQCB. This will include completion of a Notice of Intent, Storm Water Pollution Prevention Plan, and Monitoring Program.	Include in contract package	MTDB	Design and constructi on	We prepared the Notice of Intent. Storm Water Pollution Prevention Plans were prepared by the Contractors and approved by the Construction Manager and Caltrans. The Construction Manager and Caltrnas inspected and reported any deficiencies for correction.
CI 24.	Prevent sediment-laden runoff from reaching surface water systems by following an appropriate grading plan.	Check grading plan in contract drawings. Field check construction to ensure that plan is followed.	MTDB	Design and construc- tion	Grading and temporary erosion control plans were prepared, reviewed and approved. The Construction Manager inspected the work to assure conformance to the plans.

	eritation is				
Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
CI 16.	Reduce tunnel construction vibration impacts by specifying a maximum ppv limit of 0.2 inches per second in contract documents (unless other studies recommend a higher limit) and preparing a contingency plan should pre-splitting be necessary.	Include in contract specifications. Field check during construction.	MTDB	Design and construc- tion	Specification included in contract documents. The value engineering changes in the tunnel alignment away from buildings and type of tunnel construction avoided impacts to sensitive campus buildings.
CI 17.	Reduce the potential for hazardous waste to migrate as a result of construction, or soil or water contamination to occur by preparing a Phase II Site Assessment and implementing remediation measures identified prior to and/or during construction in affected areas.	Include results of site assessment in bid package.	MTDB	Design and construc- tion	An updated database record search was performed, and soil and groundwater samples taken during geotechnical investigations were tested for hazardous materials. Phase II studies were prepared at University Mechanical and Sid's Auto Body. The Certification Report for the Dewatering Permit application included further testing for groundwater contamination. Contract special provisions required frequent sampling. MTDB's General Engineering Consultant oversaw these activities to assure compliance.
CI 18.	Prepare and implement an emergency response plan to address encountering previously undetected hazardous materials at construction sites and to address procedures in the event of a release of such materials.	Include plan in contract package. Field check construction site procedures.	MTDB	Design and construc- tion	MTDB's General Engineering Consultant provided language that was included in the contract specifications, and they did field inspections.
CI 19.	Contact local environmental regulatory and emergency response agencies, in the event that previously undetected hazardous materials are encountered during site excavation.	Include in contract package.	MTDB →	Design and Construc- tion	Notification requirements were included in contract specifications, and MTDB's General Engineering Consultant coordinated with the regulatory agencies.

		ORING AND REPORTING PR			
Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status 17, 2 u
CI 13.	Minimize adverse impacts to (presently) unknown archaeologic or paleontologic sites by preparing and instituting a monitoring and contingency program during excavation. Program will include techniques for avoidance, data recovery, specimen preparation, and curation. Contractor/monitor interaction and responsibilities should be detailed and a summary report prepared following excavation.	Include plan in bid package. Monitor during construction.	MTDB	Design and construc- tion	Was included in contract special provisions, and was monitored during construction.
CI 14.	Reduce emissions of NOx, CO, and PM10 to SDAPCD standards by specifying equipment characteristics and construction practices in contract documents.	Include in contract specifications. Field check construction site equipment periodically.	MTDB	Design and construc- tion	Contract specifications required contractor compliance with Air Pollution Control District requirements.
CI 15.	Reduce construction noise impacts to residents by tailoring construction specifications to specific areas and offering alternate accommodations if necessary. Specific mitigation measures could include constructing temporary sound walls (3/4-inch or thicker plywood or vinyl curtains); constructing permanent sound walls prior to project construction; including property line noise limits in the construction specifications; monitoring site noise and penalizing the contractor for violations; using equipment meeting specified noise criteria; avoiding impact pile driving where possible, or, if impact pile driving cannot be avoided, offering overnight living accommodations to affected residents.	Check final design plans and contract drawings and specifications. Field check construction sites and penalize contractor for violations.	MTDB	Design and construc- tion	The special provisions required contractor compliance with the City of San Diego noise ordinance. The special provisions established noise limits and monitoring requirements. The construction manager provided advance warning when night work could not be avoided, and our customer relations staff coordinated hotel offers.

Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
Replace mature vegetation removed during construction on hillsides south of I-8 to provide erosion control and visual cover. Use drought resistant plant materials that will mature in 3-5 years. Maintain, monitor, and manage landscaping until established and reasonable coverage is reached. Design should be prepared by a landscape architect.	Include in landscaping specifications and drawings. Monitor and report to Board until reasonable coverage is achieved.	MTDB	Design and operation	"Top-down" "soil-nail" retaining walls minimized vegetation removal uphill of the project. The design was prepared by a landscape architect and reviewed and approved by Caltrans' landscape department. Per Caltrans Cooperative Agreement, MTDB will provide three years of landscape maintenance.
Reduce erosion by using proper grading and sloping, including contours to follow the natural hillside, stepped cut slopes, and other techniques.	Check grading plans. Monitor during construction.	MTDB	Design and construc- tion	Grading plans, temporary erosion control plans, and landscape plans were prepared and reviewed by MTDB and Caltrans.
Reduce risks of accidents, vandalism, and theft by providing site fencing and security.	Include on contract drawings and specifications. Check sites periodically during construction.	MTDB	Design and construc- tion	Plans and specifications included fencing and security requirements.
Reduce potential vibration impacts to historic structures at SDSU by specifying vibration limits in construction documents. Mitigate potential for settlement via specifications to address: (1) settlement criteria, (2) controls for operation of tunnel boring machine, (3) surface monitoring program, and (4) soil stabilization measures. Monitor structures before and during construction.	Include in contract specifications. Monitor during construction.	MTDB	Design and construc- tion	Design included specification for settlements, ground behavior, monitoring, and stabilization measures. The revised tunnel alignment moved the tunnel away from campus buildings and structures.
	Replace mature vegetation removed during construction on hillsides south of I-8 to provide erosion control and visual cover. Use drought resistant plant materials that will mature in 3-5 years. Maintain, monitor, and manage landscaping until established and reasonable coverage is reached. Design should be prepared by a landscape architect. Reduce erosion by using proper grading and sloping, including contours to follow the natural hillside, stepped cut slopes, and other techniques. Reduce risks of accidents, vandalism, and theft by providing site fencing and security. Reduce potential vibration impacts to historic structures at SDSU by specifying vibration limits in construction documents. Mitigate potential for settlement via specifications to address: (1) settlement criteria, (2) controls for operation of tunnel boring machine, (3) surface monitoring program, and (4) soil stabilization measures. Monitor structures	Replace mature vegetation removed during construction on hillsides south of I-8 to provide erosion control and visual cover. Use drought resistant plant materials that will mature in 3-5 years. Maintain, monitor, and manage landscaping until established and reasonable coverage is reached. Design should be prepared by a landscape architect. Reduce erosion by using proper grading and sloping, including contours to follow the natural hillside, stepped cut slopes, and other techniques. Reduce risks of accidents, vandalism, and theft by providing site fencing and security. Reduce potential vibration impacts to historic structures at SDSU by specifying vibration limits in construction documents. Mitigate potential for settlement via specifications to address: (1) settlement criteria, (2) controls for operation of tunnel boring machine, (3) surface monitoring program, and (4) soil stabilization measures. Monitor structures	Replace mature vegetation removed during construction on hillsides south of I-8 to provide erosion control and visual cover. Use drought resistant plant materials that will mature in 3-5 years. Maintain, monitor, and manage landscaping until established and reasonable coverage is reached. Design should be prepared by a landscape architect. Reduce erosion by using proper grading and sloping, including contours to follow the natural hillside, stepped cut slopes, and other techniques. Reduce risks of accidents, vandalism, and theft by providing site fencing and security. Reduce potential vibration impacts to historic structures at SDSU by specifying vibration limits in construction documents. Mittgate potential for settlement via specifications to address: (1) settlement criteria, (2) controls for operation of tunnel boring machine, (3) surface monitoring program, and (4) soil stabilization measures. Monitor structures	Replace mature vegetation removed during construction on hillsides south of I-8 to provide erosion control and visual cover. Use drought resistant plant materials that will mature in 3-5 years. Maintain, monitor, and manage landscaping until established and reasonable coverage is reached. Design should be prepared by a landscape architect. Reduce erosion by using proper grading and sloping, including contours to follow the natural hillside, stepped cut slopes, and other techniques. Reduce risks of accidents, vandalism, and theft by providing site fencing and security. Reduce potential vibration impacts to historic structures at SDSU by specifying vibration limits in construction documents. Mitigate potential for settlement via specifications to address: (1) settlement criteria, (2) controls for operation of tunnel boring machine, (3) surface monitoring program, and (4) soil stabilization measures. Monitor structures

Mit. Number	_lmpact/Mitigation¹	Implementation and Monitoring	Responsible Party	Timing	Status
CI 5.	Implement a business information program and access management plan to minimize business disruption. (See DEIR Section 4-17.4.3 for details.)	Document and report quarterly to MTD Board	MTDB	Design and construc- tion	We made presentations to the College Area Business Improvement District and the Grantville Business District, and these groups were represented on the Project Advisory Committee.
CI 6.	Implement an emergency response coordination program and task force to minimize effects of construction on response time and community facilities and services.	Document and report quarterly to MTD Board	MTDB with coordination from public agencies and identified interested parties.	Design and construc- tion	We had meetings with Alvarado Hospital during design and incorporated their suggestions into our plans and special provisions. Their liaison attended many of the construction meetings and Project Advisory Committee meetings. The emergency transportation providers received our weekly notice of upcoming traffic closures.
CI 7.	Reduce construction noise and dust by adhering to local and state codes and ordinances. Use fencing and dust suppression techniques as necessary.	Include in contract specifications. Monitor during construction and penalize contractor for violations.	MTDB with coordination from SDAPCD.	Design and construc- tion	These codes are included in the contract specifications. The Construction Manager monitored and enforced these requirements.
CI 8.	Minimize utility disruptions by careful scheduling, prior notification to affected properties, consultation with utility agencies during final design, and notification prior to groundbreaking.	Document utility locations on contract drawings and coordinate with utility providers during final design.	MTDB	Design and construc- tion	MTDB collected utility as-builts. Designer plotted and identified conflicts. Potholing was done to confirm locations. We met with each utility company to confirm resolution of conflicts. Agreements were approved for relocation.

August 14 19 19 19 19 19 19 19 19 19 19 19 19 19	MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT							
Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status 1			
		ENERGY – None Required		<u>-</u> -				
		CONSTRUCTION						
CI 1.	Prepare and implement traffic management plan(s) to mitigate temporary lane closures and congestion, both on local roads and I-8. Include coordination with Alvarado Medical Center, SDSU, SDSU Foundation, Caltrans, emergency response personnel, and the community. Plan should fully outline contractor requirements to maintain traffic operations, including staging, signing, marking, advisory notices, detours, and time-of-work restrictions. Mitigation measures will also be documented.	Include in contract drawings and specifications.	MTDB with Caltrans and Cities of La Mesa and San Diego coordination	Design and construc- tion	MTDB met with Cities, Caltrans, Alvarado Hospital, SDSU, and community groups to review traffic control issues during design. Contractor requirements were included in the Special Provisions. A Traffic Management Plan to address I-8 full closures required to put up and take down falsework for the freeway crossings was prepared and implemented. Caltrans was involved in all traffic control activities during construction.			
CI 2.	Provide replacement parking where possible for compensation to SDSU (per the MOU) and DZ Akins.	Include in contract specifications	MTDB in cooperation with SDSU and City of La Mesa.	Design and construc- tion	Agreement with SDSU addressed replacement parking. The design at DZ Akins avoided parking impacts.			
CI 3.	Implement a public information program to increase community awareness and minimize neighborhood disruption.	Document public outreach efforts and report to MTD Board quarterly	MTDB	Design and construc- tion	We issued a weekly news release of all upcoming traffic closures, maintained updated information on the project web site, answered calls to the project hotline, and attended community meetings.			
CI 4.	Compensate property owners for construction easements.	Follow MTDB Real Estate Acquisition procedures.	MTDB	Design and construc- tion	Construction easements were negotiated in conjunction with other partial acquisitions. See AD 1 above.			

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Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
EC 4.	Replace Least Bell's Vireo habitat and take the actions identified in Attachment A in consultation with USFWS.	See EC 2. above.	See EC 2. above.	See EC 2. above.	See EC-2 above. We completed the Section 7 consultation with the USFWS and received the Biological Opinion in March 2001 for Gnatcatcher and Least Bell's Vireo habitat. The conditions of the Biological Opinion are included in the special provisions, and the biological monitor and construction manager monitored for compliance.
EC 5.	Comply with conditions of the Section 7 agreement regarding disturbance to potential vireo habitat during the construction process.	Incorporate restrictions and conditions in construction specifications. Conduct field monitoring in accordance with agreement conditions.	MTDB with coordination from resource agencies.	Construc- tion	Conditions are included in the contract specifications. The biological monitor enforced the contract specifications.
EC 6.	Contribute \$50,000 to the San Diego River endowment fund or a brown-headed cowbird trapping program.	Provide evidence of contribution.	MTDB	Pre- operation	The contribution was made to the San Diego Foundation's San Diego River Endowment Fund in February 2002.
EC 7.	Mitigate loss of coastal sage scrub habitat through one of three methods: (1) participate in the City of San Diego MSCP program, (2) pursue a Section 10 permit from the USFWS, or (3) use the ESA Section 7 consultation procedure as part of the 404 process.	Obtain necessary permit or documentation prior to construction of actual affected areas.	MTDB with coordination from resource agencies.	Operation	MTDB completed the Section 7 consultation with USFWS with regards to the coastal sage scrub habitat in March 2001. MTDB purchased 9.6 Coastal Sage Scrub Credits from the San Miguel Conservation Bank in April 2002.
EC 8.	If a fire buffer zone is required and would further affect native vegetation, implement a fuel modification plan that uses native plants and selective thinning of native vegetation.	Include in landscaping specifications	MTDB with coordination from resource and fire agencies.	Design and construc- tion	The fire department has not requested a fire buffer zone.

Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring ECOSYSTEMS	Responsible Party	Timing	Status
EC 1.	Revegetate manufactured slopes adjacent to LRT using native, on-site species where possible. Include Ashy spike-moss and San Diego sunflower in mix.	Include requirements in landscaping specifications.	MTDB with coordination from resource agencies.	Design and construc- tion	Landscaping is complete and included native species.
EC 2.	Obtain and restore or create plant habitat mitigation sites (at locations to be determined in final design) to mitigate losses of Southern Willow Scrub (0.1 acre affected) and Southern Willow Riparian Woodland (0.5 acre affected). Mitigate temporary impacts to Southern Willow Riparian Woodland (0.26 acre) at 2:1 ratio (0.52 acre). Mitigate permanent impacts (0.24 acre) at 3:1 ratio (0.72 acre). Ratios of both to be reduced if pre-construction replacement is undertaken. Provide mitigation for affected wetlands (0.6 acre) in accordance with San Diego Wetlands Management Plan.	Include requirements in landscaping specifications. Monitor planted areas for five years or until sufficient coverage is achieved (whichever is longer).	MTDB with coordination from resource agencies.	Design, construc- tion, and operation	The US Fish and Wildlife Service issued the Biological Opinion in March 2001. We received the ACOE 404 Permit on 11/19/01 and the CDFG 1601 Permit on 11/15/01. Grading for the off-site wetland mitigation in the City of Santee east of Cuyamaca Street and south of the San Diego River was completed in March 2003, plants were installed in July 2003, and the contractor's plant establishment period was completed in January 2004. Onsite restoration on the San Diego River at Ward Road and on Alvarado Creek at SDSU parking lots C and D was also completed. Helix Environmental is doing the required 5-year maintenance and monitoring.
EC 3.	Comply with USACOE and CDFG permit conditions to mitigate disturbances to jurisdictional waters. Wetland impacts will be mitigated under EC2.	Obtain permit prior to construction of actual affected areas. Monitor construction to maintain compliance with permit conditions.	MTDB with coordination from resource agencies.	Design and construc- tion	See EC-2 above. The Special Provisions include the permit requirements. Helix Environmental provided biological monitoring services per the permit conditions.

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Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Party	Timing	Status
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WR 2.	Install drainage facilities at the Grantville and 70th Street stations and direct drainage from new impervious surfaces away from significant biological resources.	Check contract drawings.	MTDB	Design and Construc- tion	Drainage systems were designed, approved, and installed.
WR 3.	Design columns at the San Diego River and improvements within Grantville and the Alvarado channel (Alvarado Medical and 70th St. stations) to handle required capacity for expected flood conditions, and as required by USACOE and San Diego County Flood Control District.	Coordinate with USACOE, SDCFCD, and Cities of San Diego and La Mesa. Check design plans. Include hydraulic calculations in specifications.	MTDB with coordination from flood control agencies and Cities of San Diego and La Mesa.	Design	The General Engineering Consultant has prepared a hydraulic analysis of the San Diego River and prepared an application for a Conditional Letter of Map Revision from FEMA. The Line Segment Designer has prepared a hydraulic analysis of Alvarado Creek, and submitted a no rise certification to the Cities. The designer will also be preparing a Letter of Map Revision now that a floodway has been established on Alvarado Creek in La Mesa.
WR 4.	Provide aeration basin in vicinity of 70 th Street station to mitigate for enclosure of Alvarado Channel.	Include in contract drawings.	MTDB with coordination from RWQCB.	Design	The Regional Water Quality Control Board approved the design of the aeration basin and reissued a waiver of the Section 401 Water Quality Certification on June 22, 2000. Alvarado Creek was widened upstream of the 70 th Street Station to improve water quality.

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Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
		GEOLOGY & SEISMICITY		1	
GS 1.	Use suitable designs and incorporate appropriate construction techniques to prevent structural damage or failure in the event of liquefaction, slope failure, compressible soils, severe ground motion, and corrosive soils. See FEIS Section 4-11.4 for details.	Include in contract drawings.	MTDB	Design and construc- tion	Detailed geotechnical reports were completed, the recommendations were incorporated into the design, and the design was reviewed and approved by Caltrans Division of Structures.
GS 2.	Perform a comprehensive geotechnical evaluation during preliminary engineering and final design to assess subsurface conditions and obtain specific data on potential geotechnical hazards and constraints. Provide specific recommendations pertaining to all geotechnical design considerations.	Include geotechnical report in bid documents.	MTDB	Design and construc- tion	The geotechnical reports were completed, the recommendations were incorporated into the design, and the reports were made available to the bidders.
GS 3.	Construction will meet or exceed UBC, Caltrans, or AASHTO requirements as relevant.	Review contract drawings and ensure sign off by a registered California Professional Engineer. Monitor construction to ensure that specifications and drawings are complied with at all times.	MTDB .	Design and construc- tion	Designers sealed all drawings. Review was conducted by several responsible agencies. MTDB hired a construction management consultant to monitor construction.
		HAZARDOUS MATERIALS-None F	Required		
		WATER RESOURCES			
WR 1.	Comply with the conditions of the General Industrial Storm Water Permit to mitigate runoff effects.	Monitor compliance during construction. Report periodically to RWQCB.	MTDB	Design and Construc- tion	Temporary Erosion Control measures were included in the plans. We obtained a construction storm water permit from the Regional Water Quality Control Board. The contractors prepared Storm Water Pollution Prevention Plans (SWPPPs). The

MISSION VALLEY EAST TRANSIT IMPROVEMENT PROJECT MITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT Impact/Mitigation¹ Implementation and Responsible Mit. Timing Status Monitoring Partv Number **CULTURAL RESOURCES MTDB** CR 1. Implement a monitoring program for Include in bid documents Included in the contract special Design excavation and fossil recovery so that and provisions. No artifacts or fossils paleontological resources will not be were encountered during construcdestroyed. (See also Cl 13.) construction. tion SECTION 4(F) - None Required AIR QUALITY - None Required **NOISE & VIBRATION MTDB** Include sound walls in contract NV-1. Install sound walls and/or insulation to reduce Design Additional noise studies were done operational noise at 13 locations (5 on West drawings. in final design to take into account and Falls View, 1 at Villa Alvarado, 5 on Colony construcfinal alignment and wall heights. Coordinate with property owners Drive (4 mobile homes and 1 apartment), and Short sound walls were built near tion. 2 on Guava Avenue). See FEIS Table 4-29 for insulation. SDSU Business Services. West for details. Falls View Drive, SDSU Villa Alvarado Residence Hall, Camperland RV Park, the Motel 6 in La Mesa, and Guava Avenue. **MTDB** NV 2. Include in contract drawings. Locate support structures and install high Design Additional vibration studies were resilience track fasteners and ballast mats to completed during design to take

reduce operational vibration at 6 locations (1

at Villa Alvarado and 5 on Colony Drive [4 mobile homes and 1 apartment]). See FEIS

Table 4-33 for details.

into account the final configuration.

propagation measurements were

taken. The study concluded that other than using spring-rail frogs at crossovers, no vibration mitigation was required for the line segment. Special low-vibration track fasteners were installed in the SDSU tunnel under the Adams

and site specific vibration

Humanities Building.

Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status :
		SAFETY & SECURITY			
SS 1.	Reduce the potential for accidents involving transit vehicles by implementing standard safety procedures.	SDTI and/or SDTC Standard Operating Procedures Manual	SDTI	Operation	SDTI developed and implemented Standard Operating Procedures during the Start-Up phase.
SS 2.	Relieve public concerns regarding the proximity of the guideway or Traction Power Substation by fencing the project.	Include in contract drawings.	MTDB	Design	The fencing is installed.
SS 3.	Reduce the potential for EMF risks by using standard precautions and design treatments.	Include in contract drawings.	MTDB	Design	Standard traction power details were used.
SS 4.	Reduce the potential for injury during emergency evacuations by following NFPA guidelines in design.	Include in contract drawings.	MTDB	Design	The design follows applicable NFPA and California Building Code guidelines.
SS 5.	Reduce the potential for crime on vehicles and in stations by implementing SDTI and SDSU security procedures and design guidelines.	Review of final design details to ensure inclusion of appropriate features. Follow SDTI and/or SDTC standard operating procedures.	TDB in cooperation with SDSU.	Design and Operation	Crime Prevention Through Environmental Design (CPTED) principles were used in the design. SDTI and SDSU reviewed the plans. Provisions were made in all of the stations for future CCTV installation. CCTV is operational at SDSU and Alvarado Medical Center. Security procedures were developed and implemented during Start-Up.

	WITIGATION MONITORING AND REPORTING PROGRAM STATUS REPORT							
Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status			
		VISUAL QUALITY & AESTHET	ics					
VQ 1.	Provide fence and landscaping along north side of MTDB site to screen view from Mary Fellows Ave. looking south at guideway, bridge, and parking lot.	Include in contract drawings and specifications.	MTDB with coordination from City of La Mesa and neighborhood groups.	Design	On 4/8/99, the MTD Board deleted the 70 th Street Pedestrian Bridge from the project, eliminating this impact.			
VQ 2.	Shield light fixtures at Mary Fellows Ave. parking lot to reduce potential for light and glare.	Include in procurement specifications. Field check following installation.	MTDB	Design and operation	On 4/8/99, the MTD Board deleted the 70 th Street Pedestrian Bridge from the project, eliminating this impact.			
VQ 3.	Provide ornamental landscaping and trees to screen view of guideway from properties on Guava Avenue looking north.	Licensed landscape architect to prepare plans. Include in contract drawings and specifications.	MTDB with coordination from City of La Mesa and neighborhood groups	Design	Landscaping was installed at the foot of Guava Avenue. The City of La Mesa reviewed and approved the plans.			
VQ 4.	Provide night-time lighting under the guideway in SDSU parking lots C and X.	Include in contract drawings.	MTDB with coordination from SDSU.	Design	The Parking Lot X bridge includes soffit lights. Pole mounted lights were replaced in Lot C. SDSU approved the lighting.			
VQ 5.	Use appropriate surfaces and/or coatings at station entrances to prevent glare and on all smooth surfaces up to 10 feet in height to prevent graffiti.	Include in plans and contract specifications.	MTDB	Design	The design includes anti-glare and anti-graffiti measures.			
VQ 6.	Combine poles for catenaries, light fixtures, and signs whenever possible to reduce unnecessary clutter.	Include in contract drawings.	MTDB	Design	The design minimized the number of poles.			

Mit. Number	Impact/Mitigation ¹	Implementation and Monitoring	Responsible Party	Timing	Status
об пот в симов торино	Compensate owners for partial acquisition of parcels.				All owners have been compensated. One is still under appeal, but compensation has been deposited.
		ECONOMICS & FISCAL COND	ITIONS		
EF 1.	Provide relocation assistance to displaced business owners.	See AD 1., above.	See AD 1., above.	See AD 1., above.	Relocation assistance was provided.
		PUBLIC SERVICES & UTILIT	ries .		
PS 1.	Provide relocation assistance to Montessori preschool.	See AD 1., above.	See AD 1., above.	See AD 1., above.	Noise, vibration, and air quality studies were completed for this property. The owners did not wish to relocate. Mitigation, consisting of building solid fencing around the playground and upgrading the air conditioning filters was completed prior to construction.
PS 2.	Incorporate drainage facilities for affected hillsides into LRT design to ensure that there is no additional burden on existing drainage facilities.	Include in contract drawings. Provide hydraulic calculations.	MTDB with coordination from City, Caltrans, and Flood Control agency.	Design	The designer prepared drainage calculations wherever there were modifications to drainage areas or characteristics. The calculations and designs were reviewed and approved by Caltrans and the Cities of San Diego and La Mesa. The drainage facilities are installed.
PS 3.	Relocate storage building on City of San Diego Water Utilities property.	Include in contract drawings.	MTDB with coordination from City.	Design	On 10/28/99, the MTD Board approved a redesign of the Alvarado Canyon Road Extension that avoids the City property entirely, avoiding this impact.

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.

September 22, 2005

CIP 426.6, 50791

Subject:

MTS: COUNTY OF SAN DIEGO REQUEST TO BUY BACK MITIGATION LAND PER **AGREEMENT**

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a purchase agreement and grant deed to the County of San Diego (County) for a portion of MTS-owned property in Santee, Assessor Parcel No. 381-050-56, in substantially the same form as shown in Attachment A.

Budget Impact

The reacquisition costs of \$330,910 would be credited to the Mission Valley East Light Rail Transit Project Right-of-Way line item (WBS #10426-0900).

DISCUSSION:

On December 27, 2002, MTS and the County entered into a Purchase and Sale Agreement and Joint Escrow Instructions Agreement ("Original Purchase Agreement") for MTS's purchase of 9.01 acres of land owned by the County and located in the San Diego River floodway in Santee. Under the Original Purchase Agreement, the County has the right to reacquire up to 3.3 acres of the future mitigation area, together with a proportional share of the buffer area from MTS, for a purchase price established in the agreement. On June 22, 2005, the County gave written notice to MTS of its intention to reacquire a 1.44-acre portion of the future mitigation area and a proportional share, calculated as an undivided 24 percent interest in the buffer area (together referred to as "County Mitigation Property"), to partially satisfy wetland mitigation









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.

requirements for its Wildcat Canyon Road Enhancement Project. MTS and the County have agreed that the reacquisition cost for the proposed 1.44-acre County Mitigation Property is \$330,910 based on a projected close of escrow date of October 21, 2005.

The reacquisition costs include a proportionate share of funds spent by MTS to design, approve, and construct the mitigation site and funds to maintain the site until final buy off by the resource agencies.

Paul & Jablonski Chief Executive Officer

Key Staff Contact: Tim Allison, 619.557.4566, <u>Tim.Allison@sdmts.com</u>

JGarde/SEPT22-05.9.COUNTYBUYBACK.JWIGGANS

Attachment: A. Purchase Agreement

DRAFT

PURCHASE AND SALE AGREEMENT

AND JOINT ESCROW INSTRUCTIONS

SELLER: METROPOLITAN TRANSIT DEVELOPMENT BOARD,

a public agency organized and existing under Public Utilities

Code 1250050, et seq.

BUYER: THE COUNTY OF SAN DIEGO, a political subdivision of the

State of California

PURCHASE AND SALE AGREEMENT AND JOINT ESCROW INSTRUCTIONS

This PURCHASE AND SALE AGREEMENT AND JOINT ESCROW INSTRUCTIONS ("Agreement"), is entered into as of ______, 2005, by and between the METROPOLITAN TRANSIT DEVELOPMENT BOARD, a public agency organized and existing under Public Utilities Code 1250050 ("MTDB"), and THE COUNTY OF SAN DIEGO, a political subdivision of the State of California ("County") ("Parties"), with reference to the following facts:

RECITALS

- A. On December 27, 2002, MTDB and County entered into a Purchase and Sale Agreement and Joint Escrow Instructions Agreement ("Original Purchase Agreement") for MTDB's purchase of 9.01 acres of land owned by the County and located in the San Diego River Floodway in Santee ("MTDB Property");
- B. The MTDB Property contains three distinct areas: a 2.7 acre parcel (referred to as the "MTDB Mitigation Area", and identified as APN 381-050-55), which was used to satisfy mitigation requirements for MTDB projects; a 3.3 acre parcel (referred to as the "Future Mitigation Area", and identified as APN 381-050-56), which is available to mitigate future MTDB projects; and, a 3.01acre parcel (referred to as the "Buffer Area", further identified as APN 381-050-57), which is used to buffer the MTDB Mitigation Area and Future Mitigation Area from impacts of future development of adjacent County-owned land. These areas are shown on the map attached hereto as Exhibit "A";
- C. MTDB subsequently completed mitigation/restoration activities on the MTDB Mitigation Area and Future Mitigation Area parcels;
- D. Under the provisions of Article 7 of the Original Purchase Agreement, entitled "Option to Reacquire," the County has the right to reacquire up to 3.3 acres of the Future Mitigation Area, together with a proportional share of the Buffer Area from MTDB, for a purchase price established pursuant to the provisions of Article 7 ("Reacquisition Cost"). The Reacquisition Cost includes payment to MTDB for its costs of acquisition, construction, operating and monitoring the reacquired portion of the Future Mitigation Area from the time these costs were incurred by MTDB to the time of the County's repurchase. The Reacquisition Cost shall be adjusted for time by the corresponding Consumer Price Index for the San Diego area and prorated accordingly if the County purchases only a portion of the 3.3-acre Future Mitigation Area.
- E. On June 22, 2005, the County gave written notice to MTDB of its intention to reacquire a 1.44-acre portion of the Future Mitigation Area and a proportional share, calculated as an undivided 24% interest, in the Buffer Area (together referred to as "County Mitigation Property"), to partially satisfy wetland mitigation requirements for its

Wildcat Canyon Road Enhancement Project. The County's proportional share of the Buffer Area is determined by dividing 1.44 acres (the size of the proposed County mitigation site) by 6.0 acres (the total of the MTDB Mitigation Area + the Future Mitigation Area) to arrive at a 24% undivided interest in the 3.0 acre Buffer Area. The County Mitigation Property is shown in Exhibit "B" attached hereto.

F. MTDB and the County have agreed that the Reacquisition Cost for the proposed 1.44-acre County Mitigation Property is \$330,910, based on a projected close of escrow date of October 21, 2005.

NOW THEREFORE, for valuable consideration the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

ARTICLE 1 PURCHASE PRICE

- 1.1 <u>Purchase Price</u>. The Reacquisition Cost ("Purchase Price"), which County agrees to pay and MTDB agrees to accept for the County Mitigation Property is \$330,910.
- 1.2 <u>Payment of Purchase</u>. The Purchase Price shall be paid by County delivering the Purchase Price, plus funds required for escrow and title fees, to Escrow Agent in cash, in the form of a cashier's or certified check or wired funds prior to the date scheduled for the Close of Escrow.

ARTICLE 2 ESCROW

- 2.1 <u>Escrow Agent</u>. Fidelity National Title Company ("Escrow Agent") is designated, authorized and instructed to act as Escrow Agent pursuant to the terms of this Agreement.
- 2.2 Opening of Escrow. The "Opening of Escrow" shall be no later than five working days following approval of this Agreement by both parties. Escrow Agent shall acknowledge the date of Opening of Escrow and its agreement to act as the Escrow Agent hereunder by: (a) executing the Consent of Escrow Agent ("Consent") attached hereto as Exhibit "C", and (b) promptly delivering a copy of the executed Consent to MTDB and County.
- Escrow Instructions. This Agreement shall constitute initial escrow instructions to Escrow Agent. The parties shall execute a copy of Escrow Agent's general conditions and any additional escrow instructions reasonably required by Escrow Agent to consummate the transaction provided for herein after Opening of Escrow; provided, however, such additional escrow instructions shall not modify the provisions of this Agreement, unless such instructions (a) state the modification in full, and (b) are signed by both parties. In the event of any conflict of between the terms of this agreement and the terms of Escrow Agent's general conditions, the terms of this

Agreement shall prevail.

- 2.4 <u>Close of Escrow.</u> "Close of Escrow" or "Closing," means the date Escrow Agent records the grant deed ("Grant Deed") to the County Mitigation Parcel in favor of County and delivers the Purchase Price, less applicable charges and adjustments, to MTDB. The form of Grant Deeds (one for the transfer of fee interest in the 1.44-acre County Mitigation Parcel and one for the transfer of an undivided 24% interest in the Buffer Area), which MTDB shall cause to be executed and delivered to County, is attached hereto as Exhibit D. Escrow shall close on or before October 21, 2005 ("Closing Date") except that County shall have five (5) working days advance notice from Escrow Agent before it shall be required to deposit the Purchase Price into Escrow.
- 2.5 <u>Deliveries to Escrow</u>. Each party shall timely deliver to Escrow the funds and documents required to complete the Closing under the terms of this Agreement by the Closing Date. Without limiting the generality of the foregoing, the parties shall deliver to Escrow the following funds and documents:
- 2.5.1 <u>MTDB's Deliveries</u>. MTDB shall deliver or cause to be delivered to Escrow Agent:

(a)

- (a) A Grant Deed conveying fee title to 1.44 acres of Assessor Parcel Number 381-050-56to County, duly executed by MTDB and acknowledged in recordable form;
- (b) A Grant Deed convening an undivided 24% interest in Assessor Parcel Number 281-050-57 to County, duly executed by MTDB and acknowledged in recordable form.
- (c) Any and all additional documents which may be necessary to transfer title to the Property to County as specified in this Agreement.
- 2.5.2 <u>County's Deliveries</u>. County shall deliver or cause to be delivered to Escrow Agent cash in the amount of the Purchase Price, plus such additional sums as are required of County under this Agreement for escrow and title expenses, prorations and adjustments. Such Amounts shall be deposited by County with Escrow Agent, by county warrants, cashier's check drawn upon a local major banking institution, federal funds wire transfer, or any other method acceptable to Escrow Agent as immediately collectable funds, no later than 11:00 a.m. on the business day prior to the Closing Date.
- 2.6 <u>Completion of Documents</u>. Escrow Agent is authorized to complete the documents deposited by the parties into Escrow, when appropriate and consistent with this Agreement.
 - 2.7 Prorations, Escrow Fees and Costs.
 - 2.7.1 County's Payments. County will pay the costs of escrow, including but not

limited to the Escrow Agent escrow fee or escrow termination charge in accordance with customary practices of Escrow Agent. County will pay the cost of the C.L.T.A. policy issued in accordance with Article 3.2 below.

- 2.7.2 <u>MTDB's Payments</u>. MTDB shall pay all operating expenses for the County Mitigation Parcel prior to the Closing Date, including, but not limited to, insurance, utilities, interest on encumbrances, if any, taxes and maintenance costs.
- 2.7.3 <u>Default</u>. Notwithstanding the foregoing, in the event of a default by County or Seller hereunder, all cancellation and other escrow-related charges shall be paid by the defaulting party.
- 2.8 <u>Distribution of Funds and Documents</u>. At the Close of Escrow, Escrow Agent shall do each of the following:
- 2.8.1 <u>Payment of Encumbrances</u>. Pay the amount of those monetary liens which are not Permitted Exceptions to the obligees thereof, in accordance with the demands approved by Seller, utilizing funds to which Seller shall be entitled upon Close of Escrow.
- 2.8.2 <u>Recordation of Documents</u>. Submit to the County Recorder of San Diego County the Grant Deed for the Property and any other document to be recorded under the terms of this Agreement or by general usage, and, after recordation, cause the County Recorder to mail the Grant Deed to County and conformed copy to MTDB and any other document recorded pursuant hereto to that person acquiring rights for whose benefit said document was recorded.
- 2.8.3 <u>Non-Recorded Documents</u>. Deliver by United States mail (or hold for personal pickup, if requested): each other non-recorded document received hereunder to the payee or person acquiring rights or for whose benefit said document was acquired.
- 2.8.4 <u>Distribution of Funds</u>. Deliver by United States mail (or as otherwise instructed by the receiving party): (1) to MTDB, the cash portion of the Purchase Price, adjusted for charges, credits and debits provided for herein; and (2) to County, any excess funds delivered to Escrow Agent by County.

ARTICLE 3 TITLE MATTERS

3.1 Preliminary Title Report.

3.1.1 Prior to opening of escrow County shall cause Fidelity National Title Insurance Company ("Title Insurer") to issue a preliminary title report ("PR") reflecting the current status of title to the County Mitigation Property.

- 3.1.2 Approval of Condition of Title. On or prior to ten (10) days following its receipt of the PR, County shall notify MTDB, in writing, of any exception to title to the Property shown in Schedule B of the PR to which County reasonably objects. Within fifteen (15) days following receipt of County's list of the exceptions to which it objects, MTDB shall remove, or shall cause to be removed, any such exceptions to title to the Property, or if removing the exception in question is not acceptable to MTDB, terminate this agreement. Any exceptions to title to the Property to which County does not object to in writing shall be deemed approved by County.
- 3.1.3 <u>Amendment of PR</u>. If the PR is amended by the Title Insurer after County's approval of the condition of title to include any new exception (New Exception") then County may elect, at any time prior to the Close of Escrow, to either (i) waive any objection it may have to such New Exceptions and accept title to the Property subject to such New Exceptions; or (ii) terminate this Agreement.
- 3.2 <u>Title Insurance</u>. County shall cause the Title Insurer to have issued, or be committed to issue, as of the Closing Date, at County's sole cost, a standard form C.L.T. A. Title Insurance policy ("Title Policy") insuring County's title to the property in the amount of the Purchase Price, subject only to the following permitted exceptions ("Permitted Exceptions"): (a) matters set forth in the PR and approved by County pursuant to Section 3.1; (b) any other matters approved in writing by County; (c) matters excepted or excluded from coverage by the printed terms of the Title Policy's standard form; (d) the lien of non-delinquent regular and special taxes and assessments; (e) the lien of supplemental taxes.

ARTICLE 4 CONDITIONS TO CLOSE OF ESCROW

- 4.1 <u>Conditions to Close of Escrow</u>. Close of Escrow shall be subject to satisfaction or waiver of each of the following conditions precedent for the benefit of County:
- (a) The Title Insurer's issuance of the Title Policy described in Section 3.2, subject only to the Permitted Exceptions.
- (b) The continued accuracy of the representations and warranties of MTDB set forth in Article 5.
- 4.2 <u>Waiver of Conditions</u>. County may unilaterally waive, in writing, the conditions described in Section 4.1(a) and (b).
- 4.3 <u>Failure of Conditions</u>. If any of the foregoing conditions is neither satisfied nor waived, County may terminate this Agreement and the Escrow by giving written notice of termination to MTDB and Escrow Agent. In the event of such termination, County shall be relieved of any obligation to purchase the Property and shall incur no cost or penalty as a result of

ARTICLE 5 REPRESENTATIONS AND WARRANTIES

- 5.1 <u>MTDB's Representations and Warranties</u>. MTDB agrees, represents and warrants as follows:
- 5.1.1 <u>Authority</u>. MTDB is a public agency organized and existing under Public Utilities Code 1250050 et seq., and has full legal right, power and authority to execute and fully perform its obligations under this Agreement, without the need for any further action; and the persons executing this Agreement and other documents required hereunder on behalf of MTDB are the only persons required to execute such documents to legally effect the transactions contemplated hereby and are fully authorized to do so.
- 5.1.2 <u>Title Matters</u>. As of the Effective Date of this Agreement, MTDB shall not create or permit any exceptions to MTDB's title to the County Mitigation Property without County's prior written consent, which shall not be unreasonably withheld.
- 5.1.3 <u>Claims, Litigation</u>. There is no pending litigation, proceeding or governmental investigation relating to the County Mitigation Property, and Seller has no knowledge of any basis for any such claim, litigation, proceeding or governmental investigation.
- 5.1.4 Governmental Regulations. MTDB has received no notice of violation of any applicable zoning regulation or ordinance or other law, order, ordinance, rule, regulation, code or requirement affecting or relating to the construction, use or occupancy of the County Mitigation Parcel (collectively, "Governmental Regulations"), nor any notice of violation of any covenant, condition or restriction affecting the County Mitigation Parcel. To the best of MTDB's knowledge, threatened by any governmental agency having jurisdiction over the County Mitigation Property or by any other person entitled to enforce the same. To the best of MTDB's knowledge, MTDB and the MTDB Property are in full compliance with all such Governmental Regulations and covenants, conditions and restrictions.

<u>ARTICLE 6</u> ADDITIONAL OBLIGATIONS

6.1 Access to County Mitigation Parcel. Between the date of execution of this Agreement and the Close of Escrow or termination of Escrow which ever occurs first, MTDB shall allow County and its agents reasonable access to the County Mitigation Property, upon reasonable notice to MTDB, for the purpose of inspecting, surveying and testing the same, and for other purposes reasonably related to County's right to purchase the County Mitigation Property as provided herein; provided, however, in connection with any such entry, County shall perform all

work in a safe manner, shall repair any damage to the County Mitigation Property, and shall indemnify MTDB as provided in Section 6.4.

- 6.2 <u>HECC Management Contract</u>. The parties acknowledge that the Purchase Price includes ongoing maintenance and monitoring services of the County Mitigation Property, exclusive of the Buffer Area, provided by Helix Environmental Construction Group, Inc. ("HEGC") under its existing contract with MDTB. These services will continue through March 2009, at which time the HEGC contract will expire and all contract services shall cease. The County shall be entitled to participate, along with MTDB, in matters involving HEGC's ongoing management/maintenance of the County Mitigation Property, and shall be entitled to receive copies of any reports prepared by HEGC, which involve the County Mitigation Property.
- 6.3 <u>Mutual Indemnity</u>. MTDB and County mutually agree that each, their agents, officer and employees shall not be held liable to the other for any liens, claims, liabilities, losses, costs, suits, judgments, penalties, fines or for damage to any goods, properties or effects of any person whatsoever, nor for injuries to person or property damage, caused by or resulting from any acts or omissions of the Agencies, their agents, employees, or representative; the officers and employees against any of the foregoing liabilities and any costs and expense, including reasonable attorneys' fees incurred by each on account of any claim therefore, including claims by reason of alleged defects in the engineering services, improvement services, or any other work or service one or provided to each pursuant to this Agreement.
- 6.4 <u>Possession</u>. Possession of the County Mitigation Parcel shall be delivered by MTDB to County on the closing Date upon recordation of the Grant Deed.
- 6.5 Existing Documentation. Within five (5) days following Opening of Escrow, MTDB shall deliver to County copies of any surveys, environmental studies or similar documentation affecting the County Mitigation Parcel.

ARTICLE 7 GENERAL PROVISIONS

- 7.1 <u>Assignment</u>. Neither MTDB nor County shall have the right to assign their respective rights or obligations under this Agreement without the written consent of the other party.
- 7.2 <u>Brokers and Finders</u>. Each part represents and warrants to the other that (a) it has not engaged or dealt with any broker or finder (collectively, the "Brokers") in connection with this transaction, (b) it has not acted in a way that would entitle any Brokers to any commission, and (c) it shall defend, indemnify and hold the other party harmless from all claims, losses, damages, costs and expenses, including reasonable attorneys' fees, arising from or related to any assertion by any Brokers contrary to the foregoing clauses (a) and (b) where the same is based upon the acts or alleged acts of the indemnifying party.

- 7.3 <u>Contingency</u>. This Agreement shall bind the County and MTS only following approval by their respective Boards.
- 7.4 <u>Counterparts</u>. This Agreement may be signed in multiple counterparts with the same force and effect as if all original signatures appeared on one copy; in the event this Agreement is signed in counterparts, each counterpart shall be deemed an original and all of the counterparts shall be deemed to be one agreement.
- 7.5 <u>Entire Agreement</u>. This Agreement together with all exhibits attached hereto and other agreements expressly referred to herein, constitutes the entire agreement between the parties with respect to the subject matter contained herein. All prior or contemporaneous agreements, understandings, representations, warranties and statements, oral or written, are superseded.
- 7.6 <u>Exhibits</u>. All exhibits referred to herein are attached hereto and incorporated herein by reference.
- 7.7 <u>Further Assurances</u>. The parties agree to perform such further acts and to execute and deliver such additional documents and instruments as may be reasonably required in order to carry out the provisions of this Agreement and the intentions of the parties.
- 7.8 <u>Governing Law</u>. This Agreement shall be governed, interpreted, construed, and enforced in accordance with the laws of the State of California.
- 7.9 <u>Headings</u>. The captions and section headings used in this Agreement are inserted for convenience of reference only and are not intended to define, limit or affect the construction or interpretation of any term or provision hereof.
- 7.10 <u>Modification, Waiver</u>. No modification, waiver, amendment, or discharge of this Agreement shall be valid unless the same is in writing and signed by both parties.
- 7.11 No Other Inducement. The making, execution and delivery of this Agreement by the parties hereto has been induced by no representations, statements warranties or agreements other than those expressed herein.
- 7.12 <u>Notices</u>. Notice to either party shall be in writing and either personally delivered or sent by certified mail, postage prepaid, return receipt requested, addressed to the party to be notified at the address specified herein. Any such notice shall be deemed received on the date of personal delivery to the party (or such party's authorized representative) or three (3) business days after deposit in the U.S. Mail, as the case may be.

County's Address for Notice:

Director, Department of General Services

Building 2

5555 Overland Avenue, Suite 2500

San Diego, CA. 92123

Attn: John Kross, Deputy Director

Real Estate Services

Chief Executive Officer 1255 Imperial Avenue Suite 1000

MTDB's Address for Notice:

Suite 1000 San Diego, CA.

Phone: (858) 694-2290 Fax: (858) 694-2369

Phone: (619) 231-1466 Fax: (619) 234-3172

Either party may change its address for notice by delivering written notice to the other party as provided herein.

- 7.13 <u>Severability</u>. If any term, provision, covenant, or condition of this Agreement is held to be invalid, void, or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
- 7.14 Specific Performance. The parties hereby understand that the Property is unique and for that reason, among others, the parties will be irreparably damaged in the event that this Agreement is not specifically enforced. Accordingly, in the event of any controversy concerning the obligations under this Agreement and the Option, such obligation shall be enforceable in a court of equity by a decree of specific performance or by injunction. Such remedies and all other rights and remedies set forth herein shall be cumulative and not exclusive, and shall be in addition to any and all other remedies which the parties may have hereunder at law or in equity.
- 7.15 <u>Successors</u>. Subject to the limitations on assignment set forth in Section 7.1, all terms of this Agreement shall be binding upon, inure to the benefit of, and be enforceable by the parties hereto and their respective heirs, legal representatives, successors, and assigns.
 - 7.16 <u>Time</u>. Time is of the essence of each provision of this Agreement.
- 7.17 <u>Time Period Computation</u>. All periods of time referred to in this Agreement shall include all Saturdays, Sundays and state or national holidays, unless the period of time specifies business days, provided that if the date or last date to perform any act or give any notice or approval shall fall on a Saturday, Sunday, or state or national holiday, such act or notice may be timely performed or given on the next succeeding day which is not a Saturday, Sunday, or state or national holiday.
- 7.18 <u>Waiver</u>. The waiver by one party of the performance of any term, provision, covenant, or condition shall not invalidate this Agreement, nor shall it be considered as a waiver by

such party of any other term, provision, covenant, or condition. Delay by any party in pursuing any remedy or in insisting upon full performance for any breach or failure of any term, provision, covenant, or condition shall not prevent such party from later pursuing remedies or insisting upon full performance for the same or any similar breach or failure.

[Remainder of this page intentionally left blank. Next page is Signature Page]

Supervisors. MTDB: METROPOLITAN TRANSIT DEVELOPMENT BOARD, A public agency organized and existing under Public Utilities Code, Section 120050, et seq. Title: Chief Executive Officer Approved as to form: This _____day of _____ 2005, General Counsel COUNTY OF SAN DIEGO, a political subdivision of the State COUNTY: of California Clerk, Board of Supervisors Approved as to form: This ____ day of ____ 2005

Senior Deputy County Counsel

This Agreement shall be effective as of the date of its approval by the County Board of

DRAFT

EXHIBIT LIST

- A. SITE MAP OF MIDB PROPERTY
- B. SITE MAP OF COUNTY MITIGATION PARCEL
- C. CONSENT OF ESCROW AGENT FORM
- D. FORM OF GRANT DEEDS

ATTACHMENT "A"

SET HEARING — WILDCAT CANYON ROAD WETLANDS MITIGATION — ACQUISITION OF A 1.44 ACRE PORTION OF ASSESSOR'S PARCEL NUMBER 381—050—56 (METROPOLITAN TRANSIT DISTRICT BOARD) (District: 2)

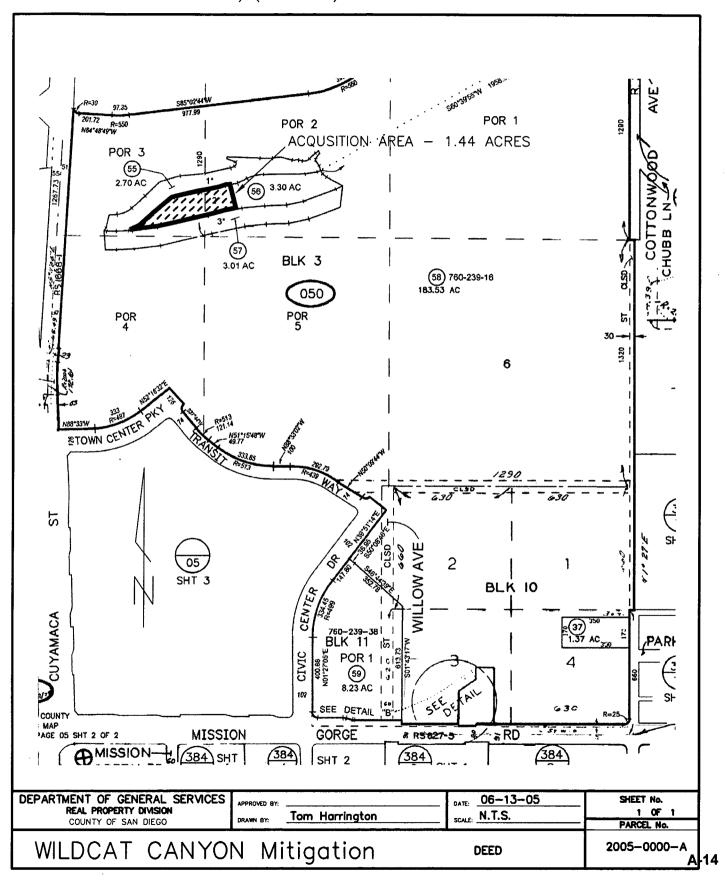


EXHIBIT "B"

SITE MAP OF COUNTY MITIGATION PROPERTY

EXHIBIT "C"

CONSENT OF ESCROW AGENT

BUYER: COUNTY OF SAN DIEGO

ESCROW NO:_____

The undersigned ("Escrow Agent") hereby (1) acknowledges delivery of a Purchase and Sale agreement and Joint Escrow Instructions ("Agreement") dated ______
between the Seller and Buyer identified above, and (2) agrees to act as the Escrow Agent in accordance with the provisions of the Agreement.

This consent is executed on ______, 2005, which shall constitute the "Opening of Escrow" pursuant to section 2.2 of the Agreement.

ESCROW AGENT:

By: ______

DRAFT

EXHIBIT "D"

FORM OF GRANT DEEDS

SEPT22-05.9.BUYBACK.JWIGGANS

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. LEG 491 (PC 53110)

September 22, 2005

Subject:

MTS: INCREASED AUTHORIZATION FOR LEGAL SERVICES

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to enter into a contract amendment with R. Martin Bohl of the Law Offices of R. Martin Bohl (MTS Doc. No. G0934.2-05, Attachment A) for legal services for joint development projects, in substantially the same form as attached, and ratify prior amendments entered into under the CEO's authority.

Budget Impact

Not to exceed \$50,000; however, pursuant to prior Board direction, the majority of Mr. Bohl's services are paid for by developer deposits.

DISCUSSION:

On December 13, 2001, the Board approved a list of qualified attorneys for legal services for use by MTS, San Diego Trolley, Inc. (SDTI), and San Diego Transit Corporation (SDTC) (hereinafter referred to as "the Agencies") staff on an as-needed basis. MTS thereafter contracted with 26 local attorneys at an average of \$25,000 per initial contract.

Pursuant to Board Policy No. 13 (Procurement of Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all



agreements in excess of \$100,000. Some attorneys have multiple cases that are or have proceeded to trial, and the total cost of their legal services will exceed \$100,000. R. Martin Bohl is currently under contract with MTS for \$100,000. Mr. Bohl has successfully represented MTS in several joint development projects. Invoices for current services in process are anticipated to exceed the current contract authority.

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

Paul C. Jablonski Chief Executive Officer

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

JGarde SEPT22-05.10.LEGALSRVC.TLOREN 9/9/05

Attachment: A. MTS Doc. No. G0934.2-05 (Board Only)

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

Agenda

Item No. <u>30</u>

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)

September 22, 2005

Subject:

MTS: COMPREHENSIVE OPERATIONAL ANALYSIS - DRAFT SERVICE DEVELOPMENT PLAN

RECOMMENDATION:

That the Board of Directors approve the Draft Service Development Plan for public review.

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 addresses 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.



A Vision for MTS Services

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

At its July 14, 2005, meeting, the Board of Directors approved a Regional Service Concept based on the following vision for MTS services.

Based on the Regional Service Concept, a Draft Service Development Plan will be presented at the September 22, 2005, Board meeting. In addition to the technical analysis and fieldwork conducted by the project team, this plan was developed with input from operators, passengers, and the public through the Phase I outreach efforts, input from Stakeholder Planning Sessions with project committee members and other interested stakeholders, and other public comments received via phone, fax, e-mail, and mail. The Service Development Plan is based on the following three tiers of service:

- 1. <u>Urban Network</u> Rich network of services that support spontaneous use for a wide range of travel needs within areas demonstrating sufficient all-day transit demand (Attachment A). A hierarchy of transit services will be established that consists of the following:
 - Regional Services These routes provide longer distance service linking regional centers. The characteristics of these services include the highest speed and limited stop spacing oriented around major regional centers.
 - <u>Corridor Services</u> These routes provide service along major travel corridors with travel activity generally throughout the corridor. These services provide high frequency expeditions travel along the corridor connecting the community as well as regional centers.
 - <u>Local Services</u> These routes provide basic community mobility operating at lower speeds with more frequent stop spacing for better access. In addition to community circulation, these routes also provide connections to the corridor and regional network.

- <u>Neighborhood Services</u> These routes provide neighborhood circulation and service coverage where warranted. These are the lowest speed services with the most frequent stop spacing for maximum access to the transit network.
- 2. Commuter Services Commuter services will be established where a "critical mass" of demand exists between key origins and destinations. Commuter based service demand was estimated through ZIP code surveys of major employers within San Diego. This effort provides an understanding of where employees originate based on each major employment location, including 32nd/Harbor, Downtown San Diego, Mission Valley, Sorrento Valley, University City, Kearny Mesa, Mira Mesa, Poway, and Rancho Bernardo. This information was compiled and analyzed to help develop competitive commuter services that could be provided effectively and efficiently.
- 3. <u>Community-Based Services</u> Community-based services provide basic mobility where and when services can be specifically tailored to individual community needs. Characteristics of these services include flexible routing and schedules tailored to the specific needs of the market served. Generally these services link neighborhoods with local destinations (e.g. retail, schools, civic centers, and medical) and regional transit services, and service may vary throughout the day and week. Given the customized nature of these services, assistance from local jurisdictions and community organizations are required to develop community-based, market-specific services.

Next Steps

Should the Board approve the Service Development Plan for public review, staff would begin conducting public outreach to solicit input on the plan. The plan will be refined based on information received and presented to the Technical Advisory Committee, Citizens Advisory Committee, and Blue Ribbon Committee for review in October/November prior to presenting the revised draft for review with the Board on November 10, 2005. A public hearing on the final plan is anticipated for December 8, 2005, with implementation expected to begin between January and June 2006.

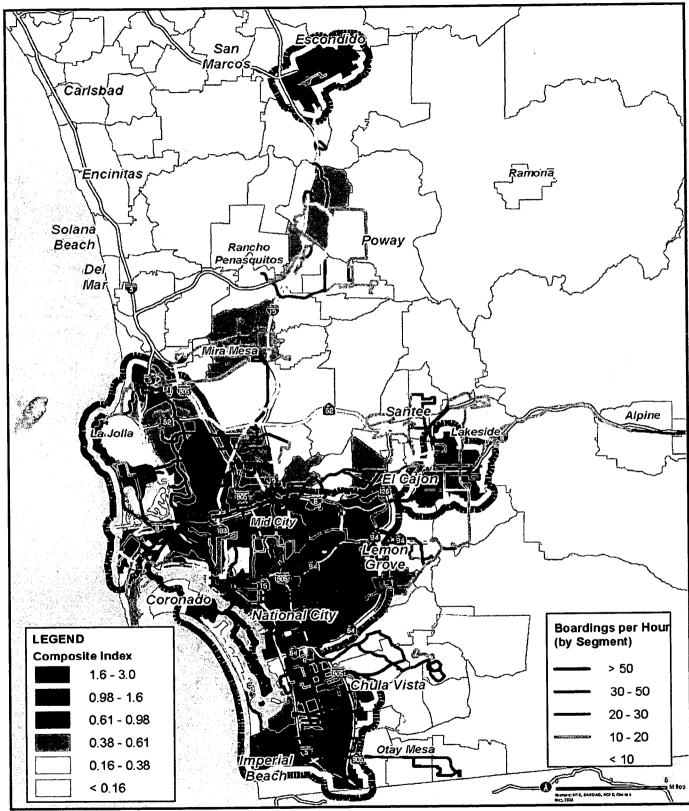
Paul C. Jablonski Chief Executive Officer

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

JGarde SEPT22-05.30.COA.CCHEUNG 9/14/05

Attachment: A. Urban Network Service Area

URBAN NETWORK SERVICE AREA



Composite Index

Poverty, Auto-deficit, Easy Goer & Flexible Flyer Demand, & Employment Densities



REQUEST TO SPEAK FORM

AGENDA ITEM NO.



ORDER	REQUEST	RECEIVED
--------------	---------	----------

1	
	-

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

1. INSTRUCTIONS

This Request to Speak form <u>must be filled out and submitted in advance of the discussion of your item</u> 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 MACR Warner
Name (PLEASE PRINT) 10, 430 × 2/4)
Address Hanford
CA45232
Telephone 014-505-(05-7)
Organization Represented (if any)
Subject of your remarks:
Agenda Item Number on which you request to speak Your comments are presenting a position of: SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

Conan Cheung

A130

From: Irene Warner [warne003@owl.csusm.edu]

Sent: Tuesday, September 20, 2005 1:59 PM

To: Conan Cheung

Cc: Walter Clack

Subject: Coaster/Blue Line Missed Connection Issue - See Attachments

Conan;

I presented this as a formal proposal last week to the North County Transit District Board of Directors. Since this issue also affects MTS, this is being submitted to you for review and inclusion into the COA as we can not and should not be stranding passengers on the last trip at a connection point.

The two documents are a proposed late night service adjustment that is predicated both upon the changes to Surfliner trains on October 30 and the recent full re-configuration of the San Diego Trolley's Railroad on July 10. This missed connection is the result of the latter of these two operation scenarios.

Peter

Please Save a copy so that I can bring this before the MTS board on Thursday and before ASAC. CC: Walter B. Clack, San Diego Trolley

Conan Cheung San Diego Metropolitan Transit System Comprehensive Operational Analysis Project 1255 Imperial Avenue Suite 900 San Diego, CA 92101-7499

Dear Sir:

I am proposing the following adjustments to the Friday Night Coaster schedules and the Baseball Schedules (for the 2006 Baseball Season). The Friday Night changes are being proposed to address a missed/broken connection issue between Coaster Train 660 and the final southbound Blue Line Trolley of the evening to San Ysidro.

Background Information:

On July 10, 2005, San Diego Trolley reconfigured their entire railroad, and as a result, the rescheduled final Blue Line train leaves Old Town and San Diego 17-20 minutes earlier than before. On the old two-line trolley schedule layout, the last southbound Blue Line train on weeknights (affecting only Fridays when we run our trains that late) formerly left Old Town at 12:02AM (enroute from Mission San Diego Station). After July 10, 2005, however, as is currently the case; the final train leaves Old Town at 11:45PM and Santa Fe Depot at 11:54PM, which creates a "by the skin of the teeth" missed connection and results in no service to some Blue Line Trolley stations south of the 8th Street stop in National City on the one hand, while on the other hand, the stops that have alternate service in the form of bus connections (which have been shrunk back to originating at Front and Broadway as of a few days ago) on routes 901 (to Barrio Logan, Iris Avenue, Beyer Boulevard and San Ysidro on one hand) and 929 (to Harborside, Pacific Fleet, and National City/8th Street on the other hand), there is no service available to 24th Street Station in National City, The Bayfront/E Street, H Street, or Palomar Street Stations in Chula Vista, or the Palm Avenue Station in Imperial Beach.

This proposed schedule maintains the post-midnight departure, but also adjusts the Baseball Schedule to eliminate lengthy train layover berthing to an extent on the one hand at San Diego by providing later initial terminal departure times at Oceanside and San Diego on the other hand. (restoring train 659 hack to its original inception departure time schedule), given the recent trend of initial terminal delays due to late-endings of short baseball games at Petco Park in downtown San Diego.

The changes are described below:

Baseball Nights:

Southbound:

Train #658 would be rescheduled to operate 59 minutes later at 9:25PM, approximately following the current time slot of Amtrak train #590. This applies to Monday thru Thursday games at Petco Park.

Northbound:

Train #659 operates 30 minutes later at its old schedule time of 10:45PM, that way if a game terminates at 10:00PM; there is no delay to the train.

Friday Night Trains:

Southbound:

In order to facilitate a restored connection from train #660 to the last Blue Line trolley to San Ysidro, the following changes are being proposed:

Train #658: Operate 16 minutes earlier at 8:10PM arriving in San Diego at 9:08PM. Train #660: Operate 15 minutes earlier at 10:40PM arriving in San Diego at 11:38PM renumbered as new train #662.

Northbound:

Train #657: Operate 15 minutes earlier at 9:30PM arriving in Oceanside at 10:28PM. Train #661: Reschedule to operate 10 minutes later at 12:15AM from San Diego arriving in Oceanside at 1:13AM. This maintains the post-midnight departure.

These changes also address changes to the Amtrak southbound Pacific Surfliner Schedule related to changes with the last several southbound trains from Los Angeles.

Your immediate attention to this matter is greatly appreciated.

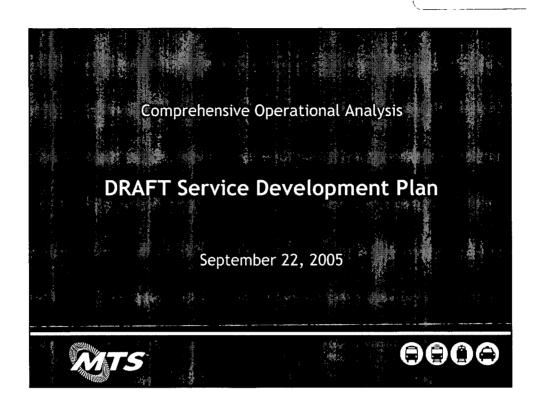
Sincerely,

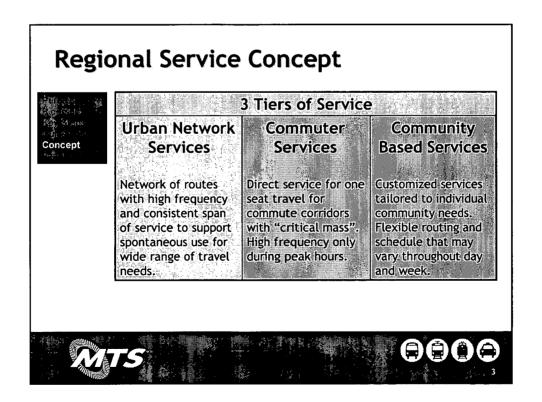
Peter Warner

Attached: Coaster-Fruday.XLS

You will Need Excel to open the Attached File.

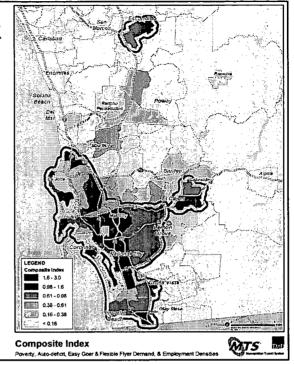
Train Numbers	658		662
Oceanside	20:10		22:40
Carlsbad Village	20:15		22:45
Poinsettia	20:21		22:51
Encinitas	20:26	2. 2. 2.	22:56
Solana Beach	20:32		23:02
Sorrento Valley	20:41		23:11
Old Town	21:02		23:32
San Diego	21:08		23:38
,			
Train Numbers	657		661
San Diego	21:30		0:15
Old Town	21:35		0:20
Sorrento Valley	21:55		0:40
Solana Beach	22:05		0:50
Encinitas	22:10		0:55
Poinsettia	22:16		1:01
Carlsbad Village	22:22		1:07
Oceanside	22:28		1:13





Urban Network Service Area

- Auto Deficiency
- Poverty
- Employment
- Market Segments



Transit Service Options



• Regional transit (yellow)



• Corridor transit (red)



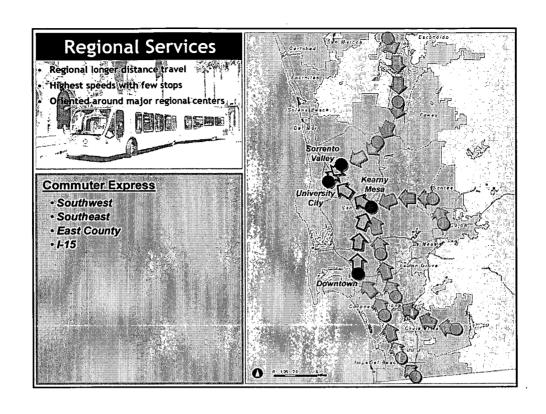
• Local transit (blue)

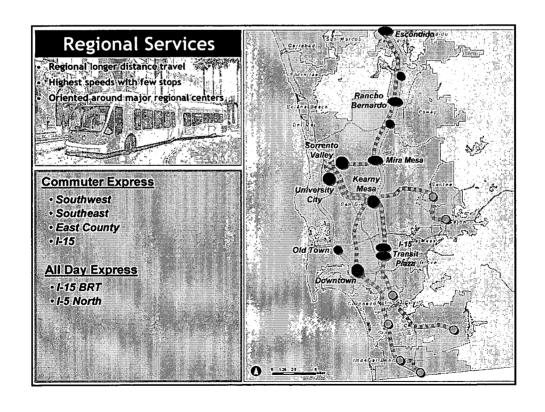


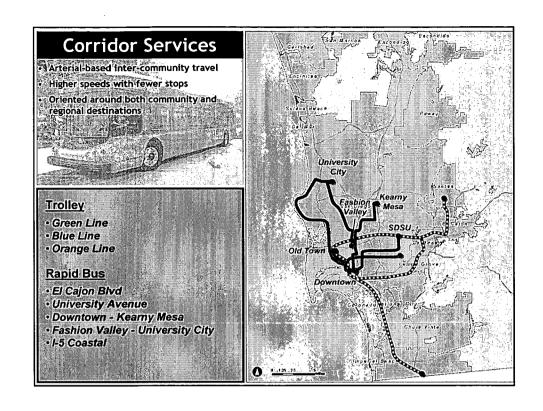
• Neighborhood transit (green)

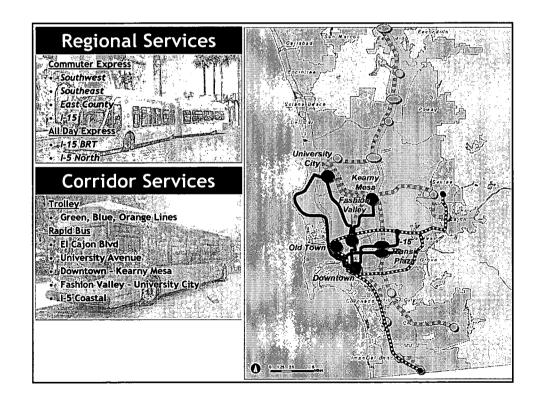


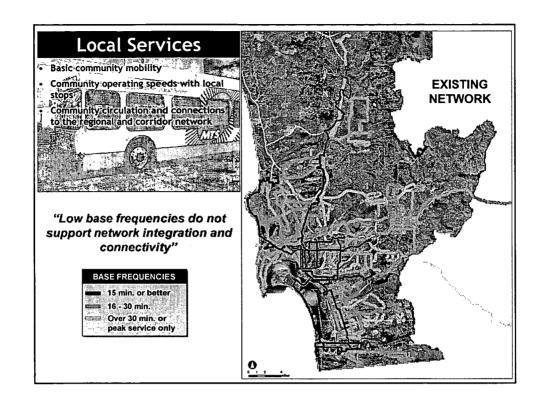


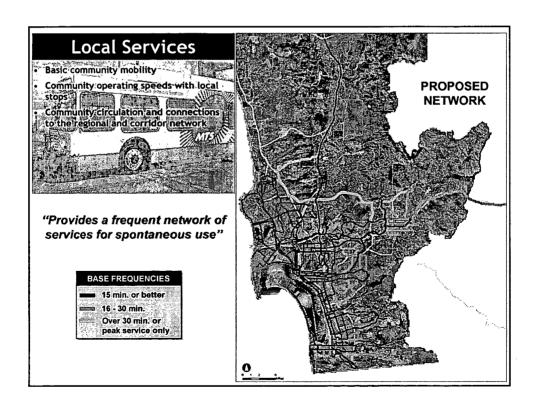


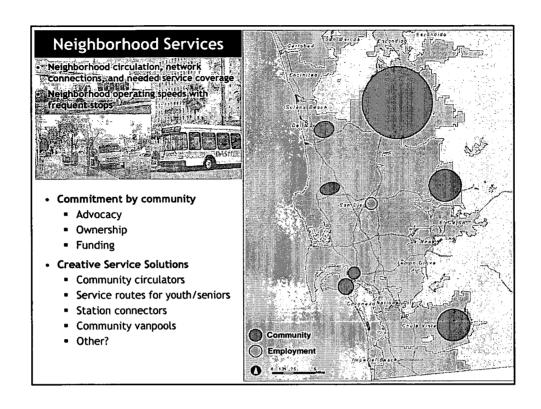


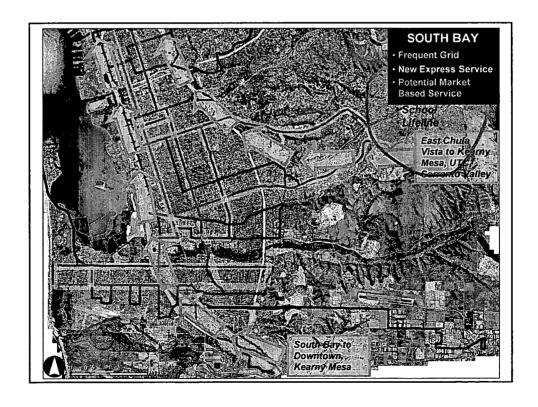


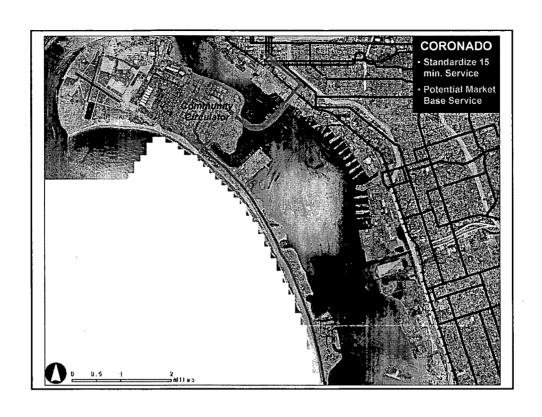


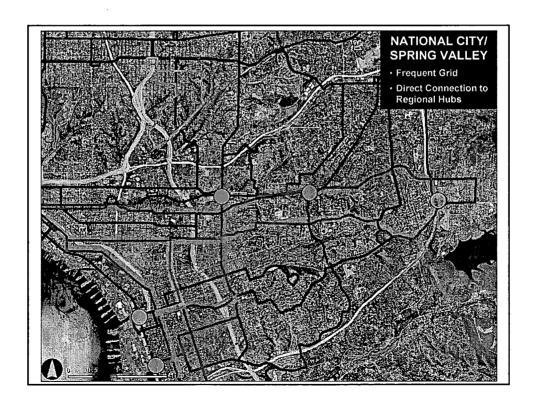


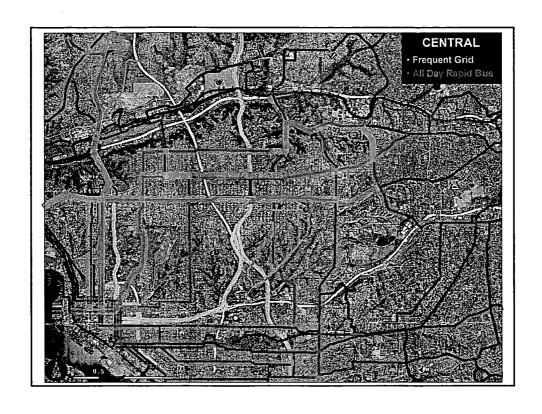


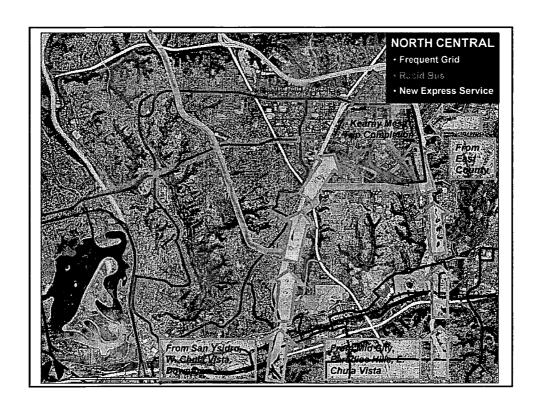


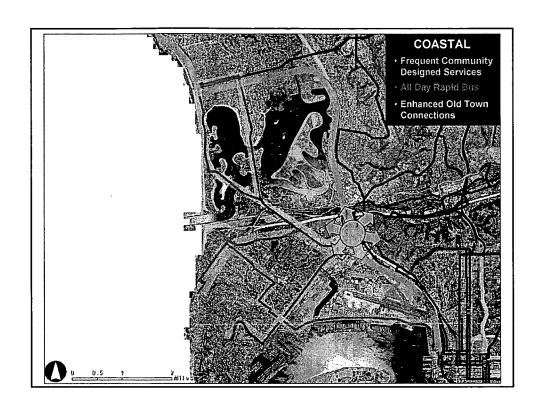


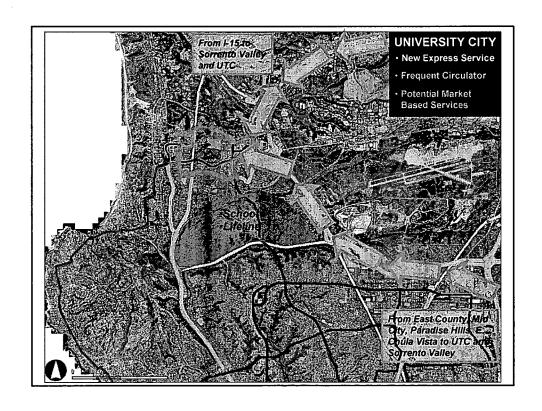


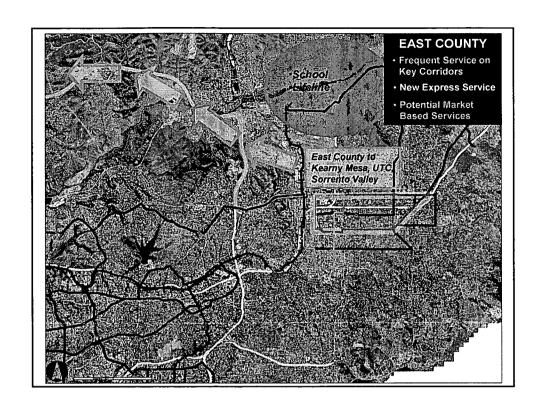


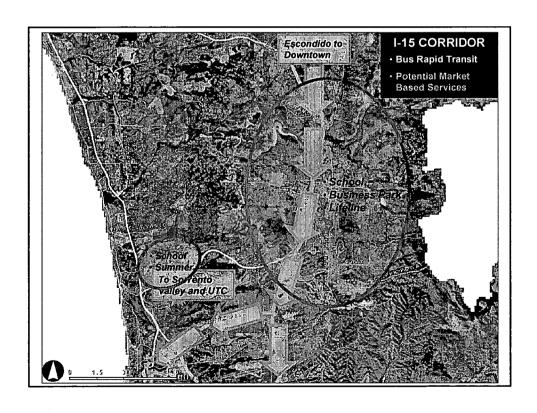














1255 Imperial Avenue, Suite 1000 San Diego, CA 92101-7490 619.231.1466, FAX 619.234.3407

Agenda

Item No. 31

CIP 11076

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

September 22, 2005

Subject:

MTS: RURAL BUS SERVICE ADJUSTMENTS

RECOMMENDATION:

That the Board of Directors:

- 1. receive feedback on rural bus service adjustments from community meetings, e-mail, phone calls, comment cards, operators, and rider surveys;
- 2. approve Option 4 as the preferred option to adjust rural bus service;
- 3. approve a 10 percent fare box return ratio as a required performance standard for each respective rural route; and
- 4. approve scheduling a public hearing at the October 13 Board of Directors meeting to receive comments on Option 4 to adjust rural services and adjust rural fares.

Budget Impact

If implemented, Option 4 would result in an FY 2006 net subsidy savings of \$486,365 (\$1,027,485 annualized).



DISCUSSION:

At its June 23, 2005, meeting, the Board of Directors directed staff to conduct a route-by-route service analysis of rural services and to make a recommendation for possible service reductions. Rural bus service consists of six routes and is presented in Table 1.

Table 1 Rural Bus Service

```
867 (Ramona - El Cajon, 6 days per week)

888 (Jacumba – Campo – Alpine – El Cajon, 6 days per week)

889 (Alpine – El Cajon via Harbison Canyon, 5 days per week)

891 (Borrego – Julian – Santa Ysabel – Ramona, 1 day per week)

892 (Borrego – Ranchita – Santa Ysabel – Ramona, 1 day per week)

894 (Campo – El Cajon via Tecate, 7 days per week)
```

These routes provide service between rural communities such as Alpine, Borrego Springs, Jacumba, Campo, and the urbanized areas of San Diego County.

At the July 14, 2005, Board of Directors meeting, staff presented the route-by-route analysis and three options to adjust rural bus services. See Attachment A for the route-by-route analysis. The Board directed staff to conduct community meetings in rural areas to seek feedback on each option and possible fare adjustments and develop a revised recommended option based on this analysis. See Attachment B for a description of each option.

Community Meetings, Other Outreach Efforts, and Feedback

Staff conducted four community meetings. Selection of meeting locations and times were based on the location of service and availability of local community centers to conduct meetings. To provide the best opportunity for users to attend, staff prioritized meeting locations and times based on coordination with rural bus service. Unfortunately, some facilities were not available at optimum times.

The meetings were advertised on Take One notices distributed on all rural routes and at local establishments in East County. In addition, several East County newspaper articles alerted interested persons to the events, either as a public service announcement, general interest article, or as part of an editorial. The locations, dates, times, and approximate attendance were as such:

Campo	Monday, August 8 at 3:30 p.m.	20+ attendees (5-7 riders)
Ramona	Wednesday, August 10 at 5:30 p.m.	8 attendees (2-3 riders)
Borrego Springs	Thursday, August 11 at 12:30 p.m.	35+ attendees (15 riders)
El Cajon	Monday, August 15 at 4:30 p.m.	10 attendees (4 riders)

Approximately 35 percent of meeting attendees were current riders of rural bus service. Attendees indicating that they were not riders were either interested members of the community, representatives from local organizations, or the media. The meeting in

Campo was attended by two MTS Board members, Bob Emery, and Ernie Ewing. The meeting in El Cajon was also briefly attended by a representative from County Board of Supervisor Diane Jacob's office.

To gain additional insight, staff also meet with operators and conducted a rider survey September 1 through September 7. The survey was conducted for the following reasons:

- Community meeting attendance among actual riders was nominal;
- Community meeting feedback indicated that a hybrid of Options 2 and 3 would satisfy many; however, more rider feedback was needed to determine how best to develop that option.

Staff received a total of 319 completed surveys. Surveys were distributed to boarding passengers by operators on each of the six rural routes and returned prior to their alighting.

Below represents a summary of feedback received via the community meetings, comment cards, e-mails, phone calls, and rider surveys.

- Community meeting attendees were understanding of the MTS objective and in some instances provided support for adjustments to reduce service.
- Community meeting attendees indicated that Options 2 and 3 were preferred; however, in many instances support was conditional on further adjustments.
- Majority of feedback urged MTS to retain some service or provided support for an alternative model to provide service. This was particularly true of feedback received outside of the community meeting forum.
- Specific recommendations included:
 - Route 888 could be reduced to one round-trip per day; however, it should be timed to meet Route 894 at Cameron Corners/Campo.
 - > Route 889 could be discontinued.
 - Inbound service on Routes 891/892 from Borrego Springs to Ramona could be reduced; however, it should connect to Route 867 to El Cajon or North County Transit District (NCTD) Route 386 from Escondido.
 - Some local services provided in El Cajon by rural routes were not needed, particularly in light of Green Line trolley service through the El Cajon Transit Center.
- There was no unanimous support for paying higher fares; however, some community meeting attendees in Borrego Springs and some riders expressed willingness to pay \$4 or more per trip. Currently, the maximum fare is \$3 per trip.
- Not all feedback was constructive or positive. Themes included general criticism over how funds are programmed or prioritized or that rural areas deserve service.

Service and Fare Adjustments

Based on community outreach, staff has developed Option 4 as the final recommendation for service and fare adjustments to be considered for public hearing on October 13, 2005.

Option 4

Option 4 was developed in response to feedback received via the community meetings, comment cards, e-mails, phone calls, and a rider survey. Although this option results in an overall 82 percent decrease in service among rural routes, what remains is responsive to many of the comments received. In this option, the following changes would be implemented.

Routes 867, 891, and 892: These routes would be combined to form one route and operate only one round-trip two days per week. Feedback indicated that Fridays and Saturdays were the best two days.

Beginning in Borrego Springs, this route would travel via Julian or Ranchita to Ramona. From there, the route would continue along the current Route 867 alignment to the El Cajon Transit Center and to Grossmont Center and the Grossmont Center Station. Local service provided in Ramona would be discontinued to Earlham Street.

Route 888: This route would operate one round-trip on Monday and Friday only. No service would be provided midweek or on Saturday.

Route 894: This route would operate three round-trips Monday through Friday and would be discontinued on Saturday and Sunday. The route alignment would also be truncated on the western end by no longer traveling beyond the El Cajon Transit Center and Westfield Parkway Plaza to Grossmont Center and Hospital. On the eastern end, service to Morena Village would be reduced to one outbound and one inbound trip.

Option 4 would result in an estimated cost savings of \$1,027,485 on an annual basis. This estimated cost savings takes into consideration an increase in fares and an anticipated ridership loss intended to achieve a 15 percent fare box return ratio. However, staff proposes that a performance standard for each route consisting of a 10 percent fare box return ratio be required in order for a respective route to remain in operation, and that this measure shall be achieved within six months of the proposed service and fare adjustment changes. If this standard is not achieved, then the service is discontinued as soon as practical without further consideration by the Board of Directors.

Fare Adjustments

Currently, rural services generate approximately \$122,000 in annual fare revenue from approximately 60,000 passenger boardings or \$2.03 average fare per boarding. This characteristic varies depending on the customer base. Route 894 generates a much higher average fare because a large number of riders pay cash fares. Other routes generate a much lower average fare because passengers typically use monthly passes or other fare media. See Attachment A, page A-2, for a listing of fare box ratio for individual rural routes.

Because the MTS bus average fare box ratio is approximately 36 percent and recognizing the rural environment in which rural services operate, staff developed the following proposed cash-fare schedule intended to meet a 15 percent fare box ratio. The 15 percent fare box ratio is half of what the urban and suburban systems perform and exceeds the 10 percent minimum requirement identified in the State of California Transportation Development Act (TDA).

The proposed cash fare is also similar to the comparable per-mile cost for gas at today's gas prices (almost \$3 per gallon at this writing) and average fuel efficiency of 20 miles per gallon.

Route		Proposed Cash Fare Per Trip
888	Jacumba – Campo – El Cajon	\$10
890A/B	Borrego – Ramona – El Cajon	\$10
894	Campo - Tecate - El Cajon	\$4

For comparison purposes, MTS services operating in Lakeside or Santee achieve between a 20 percent to 30 percent fare box return ratio.

Contractual Issues

After the decision regarding the rural service level is approved, negotiations with the existing service provider would take place in order to reduce the operating costs. The current operating contract includes a fixed- and variable-rate structure, which would need to be renegotiated in order to correspond to the reduction in hours.

Attachment C is a cost matrix of each of the options under the existing contractual structure.

Paul C. Jablonski/ Chief Executive Officer

Key Staff Contact: Brandon Farley, 619.595.4920, Brandon.Farley@sdmts.com

SEPT22-05.31.RURALADJUSTMTS.BFARLEY

Attachments: A. Route-by-Route Rural Bus Service Analysis

B. Rural Bus Service Adjustment Options

C. Rural Cost and Savings Estimates

ROUTE-BY-ROUTE RURAL BUS SERVICE ANALYSIS

The following is a route-by-route analysis of rural services operated per contractual agreement with Laidlaw Transit Services. This analysis was conducted per the request of the Metropolitan Transit System (MTS) Board of Directors at its June 23, 2005, meeting. The purpose was to evaluate services and develop a recommended set of service adjustments.

Route Description and Level of Service

Route 867: This service links Ramona to Santee and El Cajon. Service is provided Monday through Friday with six (6) trips in each direction and on Saturdays with three (3) trips in each direction.

Route 888: This service links Jacumba in far southeastern San Diego County to Campo, Lake Morena, Alpine, and El Cajon. Service is provided Monday through Friday with two (2) end-to-end trips in each direction and one (1) truncated trip in each direction between Descanso and Campo. Two trips in each direction are operated on Saturdays.

Route 889: This service links Alpine to El Cajon via Harbison Canyon. Service is provided Monday through Friday with five (5) trips in each direction. Weekend service was discontinued in July 2005.

Route 891: This service links Borrego Springs to Ramona via Scissor Crossings, Shelter Valley, Julian, and Santa Ysabel. Service is provided on Saturdays only with four (4) trips operated in each direction.

Route 891A: This service is similar to Route 891. Exceptions include that it operates two (2) total trips on Tuesdays providing additional service to Cuyamaca. This service was discontinued in September 2005.

Route 892: This service links Borrego Springs to Ramona via Lake Henshaw and Santa Ysabel. Service is provided on Thursdays only with four (4) trips operated in each direction.

Route 892A: This service is similar to Route 892. Exceptions include that it operates two (2) total trips on Wednesdays providing additional service to Oak Grove and Warner Springs. This service was discontinued in September 2005.

Route 893: This service is similar to Route 892A except that it additionally serves Ocotillo Wells and Aqua Caliente and is operated on Friday only. This service was discontinued in September 2005.

Route 894: This service links Morena Village to El Cajon via Campo, Tecate, and Jamul. Service is provided Monday through Friday with six (6) trips in each direction and on Saturdays and Sundays with two (2) trips in each direction.

Route Performance Indicators

The table below provides projected FY 2005 annual performance statistics for rural services. This table is similar to what was presented to the Board of Directors at its June 23, 2005, and July 14, 2005, meetings. Additional information indicating average daily boardings was provided.

Route		Daily Pass.	Pass. Per Veh. Trip	Pass. Per Rev. Hour	Farebox Ratio	Sub. Per Pass. Trip
867	(Ramona - El Cajon, 6 days/wk)	25-28	2.7	2.3	6.9%	\$27.71
888	(Jacumba – El Cajon, 6 days/wk)	24-28	5.9	1.9	5.7%	\$34.22
889	(Alpine - El Cajon, 7 days/wk)*	13	1.2	1.0	3.1%	\$63.67
891	(Borrego - Ramona, 1 day/wk)	20	3.6	1.5	4.6%	\$43.00
891A	(Borrego - Ramona, 1 day/wk)*	14	2.6	1.6	4.8%	\$41.21
892	(Borrego - Ramona, 1 day/wk)	20	3.7	1.3	4.0%	\$50.05
892A	(Borrego - Ramona, 1 day/wk)*	13	2.8	1.5	4.7%	\$41.99
893	(Borrego - Ramona, 1 day/wk)*	14	3.5	1.1	3.5%	\$57.44
894	(Campo - El Cajon, 7 days/wk)	55-106	13.5	5.5	16.9%	\$10.18
	Service Total Bus Average **		5.0 23.1	2.8 24.2	8.4% 30.2%	\$22.43 \$2.04

Routes shaded in grey were discontinued in September 2005 as part of Phase I of the COA. Route 889 weekend service was discontinued in July 2005.

On a performance basis, the rural routes perform very poorly compared to other fixed-route services operated by MTS. The reason for this is because they serve so few people and there are no major activity centers or destinations. Adjusting service on these routes would not significantly affect their performance. The merits of these services are that they provide connectivity to the outback for those who are transit-dependent.

^{**} MTS Bus average includes: San Diego Transit Corporation, Contract Services Fixed-Route Bus, Contract Services Paratransit Service, Chula Vista Transit, and National City Transit. San Diego Trolley, Inc. and the Coronado Ferry are not included.

The tables below identify projected FY 2005 average passenger boardings for individual blocks or trips operated by each route.

FY 2005 Projected Average Boardings by Day and Trip or Block

_	 ite	Ω.	_

Block	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	WKDY Avg
1	11.0	15.9	11.1	12.1	12.8	25.2		12.6
2	15.2	17.2	15.8	13.3	15.9			15.5
Per Day	26.1	33.2	26.9	25.4	28.7	25.2		28.1

Route 888

Trip	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	WKDY Avg	_
1i	8.2	8.4	7.5	8.8	9.1	8.1	5.3	8.4	
10	7.0	7.9	7.7	7.5	6.0	6.2	3.7	7.2	
2i	4.4	4.7	4.3	4.6	4.6	3.5	3.7	4.5	
20	8.1	7.5	7.2	9.1	7.3	5.8	3.8	7.8	
3	0.6	0.2	0.4	0.1	0.1			0.3	_
Per Day	28.2	28.8	27.0	30.1	27.2	23.7	16.4	28.2	

Route 889

	Block	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday Sunday	WKDY Avg
	1	8.3	8.0	9.1	7.2	7.9	5.2 4.4	8.1
	2	4.5	4.3	4.8	5.0	3.8		4.5
_	Per day	12.9	12.3	13.9	12.2	11.7	5.2 4.4	12.6

Route 891 - Saturday Only

Block	Total PAX
1	8.7
2	11.3
Total	20.0

Troute our Thater only	Route	892 -	Thurs.	Only
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Block	Total PAX	
1	11.1	
2	8.7	
Total	19.8	

Rou	te 891A	- Tues	day O	nly
λE	Block	То	tal PA	X
73.9	1		7.8	
	2		6.0	
	Total		13.8	

892A - V	Ved. Onl	у
1,00		
197		
		892A - Wed. Onl ck. Total P 8.0 5.1

Roi	ıte 893	3 – Fri	i. Only	1
E	Block	T	otal P	AX
	1		7.8	
	,		5.9	
			0.00	
	[otal		137	

Route 894

Trip	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	WKDY Avg
1i	19.5	17.8	17.5	17.5	18.0	21.1	16.5	18.0
10	8.8	7.1	7.3	6.2	9.0	12.6	8.0	7.7
2 i	22.4	16.8	16.9	16.7	17.9	9.9	15.1	18.1
20	9.8	6.6	7.4	6.6	8.9	18.1	15.8	7.9
3i	11.4	9.8	10.7	10.0	13.4			11.1
30	19.9	19.1	18.3	19.0	28.8			21.0
4 i	7.1	7.3	6.3	5.8	9.5			7.2
40	13.2	12.8	14.3	15.9	19.7			15.2
Per Day	112.3	97.4	98.6	97.6	125.2	61.7	55.3	106.2

Summer 2005 Rural Services Adjustment Options – Proposed Level of Service

Route	Existing	Option 1	Option 2	Option 3	Option 4
Route 867	6 R/T M-F 3 R/T Sat	-	6 R/T M-F 3 R/T Sat	3 R/T M-F 3 R/T Sat	See Route 890A/B below
Route 888	2 R/T M-F 1 R/T Sat	-	2 R/T M-F 1 R/T Sat	2 R/T M-F 1 R/T Sat	1 R/T M & F
Route 889	5 R/T M-F	-	-	-	-
Route 891	4 R/T Sat	-	-	2 R/T Sat	See Route 890A/B below
Route 892	4 R/T Sat	-	-	2 R/T Thur	See Route 890A/B below
Route 894	4 R/T M-F 2 R/T S-S	4 R/T M-F 2 R/T S-S	4 R/T M-F 2 R/T S-S	2 R/T M-F 2 R/T S-S	3 R/T M-F
Route 890A/B					Replaces Routes 891, 892 & 867
					1 R/T Fri and Sat

In addition to the above change in round-trips, the following changes in alignment are proposed in Option 4:

- Routes 867, 891, and 892: These routes would be combined to form one route. Beginning in Borrego Springs, this route would travel via Julian or Ranchita to Ramona. From there, the route would continue along the current Route 867 alignment to the El Cajon Transit Center and to Grossmont Center and the Grossmont Center Station. Local service provided in Ramona would be discontinued to Earlham Street.
- Route 894: This route would no longer travel beyond the El Cajon Transit Center and Westfield Parkway Plaza to Grossmont Center and Hospital. In Option 4A, this route would no longer serve Morena Village on Saturdays. No service to Morena Village would be provided in Option 4.

Rural Service Cost and Savings Estimates

September 22, 2005

	·	FY 2006			
	Original	Option 1	Option 2	Option 3	Option 4
Total Estimated Expenses	\$1,574,595	\$1,073,670	\$1,270,202	\$1,272,859	\$1,070,730
Revenue Estimate	\$120,000	\$80,000	\$115,000	\$115,000	\$102,500
Estimated Net Subsidy	(\$1,454,595)	(\$993,670)	(\$1,155,202)	(\$1,157,859)	(\$968,230)
Cost Savings		\$460,926	\$299,393	\$296,737	\$486,365

		FY 2007			
	Original	Option 1	Option 2	Option 3	Option 4
Total Estimated Expenses	\$1,621,833	\$563,227	\$956,292	\$961,605	\$557,348
Revenue Estimate	\$122,000	\$80,000	\$109,000	\$80,000	\$85,000
Estimated Net Subsidy	(\$1,499,833)	(\$483,227)	(\$847,292)	(\$881,605)	(\$472,348)
Cost Savings		\$1,016,606	\$652,541	\$618,228	\$1,027,485

Note: FY 2006 figures assume implementation of proposed changes in January 2006. Option 4 revenue and cost-saving estimates assume a change to the fare structure.

REQUEST TO SPEAK FORM

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

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Date 9/22/05
Name (PLEASE PRINT) LEONE MC DONALD
Address 1010 PALM (LIN DR #99
Telephone 706-767-5277
Organization Represented (if any)
Subject of your remarks: NEED FOR CONTINUED RURAL BUS
SERVICE
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

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REQUEST TO SPEAK FORM

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Date 9-22-05 Name (PLEASE PRINT) Kim McMomor	
Address 1882 Chimney Rock Rd.	
Telephone 760 - 782 - 32	
Organization Represented (if any)	
Subject of your remarks; BUS SOLVICE TO BONEGO Spring	9
Kural Bus Service	
Agenda Item Number on which you request to speak 3 1	
Your comments are presenting a position of: SUPPORT OPPOSITION	
2. TESTIMONY AT NOTICED PUBLIC HEARINGS a / terroture of law	

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REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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Date 9-22-05
Name (PLEASE PRINT) JACKIE HINE
Name (PLEASE PRINT) JACKIE HINE Address 3345 Country Club, Borres Spring Ca. 92004
Telephone 760-767-3435
Organization Represented (if any)
Subject of your remarks: bus servin to Borrego Springs - Bural Servin
Agenda Item Number on which you request to speak 3/
Your comments are presenting a position of: SUPPORT OPPOSITION 2. TESTIMONY AT NOTICED PUBLIC HEARINGS alternate plane
2. TESTIMONY AT NOTICED PUBLIC HEARINGS alternate plan

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REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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Date 9- 22-05	
Name (PLEASE PRINT) DELVES Royce	
Address 3212 DOUBLE ORD. BORRE	60 SAR, NOS CA. 92004
Telephone 760-767-3745	
Organization Represented (if any)	
Subject of your remarks: Rural bus servin	
Agenda Item Number on which you request to speak	3/
Your comments are presenting a position of: SUPPORT	OPPOSITION X
2. TESTIMONY AT NOTICED PUBLIC HEARINGS	OPPOSITION X

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.

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REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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ORDER REQUEST RECEIVED

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

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This Request to Speak form <u>must be filled out and submitted in advance of the discussion of your item</u> 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.

Oate 9.22.05
Jame (PLEASE PRINT) PAT DAVIS
Address 3068 BROKEN ARROW 12d.
GARRERIO Springs CA
elephone 760-767-4218
Organization Represented (if any)
Subject of your remarks: TIMPS BUS Should Ren En week
Agenda Item Number on which you request to speak
our 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.

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REQUEST TO SPEAK FORM

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Date	9122105
Name (PLEASE	PRINT) Charles Lust
Address	3865 DECOS DE
	Grille GO
Telephone 7	607-767-3003
•	presented (if any) SelF
Subject of your r	emarks: Rupal bus Chance
	J
Agenda Item Nu	mber on which you request to speak
	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.

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REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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Date Sept. 22, 2005		
Date Sept. 22, 2005 Name (PLEASE PRINT) Jim W. Hawkins		
Address P.O. Box 122652		
Sam Diego, calif. 92112-26		
Address P.O. Box 122652 Som Diego, Calif. 92112-26 Telephone (619) 280-0999		
Organization Represented (if any)		·
Subject of your remarks: Rural routes		· · · · · · · · · · · · · · · · · · ·
Agenda Item Number on which you request to speak		
Your comments are presenting a position of: SUPPOR	RT OPPOSITION	
2. TESTIMONY AT NOTICED PUBLIC HEARINGS	alternative	routes
At Public Hearings of the Board, persons wishing to sp	eak shall be permitted to address	the Board on

3. DISCUSSION OF AGENDA ITEMS

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REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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Date 9/92/05 Name (PLEASE PRINT) GARY THYBERG Address 100 80x 3/3040 GUATAY
Address PO BOX 3/3040 GUATAY
TelephoneOrganization Represented (if any)
Subject of your remarks: RURAL BUS ADJUSTMENTS
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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SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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Date
Name (PLEASE PRINT) Nancy Stiverette
Address 40/23 RIBBUAND RD.
BOULVART, Ca. 91905
Telephone
Organization Represented (if any)
Subject of your remarks: KURA/ BUS ADTUST MENTS
Agenda Item Number on which you request to speak 3/
Your comments are presenting a position of: SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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Date	heter Warner
Name (Pl	EAȘĘ PRINŢ)
Address_	10.150x 714\
<u>\ \ \ 0 0 !</u>	NEON 11 42732
Telephon	e
Organizat	ion Represented (if any)
Subject o	f your remarks:
Agenda It	em Number on which you request to speak
_	ments are presenting a position of: SUPPORT OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

REQUEST TO SPEAK FORM

AGENDA ITEM NO.

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Date September 22, 2005
Name (PLEASE PRINT) MARCO TANGUAL
Address 329 16th 5t, #116
San Diego, CALIS, QUOI
Telephone 16197 231-1144
Organization Represented (if any) Solf Business wormon Taxi
Lease Driver D Driver Rep-Taxi Comm-MT
Subject of your remarks: Thank you leave williams
· · · · · · · · · · · · · · · · · · ·
Agenda Item Number on which you request to speak
Your comments are presenting a position of: SUPPORT OPPOSITION

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DGunn/SStroh / FORMS REVREQFO.DGUNN — 10/15/03 September 7, 2005

THE U. ID . TING

To: Leon Williams
MTS Board Chairman

From: Jackie Hine

Resident Borrego Springs, CA

RE: Reducing bus service to North East San Diego County

Those of us who live in the remote North East Desert of San Diego County are very concerned about the reduction or elimination of bus services to this area. The communities that are potentially affected are Borrego Springs, Julian, Lake Henshaw, Ocotillo Wells, Ranchita, Shelter Valley, Warner Springs, as well as other stops along the route. Senior citizens, those with medical problems that require attention not locally available, and those requiring supplies or groceries not found in our small communities use the bus service. In addition, the bus services low income workers without cars, many of whom must live in desert areas for health reasons. Many of these people are unable to relocate to more easily accessible areas due to the high cost of housing.

It is the belief of citizens attending the meeting in Borrego Springs on August 11, 2005, as well as those signing this petition that this document presents the minimum bus service essential to the those with the needs described above who dwell in our communities. These people have no other way to reach the services and products that are essential for quality of life, and perhaps for life itself.

In addition to the petition, with the signatures collected to date, I am including editorials and news articles from the *Borrego Sun* and the *Julian News*. Reading these articles will give you a better picture of our concerns. I will send you any additional signatures prior to your September 22, 2005 meeting. The signatures here included give a good representation of the community's concern. However, due to the extreme heat and the absence of much of our population, August is not the best month to demonstrate the full impact of the feelings of our community.

We were informed that we will not be allowed to speak at the September 22^{nd} meeting. This is difficult to understand. It would seem important to hear from those people most closely affected before making your final

decision. It seems that it would be our right to present our beliefs before your board prior to your vote.

Please consider our petition and articles carefully as a minimum measure. Hear from those of us who would be cut off from vital needs before voting.

Sincerely, Jackee Heno

Tackie Hine P.O. Box 60

Borrego Springs, CA 92004

(760) 271-4371

cc Bill Horn, San Diego County Supervisor 5th District Dianne Jacob, San Diego County Supervisor 2nd District Dorothy Steinbeck, Community Liaison John Culea, Media and Communications Director

September 18, 2005

To: Leon Williams

MTS Board Chairman

From: Jackie Hine

Resident Borrego Springs, CA

RE: Reducing bus service to North East San Diego County

This is a follow-up of my letter dated September 7, 2005. Attached are the additional signatures I pledged to send you prior to the MTS Board Meeting on September 22, 2005. The petition, to which these signatures are to be added and which I have already forwarded to you, lays out the minimum service that we deem reasonable to supply lifeline service to the back country of San Diego County.

We are hopeful that you and your board members will carefully consider our petition. In the spirit of cooperation, we are willing to discuss other possibilities built around our basic plan.

Thank you to the MTS for the consideration we count on you devoting to this matter.

Sincerely.

Jackie Hine

P.O. Box 60

Borrego Springs, CA 92004

(760) 271-4371

cc Bill Horn, San Diego County Supervisor 5th District Dianne Jacob, San Diego County Supervisor 2nd District Dorothy Steinbeck, Community Liaison John Culea, Media and Communications Director

This petition directed to the Metropolitan Transit System (MTS) Board of Directors is in reference a reasonable schedule for Rural Bus Routes 891 and 892

These routes serve the backcountry of San Diego County. It includes a round trip between Borrego Springs and Ramona, serving other small communities along the route.

The consensus of the attendees at a meeting held in Borrego Springs on August 11, 2005 with three representatives from MTS present is as follows:

- Service will be provided four days per week with one round trip per day from Borrego Springs to Ramona leaving Borrego Springs at 7 AM and returning at 6 PM.
- The recommended days are Monday, Tuesday, Friday and Saturday (These days best accommodate doctor and hospital appointments with some shopping time while in town).
- > These buses must connect in Ramona with buses going to El Cajon and Escondido with no more than a 30-minute wait at the transfer points both inbound and outbound.
- To serve Ocotillo Wells, Shelter Valley, Julian and Santa Ysabel, the bus goes to Ocotillo Wells one day a week by reservation only. For scheduling purposes, reservations are accepted only until 4 PM the day prior to the scheduled day for the location.
- The same arrangement applies to Shelter Valley Residence, except the reservation day would be different from Ocotillo Wells.
- > The schedule includes routing the bus from Borrego Springs via Julian to Santa Ysabel ending in Ramona both days.
- The two remaining days, the bus begins in Borrego Springs through Ranchita to Santa Ysabel, with Lake Henshaw being a reservation stop one or both days. The trip ends in Ramona.
- Also discussed was a rate increase. Those in attendance felt a reasonable rate increase would be acceptable.

We the undersigned agree with the proposed schedule, route and rate changes.

-SPEAK UP!

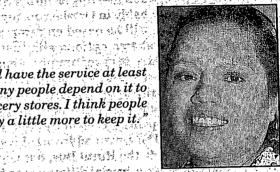
Desert dwellers say they're up a creek without the Rural Bus

Seven of the 40 or so backcountry residents who attended the Aug. 11 public hearing regarding the Rural Bus spoke to our "Speak Up" reporter about their hopes for continuation of bus service.



Leone McDonald — "I'm up the creek without the Rural Bus. I need it to get to Kaiser Permanente for health care. They should return to the five-day bus schedule we had initially, but I would settle for two days if necessary."

Irene Meza — "We should have the service at least once a week because so many people depend on it to go the doctor and grocery stores. I think people would be willing to pay a little more to keep it."



Michael Wray—"I moved here because I have a very rare lung disease and need clean air. I depend on the bus to go to the VA hospital and shopping. I don't think they should discontinue the service."

Arnold Mroz – "We should go back to the way it was three years ago. I think it can be run efficiently, but not with four trips per day."





Barbara Steele—"I've only been here for a year and need transportation to the city because I have asthma and don't have a car. I'm here to encourage better bus routing."

Shirley Turpin—"A lot of our clients at Desert Sands RV Park have no other way to get into town or go to the doctor. I think it's ridiculous that they should think of stopping it."





Florentino Pedroso — "I think the bus should stay because it greatly benefits the community, especially the elderly and people who don't have a car. It has been a pretty convenient way for us to stay connecte with the outside world."



Qpinion

The Rural **Bus Should** Be There For Everyone

by Michael Hart, Publisher

The Town Hall was packed last Thursday Night for a meeting about the proposed wind generators that could be placed _people into town for shopping. on Volcan Mountain just above Banner Grade. It was the second meeting of the day for me and the second packed meeting. The first was in Borrego where I saw a community up in arms over bus service.

Two meetings with the public in the same mind set, to make the government listen to their concerns and not just go off and make something happen for their benefit. The benefit part is what seems to be the issue here. For the folks in Borrego the benefit of saving tax dollars was not nearly as important as the benefit of having a transportation option they could rely on. One that made regular trips to and from their desert community. The people of Julian should have taken notice of this, but they didn't, "only lowlife's and tweekers ride the bus" was a common refrain when I would ask people about their opinions on the loss of service.

Bus service is a community need, it is transportation for the masses, those who have no car or are not old enough to have a drivers license. It serves the community by allowing inexpensive passage to the larger metropolitan area and back again. It can bring people from the city to the country to experience why we choose to live here.

The Chamber of Commerce and the Merchants Association should both be promoting bus service as an alternative to get

The Metropolitan Transit System needs to look at how they design the routes in the back country and make them more user friendly for the people that would like to make a trip to Borrego from Julian or to Cuyamaca from Ranchita.

The current mind set of cutting service to save dollars and inconvenience the public is unacceptable. Redesigning service to accommodate the needs of the public is what should be happening.

Having bus service one day a week(only on Saturday) and four times a day makes no sense to anyone who currently utilizes the

The only way service can be maintained in the back country is with subsidies, that is a given, but a reasonable increase in fares would be an acceptable alternative and a useful schedule would be nice.

Part of the problem is politics Supervisors Jacob and Horn both

publicly opposed the TransNet tax measure on the last ballot. It passed and the bureaucrats and others who supported the measure are playing political pay back. The problem is we will be the one who will pay. We will loose our Rural bus service so some bean counter can show how they saved money.

If you care about having an alternative to \$4.00 a gallon gas prices write to Dennis Hollingsworth and Ray Hayes at the State capitol, have them put pressure on the MTS board to not just maintain service but to bring back a decent service.

Show the county that we do more in Julian than bake pie and tilt at wind mills.

"The probability that we may fail in the struggle ought not to deter us from the support of a cause we believe to be just." - Abraham Lincoln

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Vol. 54, No. 17 Borrego Springs, California August 25, 2005



SUN photo by MARIS BRANCHEAU

IRENÉ Meza (seated) translates for rural bus riders Maria Valdez, Martina Sanchez and Alejandra Hluz during an Aug. 11 community meeting on the future of bus service.

New rural bus schedule to take effect

The Rural Bus serving the backcountry will adopt its reduced schedule starting on Tuesday, Sept. 6. Agua Caliente, Cuyamaca, Ocotillo Wells and Warner Springs will no longer have bus service. Routes on Tuesday, Wednesday and Friday will be eliminated

The bus will continue to operate on Thursdays with Route 892, which leaves Borrego four times a day for Ramona via Ranchita. Saturday service also will be retained, with four trips per day leaving Borrego for Ramona on Route 891 that goes through Julian.

Further cuts have been discussed by Metropolitan Transit System. (See related story on Page 1.)

Rural bus riders decry potential loss of service

By Maris Brancheau

Rural Bus riders who attended an Aug. 11 community meeting said they are willing to pay higher fares to keep the service operating, and urged the use of a voter-approved county saler tax to keep the busses running in the backcountry.

The meeting on the future of the Ru ral Bus in the valley drew approxi mately 40 people to the Borrego Wate

District's board room.

"We pay our taxes just like everyon else does;" said Steve Harshbarger, retired Navy veteran and RoadRui ner Club resident.

Harshbarger was referring to half-cent TransNet sales tax that pa tially funds San Diego's Metropolita Transit System and was re-approve by voters in 2004

See editorial, Page 6.

In addition to providing funds f highway construction and road i provements; the ballot measu promised that TransNet sales tax would provide transit services to t disabled and elderly in San Did County.

Kim McManama, a resident of R chita who attended the meeting support of her friends and neighb who use the bus, said MTS need look beyond its strapped budget; see the needs of people.

"The issue here is about people; not about dollar signs," McMana said: "Not everyone has family, not eryone has friends close by. The p ple here are being cut short."

Jackie Hine, a past president of Northeast Rural Bus board that n aged the Rural Bus until 2003 w the service was turned over to I and operations were contracte Laidlaw Transit, attended the n ing and later circulated a petitic favor of keeping the bus service I

RURAL BUS: Riders say they would pay higher fares

Continued from Page 1

ly.

Hine said changes two years ago that increased bus departures from Borrego Springs to four times a day, five days a week, caused the increase in costs that MTS now says could result in a termination in service.

"When we had one bus out here per day, we very efficiently had a full bus each day," Hine said. "This community is being penalized for your stupidity."

Hine's comment was followed by applause from the audience. She then continued: "You need to know what our problems are; we don't need to know what your problems are."

The crowd continued to stress the necessity of the Rural Bus to back-country residents, who either can't afford cars or who can't drive because of medical problems.

The meeting continued for 90 minutes even though a power outage caused the temperature in the room to rise.

Brandon Farley of MTS conducted the meeting, which was one of four community gatherings on proposed Rural Bus changes.

"No one is twisting our arm to be out here," Farley told the crowd.

The MTS board of directors is considering three options related to rural service.

The first two options would eliminate bus service in Borrego Springs and throughout the backcountry, including Julian and Ranchita.

The third option calls for a reduction in service from four times a day to two times a day on Thursdays and Saturdays.

Farley said the Borrego Springs meeting had higher attendance than the 20 people who attended a similar meeting in Campo.



SUN photo by MARIS BRANCHEAU:

AUDIENCE members included bus riders of various ages and backcountry residents who don't ride the bus but who attended the meeting in support of those who do

Only five people showed up at the community meeting in Ramona, and 10 came to El Cajon. The meetings were set to gather feedback from backcountry bus riders about the three options under consideration.

The community feedback will be summarized by MTS staff and presented to their board on Sept. 8 or 22, Farley said. A public hearing on any proposed changes will be held at a later date, most likely in October, Farley said.

Farley explained to the group that Borrego's two routes – 891 on Saturday and 892 on Thursday – are heavily subsidized and considered unproductive.

The subsidies on the rural routes are as high as \$50 per passenger trip.

Borrego's bus service will end on Tuesday, Wednesday, and Friday starting Sept. 6 as part of a package of cuts already approved by MTS.

One audience member said that oth-

er considerations besides productivity should come into play.

"If your decision is going to be based on productivity, then we might as well call the meeting over and we're done," Anthony George said. "This is the largest state park in the lower 48 states and I don't think it should be isolated even further."

Farley said the MTS staff favors keeping the service, but the ultimate decision will reside with the MTS board of directors.

The meeting attendees stressed that the rural bus should operate once a day, four days a week with service to and from Ramona.

Saturday service would allow teenagers to attend a movie at Parkway Plaza, Irene Meza pointed out. Meza translated the discussion for the Spanish-speaking community members in attendance.

Meza also stressed the importance of the Rural Bus to clients who partic-

ipate in the Women, Infants and Chil dren food-voucher program. Currently the WIC vouchers are not redeemable at any Borrego Springs grocery store

Clients who do not have their own transportation often take the Rura Bus into Ramona to cash their food vouchers and then take the bus home with their milk, eggs, and other staples. Cutting bus service would leave these WIC clients without access to their free food, Meza said.

The crowd included families with children, people from outlying areas such as Ocotillo Wells, residents who ride the bus and those who don't bu who see the importance of the transportation system.

Rosemary Fey, manager of the Bor rego Springs Senior Center, said many of the region's elderly can't drive themselves to out-of-town appoint ments. Fey often drives people to neighboring cities and charges \$50 per trip plus \$10 an hour to wait for a re turn trip home.

"The bus is needed for people who can't get there any other way," Fey said.

On the subject of fares, Michae Wray, a veteran living in Ocotillo Wells, said he would gladly pay \$10 for use of the bus. When Farley asked i the crowd agreed to a fare of \$4 round trip, most nodded their heads or raised their hands. Currently, the one-way fare to Ramona is \$3.

Farley said rural rates haven't beer increased as often as urban rates and that fares for the backcountry have been the same since 2001. A bus ride from Escondido to San Diego costs \$4.

In addition to the community meetings, Farley said rider surveys will be placed on the busses within the next few weeks. The survey results will be presented to the MTS board.

And Your ofions A

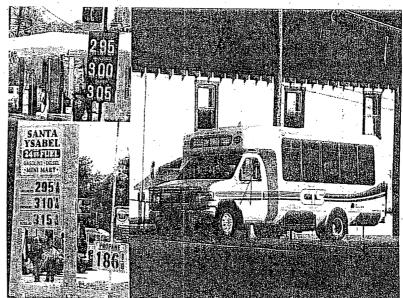
by Michael Hart

Last Wednesday (8/10) and Thursday (8/11) staff from the Metropolitan Transit Service (MTS) held public meetings in Ramona and Borrego to solicit feed back on the proposed changes to bus routes serving the back county.

This was the only chance for the public to speak prior to a presentation before the MTS Board meets on September 8 at what is billed as a public hearing. Staff has three proposals for the Board. #1 - elimination of all routes serving the area, #2 limited service to only Ramona. # 3 - reducing service from four round trips (as it will be on September 6) to two round more trips on the same day. trips into Julian per week and elimination of some of the service to outlying areas (Cuyamaca).

These meetings will not affect the changes in service to Saturday only through Julian and Thursday through Ranchita to Borrego that will take effect on September 6th(see new schedule below).

The Ramona meeting was attended by only six members of the public (only three of whom actually rode the bus on a regular basis). Fortunately System, when trips were spread out over the week as opposed to the schedule that will only serve the area Thursday and Saturday. way rather have more days than weekend service was discussed canceled.



Thursday's meeting at the Borrego Water District office was standing room only, with over 30 residents in attendance and a number who had sent of connection to Poway. The letters because they could not be there.

Again, the options that were presented by MTS came under fire as unacceptable for the same: reasons, not enough days in the week covered to accommodate those who use the bus.

one of those people was Ted not on the board were brought Caragozian of Ranchita. He up. Increasing the number of spoke of the old County Transit days service was available and cutting back on the number of trips each day, the consensus was two round trips a day should be adequate if they are properly "Changing a system that worked scheduled (early in the morning fine to one on the brink of and late in the afternoon) also elimination, you run a lot of trips increasing the days served to a but nobody is on board; I would minimum of four. The need for reinstated once that had been

in depth at the Borrego meeting since many of the teenagers used the bus to go to the mall or movies.

Another issue was a lack current route is to take the bus to Ramona, then a North County Bus to Escondido and transfer to a bus to Poway. This made no sense to anyone considering the 867 bus from Ramona goes past both Poway Road and Scripps Poway Parkway.

The last thing discussed at At both meetings options both meetings was an increase in fares, and no one objected to a reasonable increase. It was pointed out that the current fare had not been raised from it's current \$3.00 and that routes of similar distance where \$4.00 in the urban zones.

Brandon Farly of MTS did admit when questioned that he had never heard of routes being

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Petition Directed to the Metropolitan Transit System Board of Directors

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DANIEL A. MANCEY & C. W.

PO. BOX 2045 JULIAN, CA

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P. 6. Box 102 6 JULIAN, C.
P. 0. Box 122652 San Diego, CA
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PETITION TO MTS

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Signature
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JAMES SWAJZT Common PROBOX 382

Kelly Painter Helly Painter P.O. Box 711/B.S.

WILLIAM PAINTER Will Pro Po Box 711-BS,

MIKE COTHERT TO CUE P.O. BOX 1241 BS, CA

Jason Cuthbort Joon Colons P.O. BOX 1241 BS CA

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Eloisa Garcia

Mantha Trancoso

Petition Directed to the Metropolitan Transit System Board of Directors Address a Shert 5/45 Huy 78 Ang Hernander Gluouva allema 5145 HWY78 Manuel Varquez munuel Varquez Manuel Varquez munuel Varquez 5145 Hwy 78 5000000 Lopez Sumo Ku 5145 Hwy 78 #32 MARTINAF 5146 Hwy 78 MARTINA Fuerte ACI 5145 Huy 78 ADRIANA GARCIA 5145 Huy 78 R. B. Rosalua Bravo MIRTHA CECCIÓN 5145 HWY 78 ensistra Cecina Nancy Cecena M. C 5145 HWY 78 5145 HWY 78 Nocorro Tonos 5145 Huy 78 Galderon 5145 Hwy 78 Octillo 0. Miguel Anguiano FRANCISED FIERRO 5145 HWY 78 0051110 PEdro Tuerte Raford CERETE A HELE. Hay The ocostob 5145HWY. 78 ocotillo gost Cerena (5145 HWY 78 ocotillo

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ROBERT WARE	Rabert L Ware	P.O. 518 B.S,
Mary Charles	Mary Charles	595 Catarina
Terra Wade	Small Wol,	P.O. Box 574 330 Falm Canyon
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Janka Solub DO BG 419

This petition directed to the Metropolitan Transit System (MTS) Board of Directors is in reference a reasonable schedule for Rural Bus Routes 891 and 892

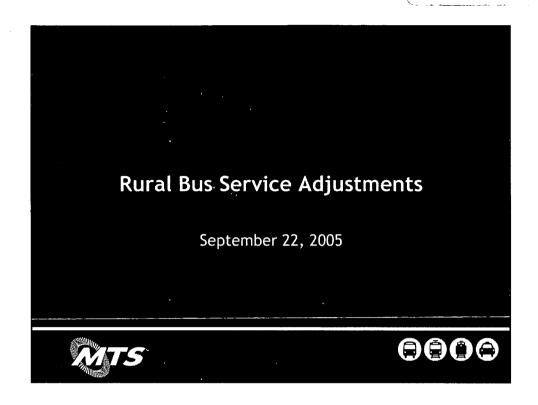
These routes serve the backcountry of San Diego County. It includes a round trip between Borrego Springs and Ramona, serving other small communities along the route.

The consensus of the attendees at a meeting held in Borrego Springs on August 11, 2005 with three representatives from MTS present is as follows:

- > Service will be provided four days per week with one round trip per day from Borrego Springs to Ramona leaving Borrego Springs at 7 AM and returning at 6 PM.
- The recommended days are Monday, Tuesday, Friday and Saturday (These days best accommodate doctor and hospital appointments with some shopping time while in town). A CHANCE FROM SATURDAY TO ANOTHER DAY COULD BE NEGOTIATED.
- These buses must connect in Ramona with buses going to El Cajon and Escondido with no more than a 30-minute wait at the transfer points both inbound and outbound.
- > To serve Ocotillo Wells, Shelter Valley, Julian and Santa Ysabel, the bus goes to Ocotillo Wells one day a week by reservation only. For scheduling purposes, reservations are accepted only until 4 PM the day prior to the scheduled day for the location.
- > The same arrangement applies to Shelter Valley Residence, except the reservation day would be different from Ocotillo Wells.
- > The schedule includes routing the bus from Borrego Springs via Julian to Santa Ysabel ending in Ramona both days.
- The two remaining days, the bus begins in Borrego Springs through Ranchita to Santa Ysabel, with Lake Henshaw being a reservation stop one or both days. The trip ends in Ramona. The STARR DAY THE BUS WILL GO TO STARRED WAR NEVER DAY CONCEY.

 Also discussed was a rate increase. Those in attendance felt a reasonable rate.
- > Also discussed was a rate increase. Those in attendance felt a reasonable rate increase would be acceptable.

We the undersigned agree with the proposed schedule, route and rate changes.



Rural Bus Service Adjustments

Background:

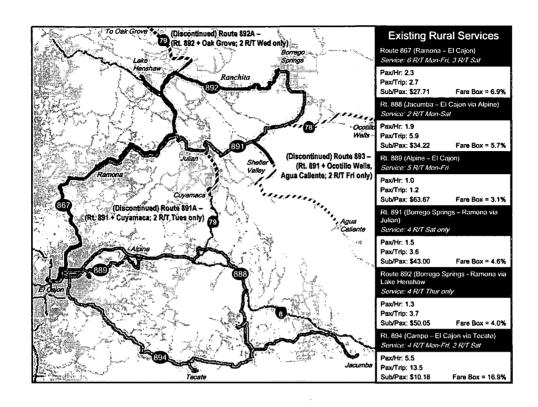
- On June 23, 2005, MTS staff was directed to conduct a route-byroute analysis and develop options to adjust service
- On July 14, 2005, MTS staff was directed to conduct community meetings in rural areas to discuss options to adjust service and fares, consider feedback, and return with a recommendation

Today's Task:

- · Present community & rider feedback
- Present a recommendation to adjust rural service and fares, including a 10% fare box performance standard requirement
- Request that a Public Hearing be scheduled for October 13, 2005 on proposed service and fare adjustments





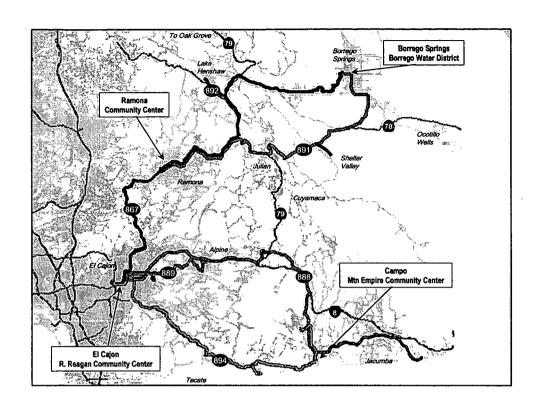


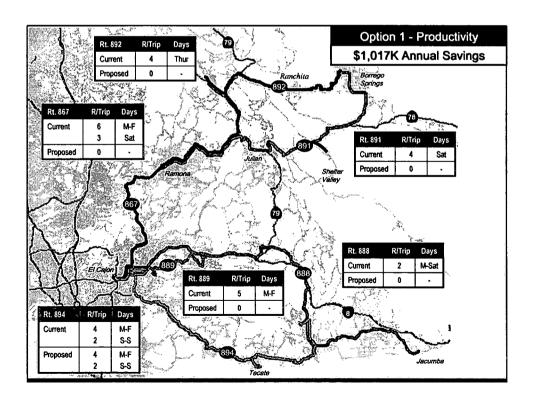
Community Meetings

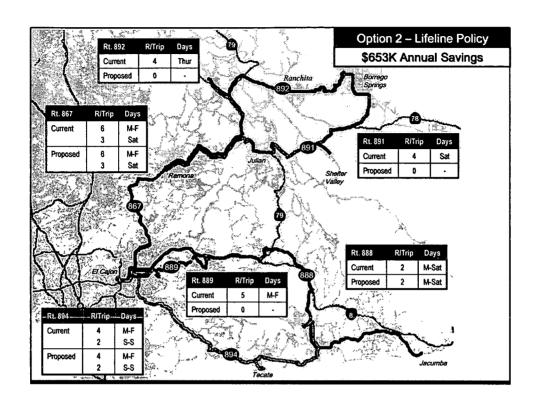
- Meetings located in Campo, Ramona, Borrego Springs and El Cajon
- Meeting locations and times based on geography, location and time of bus service, and availability of local facilities
- Notice was provided via Take Ones distributed on each rural route. Local media also alerted interested persons
- Discussed Options 1-3 and fare adjustments
- Hosted approximately 73 attendees, including approximately 30 riders

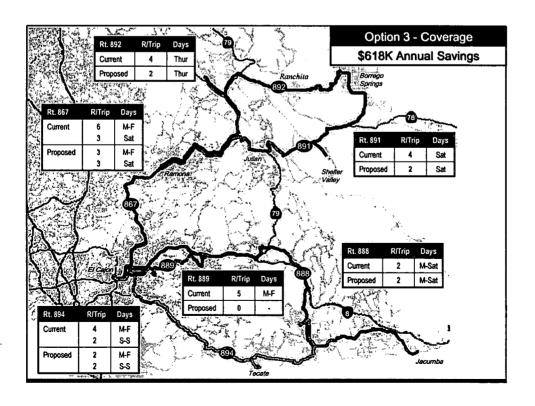












General Feedback Received from:

- Community Meetings
- Phone Calls, Emails and Comment Cards
- Driver Meeting
- On Board Rider Survey (319 surveys returned)





General Feedback Included

- Understanding of MTS position, but urged that service be retained rural areas deserve service
- Some rural services are wasteful, costly, and bring performance stats down, thus creating this scenario of cutting service
- Support either Option 2 or 3, conditioned on tweaks in alignment, specific trip times or connectivity with another route
- Support for paying higher fares was split; most support came from northeastern areas; \$4 seemed reasonable



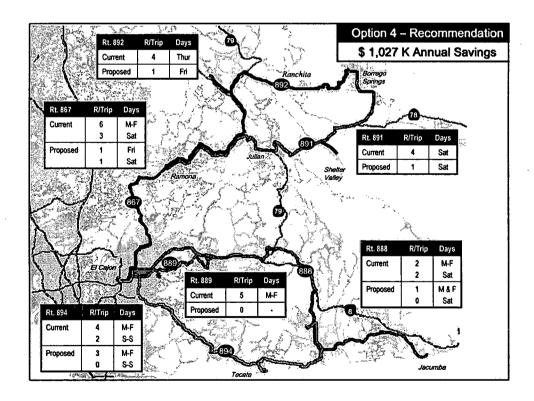


Route Specific Feedback Included

- Service is not needed to Grossmont, Trolley service doubled, operate through El Cajon Transit Center and end at Parkway Plaza
- Route 888 from Jacumba can be reduced to 1 round trip per day; prefer timed transfer with Route 894 in Campo and leaving early and returning later to Jacumba
- Ridership from Morena Village is low
- Route 867 and 894 should connect with each other
- Route 891-892 riders prefer 1 trip 4 days a week (Mon, Tues, Fri & Sat preferred) and timed with Route 867 and NCTD Route 386
- Both support and opposition to discontinue Route 889, but mostly support to discontinue because it's recognized to be wasteful







Option 4 is Consistent with Feedback

- Significantly reduces high subsidy and low productivity service levels while maintaining lifeline connections;
 i.e. gets rid of the waste claimed to be a part of system
- No significant loss in geographic coverage; service coverage retained
- Combines Routes 891-892 with Route 867 to provide a one-seat trip from Borrego Springs to El Cajon
- Improves connectivity between Routes 888 and 894 at Cameron Corners by improving the timed transfer





Proposed Fare Adjustments:

Fare based on targeted 15% fare box return ratio and anticipated ridership

\$10 one way fare on all routes except \$4 fare on Route 894 because of higher patronage

(or 2-zone system, \$5 short trips & \$10 long trips)

Proposed performance standard:

Each route must achieve a 10% fare box return ratio within six months from implementation of service and fare adjustments

Failing to achieve this standard results in service being discontinued without further consideration





Annualized Budget Implications

	Existing	Option 1	Option 2	Option 3	Option 4
Estimated Cost	\$1,621,833	\$ 563,227	\$ 956,292	\$ 961,605	\$ 557,348
Estimated Revenue	122,000	80,000	109,000	80,000	85,000
Estimated Net Subsidy	(1,499,833)	(483,227)	(847,292)	(881,605)	(472,348)
Cost Savings		1,016,606	652,541	618,228	1,027,485

Figures are preliminary and subject to negotiations with the contractor. Option 4 assumes fare adjustments.





Rural Bus Service Adjustments September 22, 2005 PATS

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

Agenda

Item No. <u>32</u>

CIP 11481

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

September 22, 2005

Subject:

MTS: FREEWAY TRANSIT LANE DEMONSTRATION PROJECT

RECOMMENDATION:

That the Board of Directors receive the report on the Freeway Transit Lane Demonstration Project.

Budget Impact

None.

DISCUSSION:

MTS, in partnership with the San Diego Association of Governments (SANDAG), the California Department Transportation (Caltrans), and the California Highway Patrol (CHP) will embark on a demonstration project that will evaluate the effectiveness of using freeway shoulder lanes as a transit-priority measure. As originally outlined in an item taken to the MTS Board at its January 13, 2005, meeting, this demonstration project would be implemented on State Route 52/Interstate 805 (SR 52/I-805) between Kearny Mesa and University City using MTS Route 960 (Attachment A). Congestion in this segment is heavy during the peak period (Attachment B).

The intent of the Freeway Transit Lane Demonstration Project is to gain local operational experience with the conversion of existing shoulder lanes to transit lanes during peak periods. SR 52/I-805 was chosen for the demonstration project due to its sufficient shoulder widths and heavy peak-period congestion levels.



SANDAG staff has spent the past several months working with Caltrans, the CHP, and MTS to develop an operating plan and gain mutual consensus on the goals of the project. Agreement was reached by all parties, and an implementation date was set for late October/early November 2005. A firm start date will be set once the contracts for striping and signage have been finalized. The demonstration project would operate for one year.

Project Objectives

Experience gained through the implementation of this project will be used to assess the ability to use freeway transit lanes in other corridors where existing express services and future bus rapid transit (BRT) services will operate. The demonstration project will assess five key objectives:

1. <u>Safety</u> – Is there any change in the accident rates on the freeway with buses using the transit-only lanes, and do CHP officers and Caltrans maintenance crews experience safety-related problems?

In order to gauge this, we will be evaluating accident data and meeting with CHP staff throughout the process. SANDAG will also routinely have staff onboard to evaluate how the program is operating and to document any hazards or obstructions. Prior to the implementation of the project, Caltrans and SANDAG staffs will be videotaping the shoulders and undertaking a minor capital project to develop signage and restriping for the shoulders.

2. <u>Bus Travel Time and Reliability</u> – Do buses experience measurable and repeatable timesavings and enhanced trip reliability (on-time performance)?

SANDAG staff will be monitoring the performance of the route throughout the demonstration period. We are creating an extensive baseline for how the route is currently operating prior to the start of the demonstration, which will allow us to do a comparative analysis once the demonstration program is in place.

3. <u>Bus Driver and Passenger Perceptions</u> – Do bus drivers feel safe using the transit-only lanes, are automobile drivers comfortable with buses merging in and out of the transit-only lanes, and do transit riders perceive improved travel time and trip reliability and feel safe with the bus operating in the transit-only lane?

SANDAG's Technical Assistance staff will be undertaking before-and-after surveys of bus drivers and passengers to determine their current perception of the service versus how the route is operating after the demonstration period has started.

4. <u>Maintenance</u> – Is there any reduction in freeway levels of service from the transit-only lanes, and is there an increased level of maintenance required?

Caltrans staff will be providing ongoing loop data that will be used to evaluate the flow of main-lane traffic. Information will be gained to assess if there are any impacts to main-lane traffic as a result of the Freeway Transit Lane Demonstration Project. In addition, SANDAG will be working with the CHP, Caltrans, and the freeway service patrol to maintain a clear shoulder for bus

operations.

5. <u>Physical Improvements</u> – What kinds of physical improvements to shoulder lanes would be required if this concept were to be implemented permanently?

For the demonstration project, only minor improvements will be made to the shoulder. Sections will be restriped to provide a wider shoulder. Significant signage will also be positioned along the corridor. The demonstration project will assess whether these improvements are sufficient for a longer-term program.

Additional Implementation/Monitoring Activities

- <u>Driver Training</u> MTS and SANDAG have developed an extensive driver-training program. All ATC/Vancom drivers (Route 960 is contracted to ATC/Vancom) will receive four hours of classroom training, two hours of on-the-road training, and refresher training throughout the demonstration period. New drivers will be trained as they are hired.
- <u>Marketing</u> A marketing plan has been developed, which includes extensive radio spots, print media, Web page, *Take Ones* on the buses, and outreach to agencies in the demonstration area.
- <u>Public Agency Outreach</u> Fire, police, and other essential support agencies in the
 corridor are scheduled to be briefed on the demonstration project in October. In
 addition, an outreach letter will be sent to other public and private transportation
 operators in the corridor. This letter will outline the parameters of the demonstration
 project and ensure that no copycat use of the shoulders occurs.
- <u>Project Team Meetings</u> Beginning in September, the project team, which includes SANDAG, Caltrans, CHP, and MTS staff, will hold biweekly meetings to coordinate the implementation of the project. After implementation, this group will meet monthly or as often as needed.
- <u>Monitoring Reports</u> SANDAG staff will bring quarterly reports to the Transportation Committee and MTS Board outlining the status of the Freeway Shoulder Lane Demonstration Project. This report will include the following data:
 - > Safety (accidents, obstructions, CHP comments)
 - Main lane operations (loop data assessing how the main lanes are operating)
 - Bus operations and ridership (on-time performance data and ridership data)
 - Survey results (bus driver and passenger perception surveys)

Paul C. Jablonski Chief Executive Officer

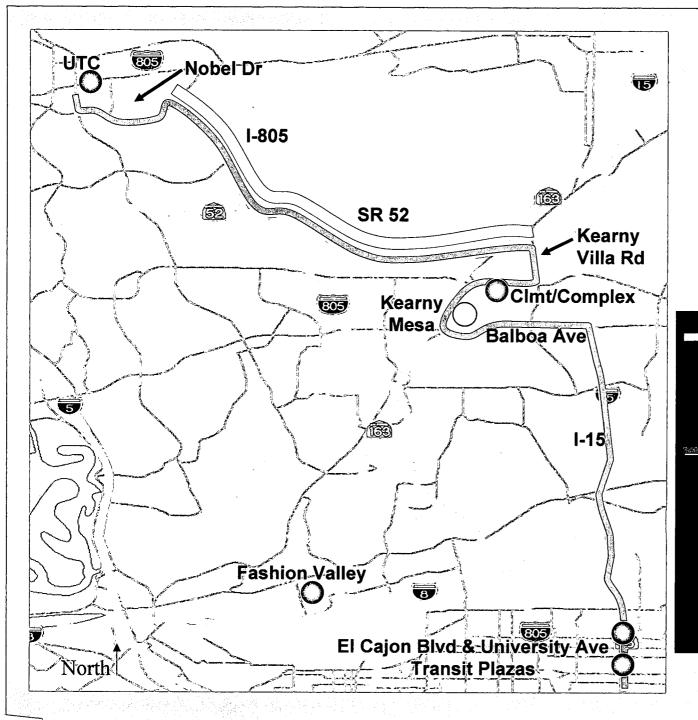
Key Staff Contact: Susan Hafner, 619.595.3084, susan.hafner@sdmts.com

DSundh/JGarde

SEPT22-05.32.FREEWAYDEMOPROJ.SHAFNER

Attachments: A. Route Map

B. SR 52/I-805 Congestion



Proposed
Freeway
Transit
Lanes Demo
SR 52/I-305

SR 52/I-805 Shoulder Lane Project

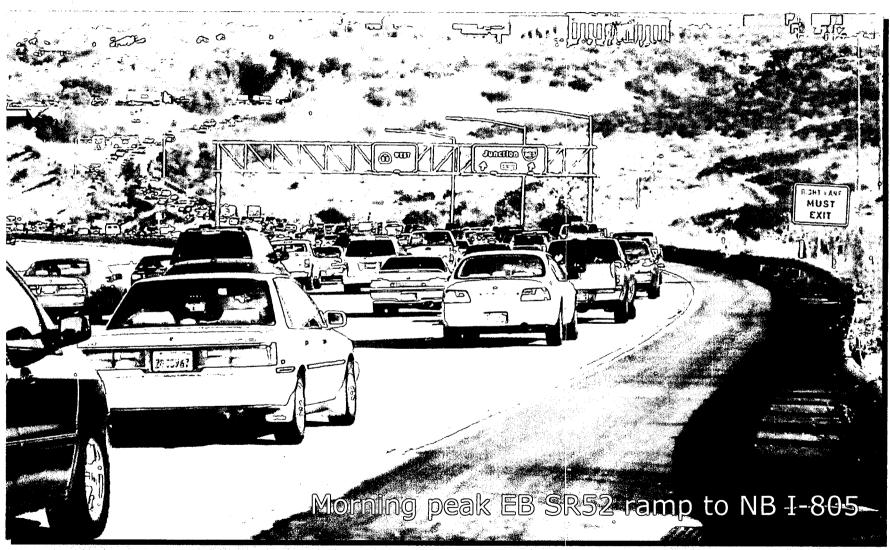
Route 960
Alignment

- ExistingTransit Center
- ProposedTransit Center

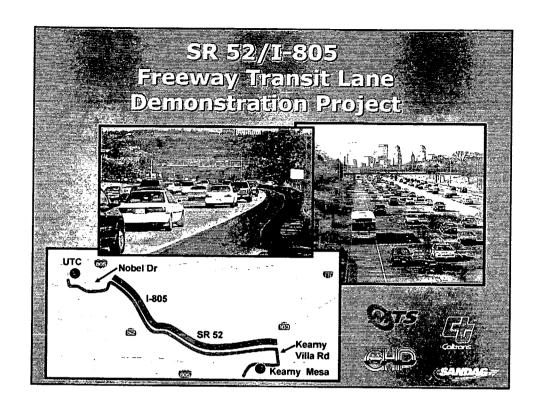
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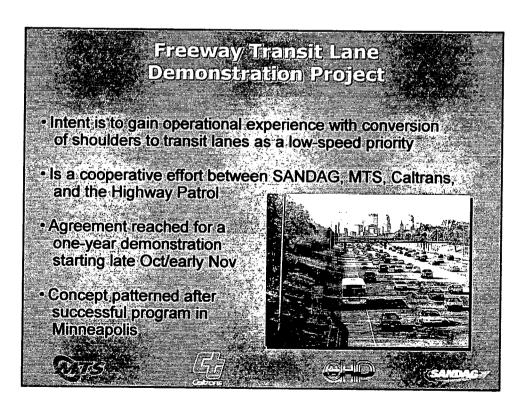
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Proposed Freeway Transit Lanes Demo SR 52/I-805

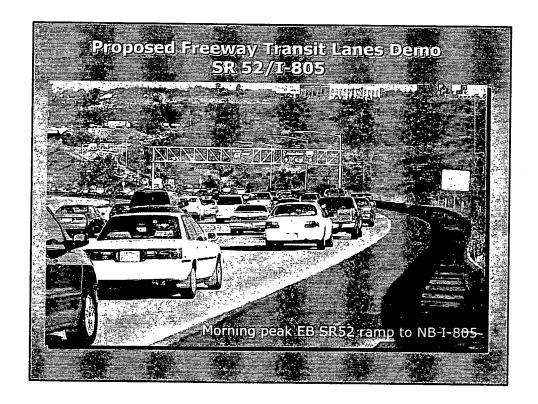








Proposed Freeway Transit Lanes Demo SR 52/I-805 Kearny Villa Rd Cimt/Complex Kearny SR 52/I-805 Shoulder Lane **Project** Route 960 Alignment Existing Transit Center Fashion_Valley Proposed Transit Center El Cajon Blvd & University Ave Transit Plazas North



Freeway Transit Lane Demonstration Project Key Objectives

- Since any change in accident rates or other safety issues?
- Bus Travel Time/Reliability any change in travel times & trip reliability?



- Personations do bus drivers and transit passengers feel safe, and how do auto drivers react?
- Maintenance in freeway level of service or increased maintenance needs?
- Physical Improvements what kinds of improvements to shoulders might be needed if program were permanent?







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Implementation/Monitoring Activities

- Driver Idealning extensive classroom & on the road training
- Mലർഘർത് radio spots, print media, webpage, Take-Ones
- Poblic Agency Oudeach briefing for fire, police, & other essential services in October
- ਾਲ)ਵੇਦੀ ਜ਼ਿਵਸ਼m SANDAG/MTS/Caltrans/CHP meetings both before and after demo program is implemented
- Monificating Reports quarterly reports to Transportation Committee and MTS Board on demo progress

The hope is for a successful demonstration project that can then be applied to other freeway corridors for existing services and future BRT.











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

Agenda

Item No. <u>33</u>

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

September 22, 2005

ADM 110 (PC 50101)

Subject:

MTS: APPOINTMENT OF NEW BOARD CHAIRPERSON

RECOMMENDATION:

That the Board of Directors direct the Executive Committee to create a selection process and generate a list of potential nominees for a new Chairperson for the Board of Directors.

Budget Impact

None.

DISCUSSION:

At the request of Chairman Williams, staff was asked to place this item on the Executive Committee agenda for discussion. Chairman Williams has indicated that he will be resigning his current position on the Board of Directors as early as November 2005, after a long and distinguished career as a transportation advocate. MTS's enabling legislation provides:

California Public Utilities Code 120050.2. The board consists of 15 members selected as follows: . . . (d) One person, a resident of San Diego County, elected by a two-thirds vote of the board, a quorum being present, who shall serve as chairperson of the board. The chairperson shall serve for a term of four years, except that he or she is subject to removal at any time by a two-thirds vote of the board, a quorum being present. If the person elected



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

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

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

There are no provisions within our enabling legislation or policies and procedures that provide guidance on electing a Chairperson.

At its September 15, 2005, meeting, the Executive Committee discussed various options and suggested the Board of Directors delegate the responsibility of creating a nominee list to the Executive Committee consistent with past practice with respect to filing the position of Chief Executive Officer. An outside consultant may be utilized to assist in preparing a list of nominees, which will then be presented to the full Board.

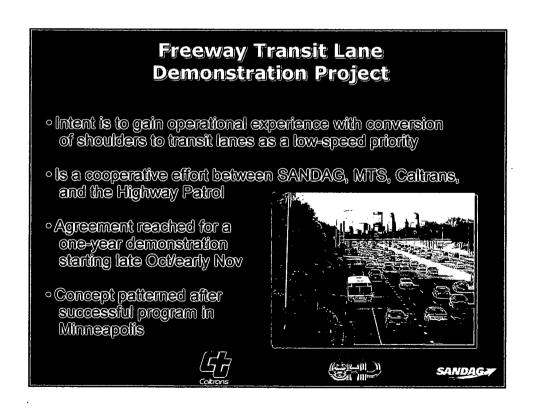
Staff recommends the Board of Directors direct the Executive Committee to create a selection process and generate a list of potential nominees for a new Chairperson for the Board of Directors.

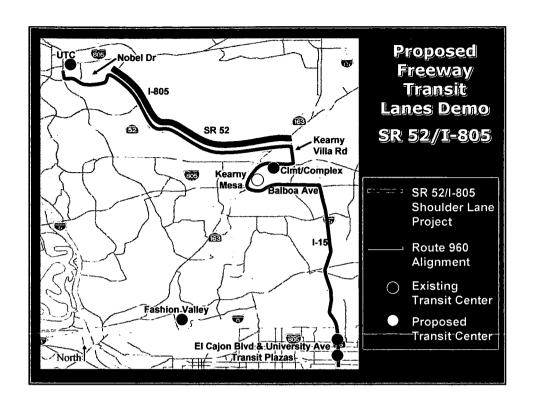
Paul C. Jablopski Chief Executive Officer

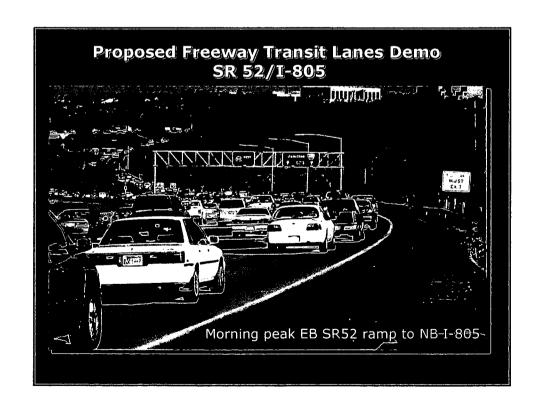
Key Staff Contact: Tiffany Lorenzen, 619.557.4512, Tiffany Lorenzen@sdmts.com

JGarde SEPT22-05.33.CHAIRPERSON.TLOREN









Freeway Transit Lane Demonstration Project Key Objectives

Safety any change in accident rates or other safety issues?

Bus Travel Time/Reliability any change in travel times & trip reliability?



Perceptions do bus drivers and transit passengers feel safe, and how do auto drivers react?

Maintenance any reduction in freeway level of service or increased maintenance needs?

Physical Improvements what kinds of improvements to shoulders might be needed if program were permanent?







Implementation/Monitoring Activities

Driver Training extensive classroom & on-the-road training

Markeding radio spots, print media, webpage, Take-Ones

Public Agency Outreach briefing for fire, police, & other essential services in October

Project Team SANDAG/MTS/Caltrans/CHP meetings both before and after demo program is implemented

Monitoring Reports quarterly reports to Transportation Committee and MTS Board on demo progress

The hope is for a successful demonstration project that can then be applied to other freeway corridors for existing services and future BRT.







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

Agenda

Item No. <u>45</u>

Joint Meeting of the Board of Directors for Metropolitan Transit System, San Diego Transit Corporation, and San Diego Trolley, Inc. OPS 970.2 (CIP 11425)

September 22, 2005

Subject:

SDTI: CENTRALIZED TRAIN CONTROL STATUS REVIEW

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

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

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



by staff from individual computer workstations at the OCC. This same capability is also technically referred to as Supervisory Control and Data Acquisition (SCADA), although the common reference is CTC.

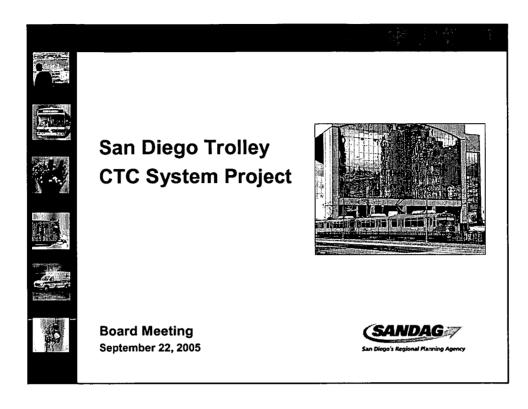
Funding for the CTC will be incorporated into the annual Capital Improvement Program (CIP) and will be phased in order to complete the project by specific line segments. The first line segment will be the Green Line, which will extend from Santee Town Center to the Santa Fe Depot. The phased approach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

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

Paul C. Jablonski Chief Executive Officer

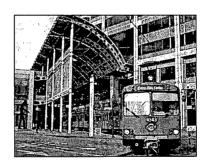
Key Staff Contact: Peter Tereschuck, 619.595.4902, peter.tereschuck@sdmts.com

JGarde SEPT22-05.45.TI:AINCTRL.PTERES 8/30/05



A Brief Overview of SDTI's New CTC System

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

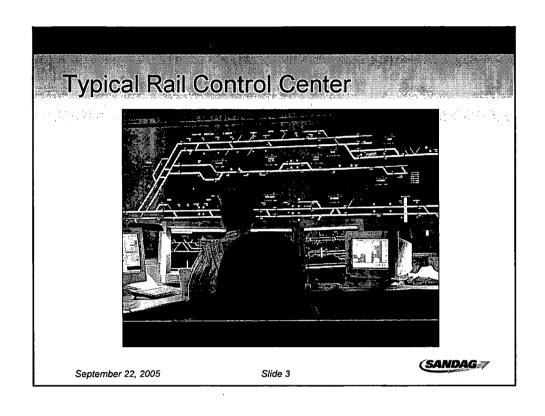


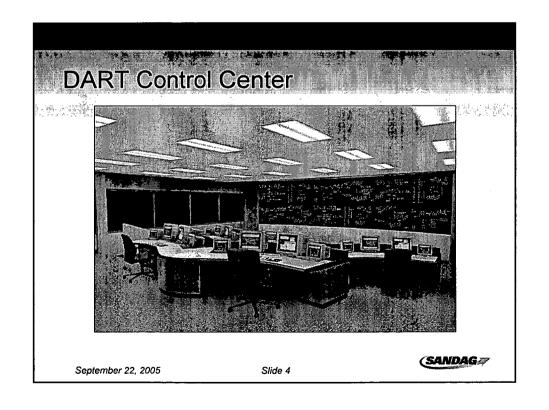
First...A look at some new train control centers...

September 22, 2005

Slide 2

(SANDAG //

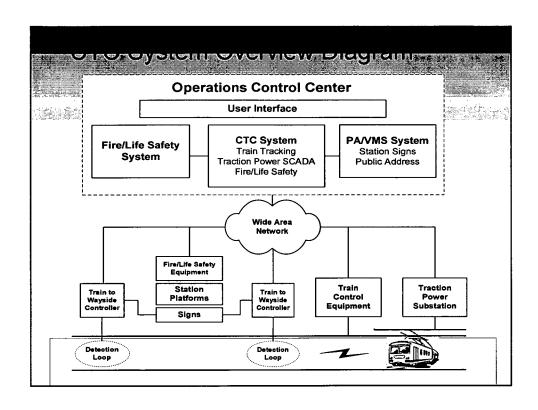




Purpose of the Centralized Train Control (CTC) System

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

September 22, 2005

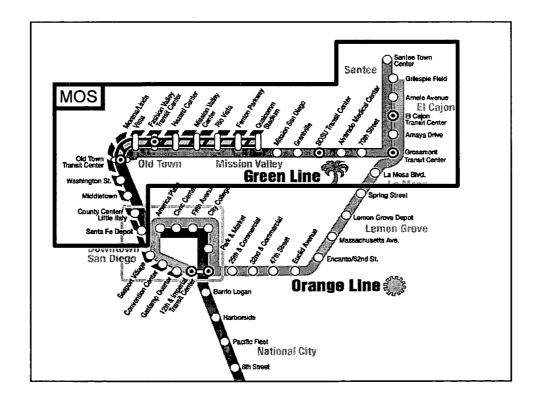


What's Included in the Initial CTC Delivery?

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

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Train Control Features Provide:

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

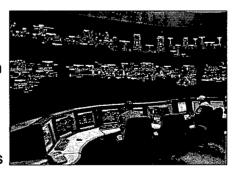
September 22, 2005

Slide 9



Traction Power Features Provide:

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

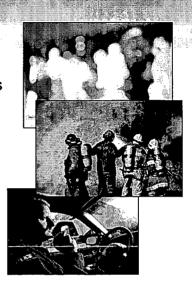


September 22, 2005



Fire/Life Safety Integration with CTC Provides:

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



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Interface to Passenger Information. Display System Provides:

- Advanced indication of train arrivals at stations
- Information to other regional traveler information systems





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Schedule to Commissioning

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

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Thank You...Questions?



September 22, 2005





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

Agenda

Item No. <u>46</u>

Joint Meeting of the Board of Directors for Metropolitan Transit System, San Diego Transit Corporation, and San Diego Trolley, Inc. OPS 920.1, 960.5, 970.5 (PC 50451)

September 22, 2005

Subject:

MTS: JULY MONTHLY PERFORMANCE INDICATORS

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION

Operating Environment

The following report is a summary of the MTS operational statistics for July 2005 (month 1 of FY 2006). There were 20 operational weekdays and 11 weekend days of service. MTS provided holiday service on Monday, July 4. Padres regular season games continued at PETCO Park with 18 games played at the stadium during the month. The much-anticipated opening ceremony and community ride day of the Green Line trolley service took place on July 8 and 9 with revenue commuter service starting on July 11. As part of the Mission Valley East plan, Route 81 was discontinued and Routes 14 and 18 were introduced to the public. Despite some initial operational challenges, the service made progress through the month as customers adapted to the service changes. Other events for the month included the ComiCon festival held downtown and Street Scene, which was held at Qualcomm Stadium this year.



Service Statistics

The following are the relevant service statistics for July 2005 categorized by performance indicator. Data will be provided on a rolling 25-month period from this report onward. Charts based on the statistics are provided in Attachments A through D.

• Service Effectiveness

- The MTS system carried 6,661,297 passengers in July with 3,592,869 traveling on MTS buses and 3,068,428 passengers traveling on MTS rail.
- MTS rail carried 199.63 passengers per revenue hour. The MTS bus system carried 21.62 passengers per revenue hour with fixed-route services performing at 23.51 passengers per revenue hour.

Service Reliability

- On-time Performance: Data for on-time performance for MTS bus is currently unavailable due to a system malfunction. MTS Contract Services reported 85.5% of its trips as being on time. MTS rail reported 93.6% of its trips on time.
- Mean Distance Between Failures (MDBF): MTS bus was 11,259 miles overall for the month of July. There were no major failures reported for MTS rail; the MDBF was 749,720 car miles. A point of note regarding the changes in the statistics is that the total miles operated by MTS bus and MTS rail changed significantly with the major service changes in July.

Quality of Service

- MTS bus had 2.52 total collisions per 100,000 miles. MTS rail had 2 collisions with a rate of 0.27 collisions per 100,000 miles.
- Non-ADA customer complaints reported 7.21 complaints per 100,000 passengers. There were 9 ADA complaints, which represented 0.03% of total ADA ridership.

Paul & Jablorski Chief Executive Officer

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

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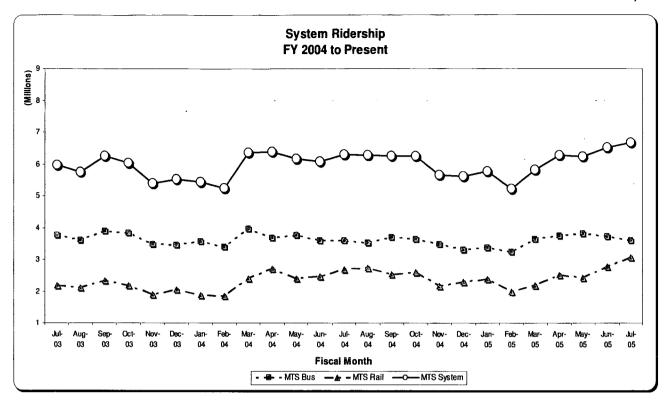
Attachments: A. MTS System Ridership, On-Time Performance (Bus, Rail, System)

B. MTS Mean Distance Between Mechanical Failures (Bus, Rail)

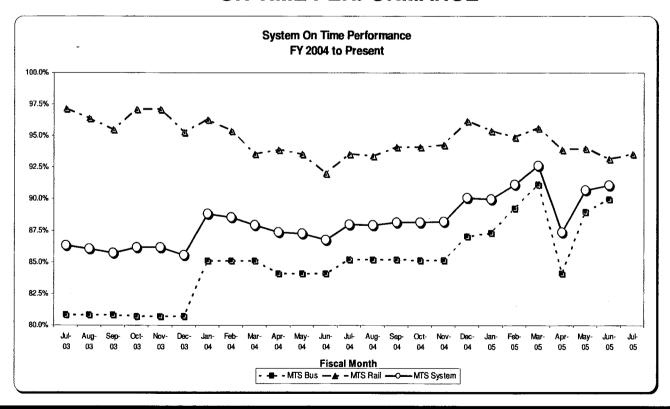
C. MTS Total Collision Accidents (Bus, Rail)

D. MTS Customer Complaints (Non-ADA Service)

RIDERSHIP

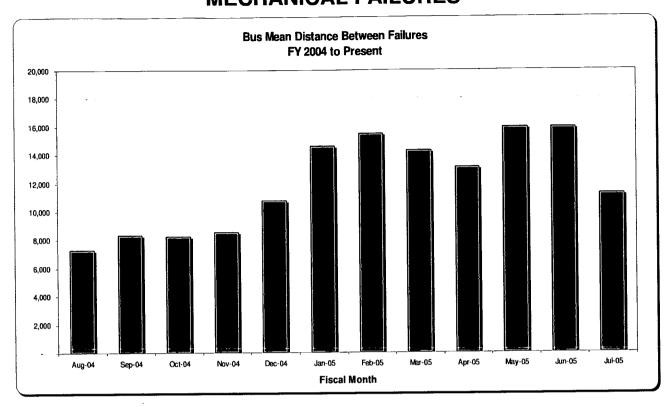


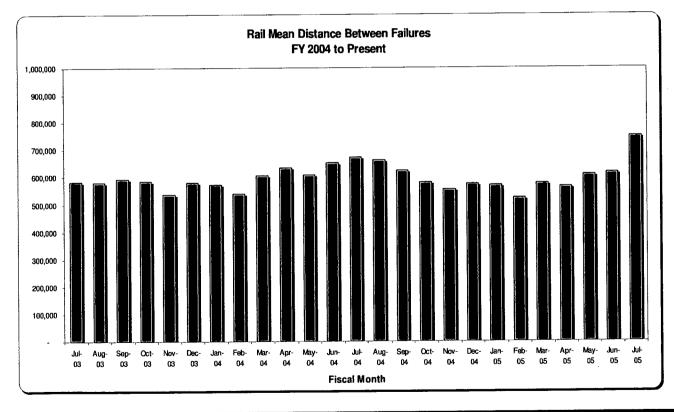
ON TIME PERFORMANCE









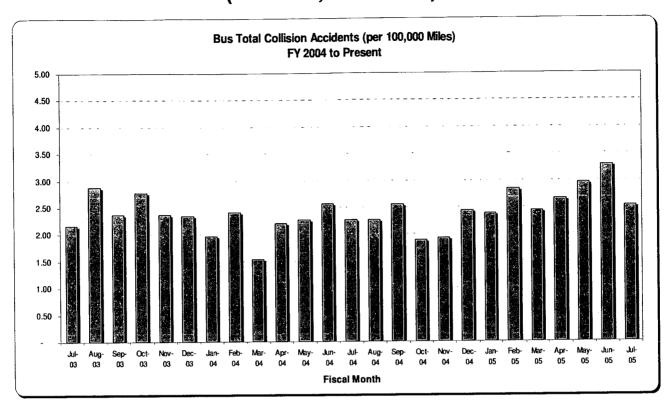


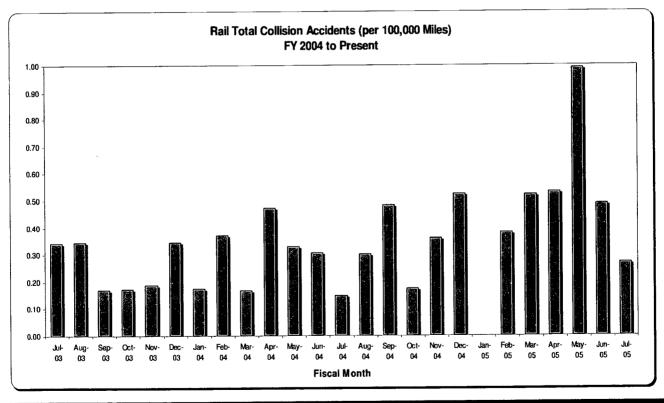




TOTAL COLLISION ACCIDENTS (PER 100,000 MILES)

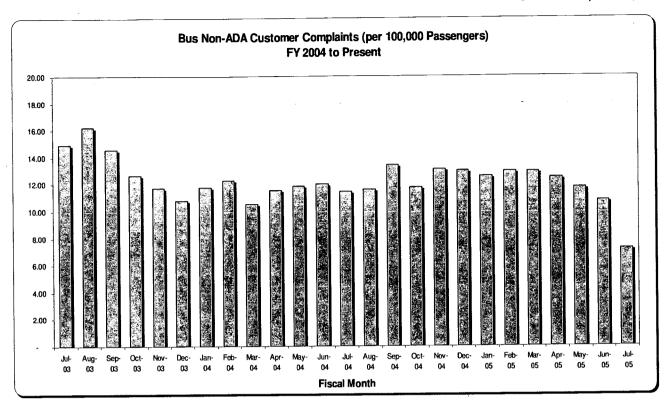
Att. C, Al 46, 9/15/05, OPS 920.1, 960.5, 970.5

















July 2005 Monthly Performance Indicators

September 22, 2005

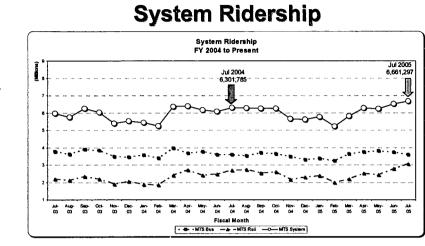




Operating Environment

- Service Levels
 - 20 days of weekday service.
- Special Events
 - Opening of Mission Valley East
 - July 9th Community Ride Day
 - July 11th first day of revenue service
 - Major service changes routes 81,14,18
 - Comicon and Street Scene
 - July 4th holiday service
 - Padres games played at Petco Park

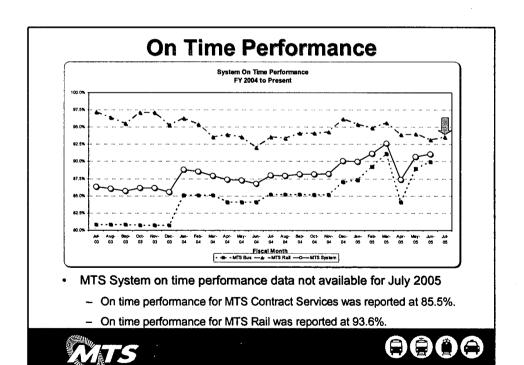




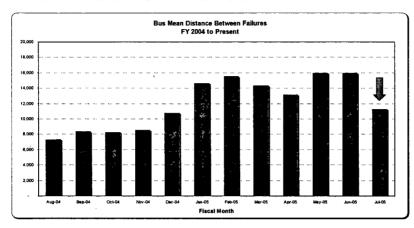
- System carried 6,661,297 passengers in July 2005:
 - Ridership on MTS Bus totaled 3,592,869.
 - Ridership on MTS Rail totaled 3,068,428.







Mean Distance Between Failures - Bus

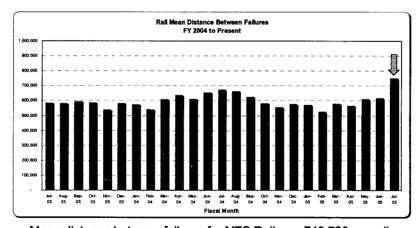


- · Mean distance between failures for MTS Bus was 11,259 miles.
 - Contributing factor was reduction in mileage with July service change.





Mean Distance Between Failures - Rail

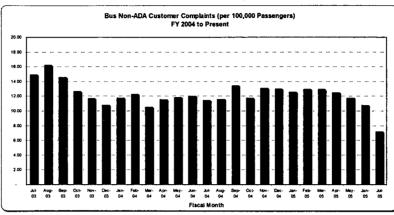


- Mean distance between failures for MTS Rail was 749,720 car miles.
 - Contributing factor was increase in mileage with July service change.





Customer Complaints



- Non-ADA complaints declined to 7.21 complaints per 100,000 passengers
- ADA services' 9 complaints represented 0.03% of ADA ridership.



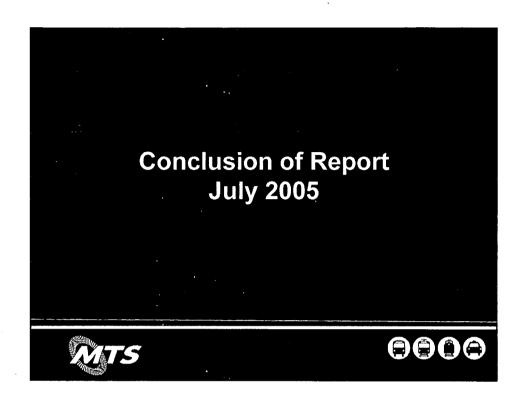


Collision Accidents

- MTS Bus collision rate was 2.52 collisions per 100,000 miles in July 2005.
- MTS Rail had two collision accidents in July 2005, at a rate of 0.27 collisions per 100,000 miles.









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Agenda

Item No. <u>47</u>

Joint Meeting of the Board of Directors for Metropolitan Transit System, San Diego Transit Corporation, and San Diego Trolley, Inc. OPS 970.11 (PC 30102)

September 22, 2005

Subject:

SDTI: SEMIANNUAL MTS SECURITY REPORT (JANUARY THROUGH JUNE 2005)

RECOMMENDATION:

That the Board of Directors receive this report for information.

Budget Impact

None.

DISCUSSION:

<u>General Activities – San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation</u> (SDTC)

<u>Multiagency Emergency Preparedness Drill – San Diego State University</u>. MTS's fourth Emergency Preparedness Drill was held on Monday, June 6, 2005, at the new San Diego State University station.

The scenario included a bombing onboard a train that was traveling inside of the underground tunnel en route to the station. A number of fatalities and patrons with severe and minor injuries were evacuated from the station and treated in an off-site triage area.



This multiagency drill included various emergency response units from the City of San Diego, representatives from the Transportation Security Administration (TSA), San Diego County Emergency Response agencies, canine units from the California Highway Patrol (CHP), and the media. Over 200 volunteers participated.

Enforcement Activities

Mission Valley East Extension. When installation of the catenary wires began on the Mission Valley East extension, there were a number of reported thefts of this wire. One incident was so severe that it threatened to delay the opening of the extension. A meeting was held with the San Diego Association of Governments (SANDAG) and the contractors and it was decided that additional security coverage should be deployed.

From November 2004 through the opening of Mission Valley East, Transit Systems Security, Heritage Security Services, and SDTI Code Enforcement personnel conducted special details to curb incidents of the theft of copper contact and messenger wire. Hi-rail and regular patrol vehicles as well as foot patrols were utilized, and the incidents of theft and unauthorized persons on the property ended.

<u>C Street Problem-Oriented Policing (POP) Project.</u> The C Street POP Project encompasses a select number of Transit Enforcement officers and San Diego Police officers patrolling trains and stations on the C Street Corridor. Transit Enforcement bicycle team officers augmented this patrol on Fridays and Saturdays. The purpose of the patrols was to address chronic offenders and quality-of-life issues in this area. Complaints involving specific crimes and suspects were forwarded to the Office of the District Attorney, and stay-away orders were issued to those violators. The combination of these efforts has resulted in the removal of some of those chronic offenders from the area.

<u>Downtown Partnership.</u> Transit Enforcement has also been involved with the Downtown Partnership. During Downtown Partnership meetings, problems related to criminal activity in the downtown area are discussed. These meetings involve law enforcement, business and community leaders, and other interested persons. Numerous problems have been effectively dealt with in this forum.

<u>Chula Vista Police Department</u>. Staff has worked with Chula Vista Police on special enforcement details within that jurisdiction. During these details, all passengers (boarding, deboarding, and onboard) were inspected for valid fares. Police officers checked fare evaders for warrants and parole/probation violations. Smaller operations with Chula Vista Police have also been conducted. During these smaller operations, Transit Enforcement officers make the initial contact with defendants and then transfer them to Chula Vista Police for parole/probation violations checks.

<u>La Mesa Police Department</u>. Collaborative efforts were made with the La Mesa Police Department. This effort was comprised of truancy sweeps at stations and onboard trains in addition to proactive patrols. Truancy sweeps are intended to address the problem of juveniles ditching school and then committing mischief on the transit system. The truancy sweeps were very productive in terms of discouraging juveniles from "hanging out" on the system.

El Cajon Police Department. Members of the Transit Enforcement Department teamed up with the El Cajon Police Department for several weeks and rode trains every Tuesday. Officers dealt with juvenile misconduct and transients on the system who were affecting the quality-of-life in those areas. El Cajon Police also utilized the services of the Probation Department for contacts. They rode trains from the Santee Town Center Station to 32nd & Commercial during these details.

<u>San Diego Police and Probation Departments</u>. During the months of May and June, Transit Enforcement worked with the San Diego Police and Probation Departments to target gang members for enforcement action. Transit Enforcement also worked with San Diego Police riding trains from 25th & Commercial to 32nd & Commercial addressing quality-of-life issues.

Operation Lifesaver

Operation Lifesaver is a program originally created by Amtrak to provide basic training and education to the public regarding train operation safety, equipment mechanisms, grade crossings, etc. The Transit System Security Department trained and certified six Code Compliance inspectors in the program. Plans call for inspectors to visit local schools as requested and provide education regarding general MTS operations. Various training materials will be shared with the schools along with a video depicting four different scenarios filmed at various MTS locations. The video addresses coupler jumping, wait/stand behind the line, grade-crossing safety, and trespassing.

Community Outreach

During this reporting period, two members of the Transit System Security management staff attended a community meeting dealing with a variety of issues in San Diego's District 4. Councilmember Anthony Young hosted the forum that featured a short presentation from private, city, county, and state representatives who explained their respective organization's role in the community. Our presentation focused on trolley enforcement issues and the criticality of citizen involvement on reporting crimes in a timely manner.

FY 05 Department of Homeland Security Grant Funds.

Working in concert with the California Office of Homeland Security, we have completed the preliminary phases of the federal grant process for funds to be applied to security enhancements for SDTI and SDTC. As part of the application process, we have completed the required Security and Emergency Preparedness Program (SEPP) document, the Threat and Vulnerability Assessment (TVA) document, and the Regional Transit Security Strategy (RTSS). The RTSS was completed in collaboration with the North County Transit District. As part of the process, 13 regional goals were submitted that pertain specifically to prevention and detection of terrorist activity as well as weapons of mass destruction.

FTA Technical Committee Vulnerability Assessment.

Battelle Corporation's technical assistance team visited MTS on April 7–11, 2005. The team members conducted a thorough inspection of all operations for both the bus and rail divisions. Battelle interviewed key staff from all departments, reviewed documents and sent many documents back to its office for a more detailed review. Battelle uses a comprehensive questionnaire called the "Top 20." The Top 20 contained very comprehensive questions regarding policies and procedures, terrorist drills, business recovery, and employee and contractor background checks.

During the end of the week review, Battelle representatives informed us that a score of 15 or higher meant that the agency was doing a good job. MTS scored 18 out of 20.

The focus for improvement was increasing patron awareness via train announcements and informational handouts regarding suspicious persons or packages. Coincidently, MTS had just finished printing the Security Awareness Brochure that addresses this subject. Additionally, the ID-sized information card, designed to be carried by all MTS employees explaining what to do when confronted with a suspicious person/package or what to do when it is reported to them by a patron, was completed at the same time. Battelle thought this was a positive step in an area in need of attention.

Battelle returned to San Diego on June 6 and attended the Mission Valley East Emergency Response Drill and was impressed with the amount of detail that went into the design of the drill as well as the number of volunteers (200+) involved.

Security Awareness Brochure

A Security Awareness Brochure was created to inform trolley and bus patrons that security is everyone's business. The brochure emphasizes awareness of crime-prevention efforts and how we rely on the public to be our eyes and ears to assist in making the system safer. The brochure also includes things to be on the alert for, such as suspicious persons, packages, and anything out of the ordinary. Patrons are encouraged to call security to report suspicious activity.

Every Employee has a Role in Security

In concert with the Security Awareness Brochure, staff also developed an ID-size informational card designed to be worn with the employee ID that instructs employees how to identify suspicious persons or items and how to report these activities to MTS employees.

Transit Watch - Part I and Part II Statistics - SDTI

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

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

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

Part II Arrests detail incidents in which violators are arrested for committing offenses on transit property and vehicles. These offenses include quality-of-life violations, property offenses, and minor offenses committed against patrons, employees, and others. Statistics compiled for the first six months of calendar year 2005 indicate that Part I Incidents increased significantly.

PART I INCIDENTS	January - June 2004	January - June 2005
Robbery	11	20
Theft	16	33
Aggravated Assault	07	07
Motor Vehicle Theft	06	14
Burglary	00	01
Forcible Rape	00	01
Arson	<u>00</u>	<u>01</u>
TOTAL	40	77

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

PART II ARRESTS	January - June 2004	<u>January – June 2005</u>
Other Assaults	17	31
Vandalism	19	18
Sex Offenses	02	01
Drug Abuse Violations	s 125	193
D.U.I.	01	00
Drunkenness	65	61
Disorderly Conduct	330	428
Trespassing	90	120
Curfew and Loitering	<u>46</u>	70
TOTAL	695	922

Excluding fare evasion, there were 695 Part II Arrests made during the first six months of calendar year 2004 compared to 922 Part II Arrests made during the first six months of calendar year 2005, an increase of 33 percent. Fare evasion citations remained relatively even from 12,367 for the first six months of calendar year 2004 to 11,522 in the first six months of calendar year 2005.

Trolley Passenger Inspections

The inspection rate was nearly 32 percent during this reporting period.

Onboard Trains	Fare-Paid Zones	Total Passengers Inspected
2,141,756	2,415,485	4,557,241

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

	Passengers Carried	Part I Incidents/100,000
January – June 2005	14,286,343	.54
January – June 2004	13,724,442	.29

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

	Passengers Carried	Part II Arrests/100,000
January – June 2005	14,286,343	6.45
January – June 2004	13,724,442	5.06

In addition to the categories that appear on the FTA Form 405, over 800 additional arrests were made for other violations occurring system wide (SDTI, SDTC, and Contract Services), the majority of which involved alcoholic beverages.

Special Enforcement Unit

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

Beginning in March 2003, revenue SEU sweeps were implemented, and it was determined that several hundred dollars of ridership revenue was earned when this option was available to patrons. During revenue sweeps conducted during this reporting period, approximately \$594 was collected.

During the first six months of calendar year 2005, inspectors and officers contacted 95,922 passengers during scheduled SEU sweeps system wide. Of these, 1,718 passengers did not comply with the published fare structure. Of the 1,718 who were not in fare compliance, 1,389 were issued citations and 329 were allowed to upgrade or purchase a fare in order to meet fare compliance requirements. Semiannual statistics from these special fare evasion inspections indicate a fare evasion rate of 1.79 percent.

In addition to fare compliance, officers also made arrests for quality-of-life violations, such as possession of marijuana, truancy, and warrants.

Closed-Circuit Television (CCTV)

CCTV is presently functioning at the Old Town Transit Center (12 cameras), Euclid Avenue Station (8 cameras), Fashion Valley Transit Center (5 cameras), Qualcomm Stadium Station (16 cameras), 47th Street Station (5 cameras), El Cajon Transit Center (2 cameras), San Diego State University Station (18 cameras), and Alvarado Medical Center Station (5 cameras).

The CCTV system contains a combination of pan-tilt-zoom (PTZ) and fixed cameras. The PTZs have the capability of rotating in a sweeping arc to capture a wide area view and can also zoom in and tilt vertically to view specific targets. Fixed cameras are aimed at specific locations, such as platforms and heavily populated patron areas. All cameras record to a digital video recorder (DVR) and have the capability of retaining 15 days of recorded history with the exception of Euclid Avenue Station, which can retain 30 days. The system at San Diego State University is hard-wired to the security office where a bank of viewing monitors is located. Eventually, this system will be tied into the new Central Control facility where viewing and recording will take place. All other cameras in the system are transmitted back to the headquarters security facility via T-1 lines where viewing and recording occurs. The DVRs enable the system to memorialize past events on compact discs as evidentiary material should the need arise.

Since the system has been in operation, numerous requests from various law enforcement agencies to view videos have been received. This has resulted in the detection of several acts of criminal activity on SDTI property. Convictions in court have also been the result of this system and, although not quantifiable, a positive value-added deterrent factor is always present. Plans include expansion of the system at locations prioritized as attractive areas for crime and/or possible targets of terrorist activity. The C Street Corridor, through a cooperative effort with the Downtown Partnership Group and donations from Pelco Corporation and Electro Specialty Systems, will have cameras installed at the Fifth Avenue Station.

Further, grant funds from the Department of Homeland Security, coordinated through the California Office of Homeland Security, are being pursued for funding one or more additional stations with CCTV. Also, in a collaborative effort with the City of Chula Vista, agreements are being finalized to install CCTV systems at all three transit centers.

Training

During this reporting period, all Transit Enforcement personnel attended an FBI-sponsored training session relating to terrorism on public transportation. Also included was a segment relative to the recognition of various weapons of mass destruction.

Four Code Compliance inspectors completed the California Penal Code 832 course at Miramar College. This is required training every three years and covers a variety of

subjects, including laws of arrest, defensive tactics, California law, and other related subjects.

Three former local gang members from the organization "Overcoming Gangs" conducted two seminars with Transit Enforcement personnel regarding how to better communicate with gang members in the field, avoid confrontations, and safety applications when contacting suspected gang members.

An in-house training session was also conducted dealing with correct procedures for searching and handcuffing arrestees.

Transit Watch - Part I and Part II Statistics - SDTC

Reports submitted for the first six months of calendar year 2005 indicate that Part I Incidents against persons remained constant compared to reports submitted for the first six months of calendar year 2004 (Attachments C and D).

INCIDENTS	January - June 2004	January - June 2005
Motor Vehicle Theft	00	00
Robbery	03	00
Theft	00	00
Aggravated Assault	00	02
Homicide	00	. 00
Forcible Rape	<u>00</u>	<u>00</u>
TOTAL	03	02

Reports of arrests for Part II offenses fell when compared to last year's figures. Including fare evasion, there were 115 reports of arrest for Part II offenses during the first six months of calendar year 2004 compared to 62 reports of arrests made during the first six months of calendar year 2005.

PART II ARRESTS	<u> January – June 2004</u>	<u>January – June 2005</u>
Other Assaults	06	04
Vandalism	14	04
Sex Offenses	. 00	00
Drug Abuse Violations	32	18
D.U.I.	00	00
Drunkenness	07	01
Disorderly Conduct	22	19
Trespassing	02	05
Fare Evasion	03	01
Curfew and Loitering	<u>29</u>	<u>10</u>
TOTAL	115	62

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

Contract Services

MTS Contract Services experienced a total of 15 Part II Incidents with 4 arrests for this reporting period. One incident of aggravated assault, a Part I Crime, was also experienced. This compares to last year's experience of 25 Part II Incidents with 24 arrests during the same reporting period. There was one report of theft, a Part I Crime in the reporting period for 2004.

Paul C. Jablonski

Chief Executive Officer

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

JGarde SEPT22-05.47.SEMISECURITYREPT.SMURPHY 9/15/05

Attachments: A. Board FTA 405 Reports (January-June 2004 SDTI)

B. Board FTA 405 Reports (January-June 2005 SDTI)

C. Board FTA 405 Reports (January-June 2004 SDTC)

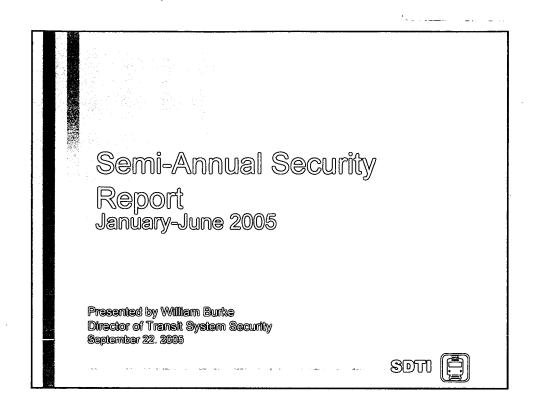
D. Board FTA 405 Reports (January-June 2005 SDTC)

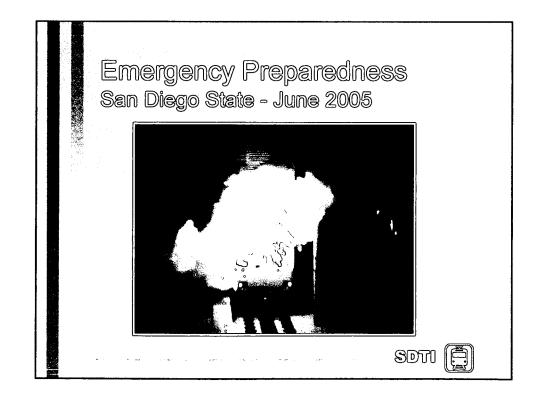
Form not applicable	В	OARD	405 REPORT	Require of 200,0	d from transit agencies serving UZAs 00 or more population.
NTO ID III					
Form 005 Included					Mode
	Rac	ad on the Unife	orm Crime Reporting Handbook		Type of Service
Security Items		ed on the onit	In Vehicle	In Station	Other Transit Prop.
Location SDTI					
Part I Offenses (Reports)	 		,		
Violent Crime	Inc Inv	Arrests			
Homicide	0	0			
	_		Patrons 0	_	0
			Employees 0	0	0
			Others 0	0	0
Forcible rape	0	0	- 19		
			Patrons 0		0
			Employees 0	0	0
Dahhaa	11		Others 0	U	U
Robbery		7	Patrons 5	7	0
			Employees 0		0
			Others 0		0
Aggravated assault	7	1	Guille Service		Ü
7.199. 2.12.02 2.002		,	Patrons 0		0
·			Employees 0	0	0
			Others 0	7	2
Property Crime	Inc Inv	Arrests			
Burglary	0	0	0	0	0
Larceny/theft	16	1		0	
	,		Patrons 3 Employees 0		9
			Employees 0 Others 0		1
Motor vehicle theft	6	0	Others 0	U	I
iviolor venicle trieft	"	"	Patrons 0	0	6
			Employees 0		0
			Others 0	<u> </u>	
Arson	0	0	0	C	0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	25	17	7	10	0
Vandalism	34	19	5	11	
Sex offenses	4	2	0		1
Drug abuse violations	125	125	28		
Driving under the influence	1	1	0		
Drunkenness	65	65	14		
Disorderly conduct	346	330	88	228	
Trespassing	100	90	0		83
Fare evasion	12,955	12,367	10,166		0
Curfew & loitering laws	47	46	3	43	0
10 Co.				205.00	
Total Transit Property Damage			\$ 1	,825.23	
	Int	OWNO	I IIaa Or	147	
		CI II d	ıl Use Or	11 y	
İ				•	
			Banart Bun Tima	Donatine D	
Report Run Date			Report Run Time	Reporting Pe	
08/29/2005		09:	17:46AM	01/01/2004	To 06/30/2004

Form not applicable	В	OARD	405 REPORT	Require of 200	ed from transit agencies serving UZAs ,000 or more population.
NTD ID TTT					Mode T
1 om 663 included					Type of Service
	Bas	sed on the Unifo	orm Crime Reporting Handboo		
Security Items	3		In Vehicle	In Station	Other Transit Prop.
Location SDTI					
Part I Offenses (Reports)					
Violent Crime	inc inv	Arrests			
Homicide	0	0			- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
			1 441 0110	0 (
			F)		0
Parallela anno		ļ	Others	0	0
Forcible rape	ı	0	Detworks	0 (1
	;		1 40 0110	<u> </u>	0
				0	0
Robbery	20	8	Officia	0	
1,0000,			Patrons	6 18	3 2
					0
				0	0
Aggravated assault	7	2			
			Patrons	3	3 0
			Employees	0 (0
			Others	2	1 0
Property Crime	Inc Inv	Arrests			
Burglary	1	1		0	1 0
Larceny/theft	33	4			10
			1 0110110	<u> </u>	12
			1 y		0
No. 4	14		Others	0 1	0 10
Motor vehicle theft	14	0	Dotrons	0 0	13
			1 441 0115		0 0
				_ !	0 1
Arson	1	0		o	1 0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	41	31		9 2	2 0
Vandalism	91	18		4 1	1 3
Sex offenses	1	1			0 0
Drug abuse violations	192	193	2	0 17	1 2
Driving under the influence	0	0			0 0
Drunkenness	62	61	1		
Disorderly conduct	442	428	9		
Trespassing	126	120			5 113
Fare evasion	12,027	11,522	8,37	3 3,14	8 1
Curfew & loitering laws	72	70		0 6	
Carlow a foliating favor				-	
Total Transit Property Damage	****		\$	11,063.10	
	Int	erna	ıl Use O	nly	
Report Run Date			Report Run Time	Reporting F	Period
08/29/2005		09:	17:17AM	01/01/200	To 06/30/2005

Form not applicable	В	OARD	405 REPORT	Require of 200,	ed from transit agencies serving UZAs 2000 or more population.
йто по ППП				<u> </u>	
Form 005 Included					Mode
			Crima Banadina Handback		Type of Service
2		sea on the Unit	orm Crime Reporting Handbook	In Station	Other Transit Prop.
Security Items			In venicle	III Station	Other Hansit Prop.
Location SDTC			1	T	
Part I Offenses (Reports) Violent Crime	Ino Inv	Arrests	-		
Homicide	Inc Inv	0			
l	U	"	Patrons 0	0	0
			Employees 0		<u> </u>
			Others 0	0	0
Forcible rape	0	0			
•			Patrons 0		0
			Employees 0		
			Others 0	0	0
Robbery	3	1	D	2	1.11.1
			Patrons 0 Employees 0		
			Employees 0 Others 0	1	0
Aggravated assault	0	0	Others		V
/tgg/avaled doodalt			Patrons 0	0	0
			Employees 0	0	0
	İ		Others 0		
Property Crime	Inc Inv	Arrests			
Burglary	0	0	C) 0
Larceny/theft	0	0		-	
			Patrons 0 Employees 0		
			Employees 0 Others 0		
Motor vehicle theft	0	0	Others		
INOTOL AELICIE MIEL			Patrons C	0	0
			Employees 0	1	0
			Others 0		0
Arson	0	0			0
Part II Offenses (Arrests)	Inc Inv	Arrests			
Other assaults	8	6	2		0
Vandalism	49	14	10		0
Sex offenses	0	0	0		0
Drug abuse violations	32	32	3		5 4
Driving under the influence	7	7	0		5 1
Drunkenness	24	22	1 8		
Disorderly conduct	24	2	0		2
Trespassing	3	3	1		
Fare evasion	29	29	0		
Curfew & loitering laws	23		1		1
Total Transit Property Damage			\$ 1	,218.18	
Total Harisit Toperty Damage			T		
·			111 0	•	
	Int	erna	ıl Use Or	1 i v	
		VI 110		J	
Report Run Date			Report Run Time	Reporting P	eriod
08/29/2005		09:	17:46AM	01/01/2004	To 06/30/2004

Form not applicable	В	OARD	405 REPORT	Requir of 200,	ed from transit agencies serving UZAs 000 or more population.
NTD ID TIE					Mode ☐
Form 005 Included					
	Bas	sed on the Unif	orm Crime Reporting Handbook	‹	Type of Service
Security Item	ns		In Vehicle	In Station	Other Transit Prop.
Location SDTC					
Part I Offenses (Reports)					
Violent Crime	Inc Inv	Arrests			
Homicide	0	0		48	
			Patrons C	-	
			Employees Control Others Control		
Forcible rape	1 0	0	Others		<u> </u>
Torcible rape	"		Patrons		0
	1		Employees C		
			Others C)	0
Robbery	0	0	1 he		
	1		Patrons C	·	
			Employees C		
			Others C) (_0
Aggravated assault	2	3	D		0
		1	Patrons 1 Employees 0) (
			Employees Cothers Co		
Property Crime	Inc Inv	Arrests	Others		
Burglary	0	0	7		0 0
Larceny/theft	0	0			Contract of the Contract of th
1	1		Patrons ((
			Employees C	(
			Others (0
Motor vehicle theft	0	0			
İ	1		Patrons		
			Employees		0
	0		Others C	· · · · · · · · · · · · · · · · · · ·	0 0
Arson Part II Offenses (Arrests)	Inc Inv	0 Arrests			
	5	4	3		1 0
Other assaults Vandalism	19	4	2		2 0
Sex offenses	0	0			0 0
Drug abuse violations	16	18			
Driving under the influence	0	0		``	0 0
Drunkenness	 1	1 1			0 1
Disorderly conduct	31	19	8		1 0
Trespassing	5	5			0 5
Fare evasion	5	1			0 0
Curfew & loitering laws	10	10	() 1	0 0
Total Transit Property Damage			\$	279.50	
	Int	erna	ıl Use Oı	nly	
Report Run Date			Report Run Time	Reporting P	
08/29/2005		09	:17:17AM	01/01/2005	To 06/30/2005



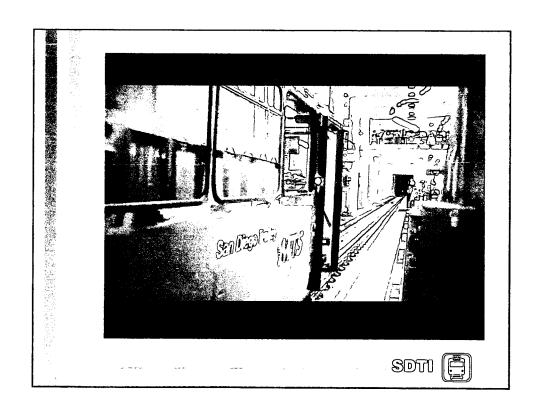


San Diego State University Emergency Preparedness Drill

- Train explosion in SDSU tunnel
- Similar to explosions in London
- Two hundred role-players participated
- More than 150 personnel (from more than seven agencies) including fire, police and emergency response participated







FTA Audit

- Battelle Corporation inspected operations at SDTI and SDTC
- Interviewed key staff
- Reviewed critical documents
- Comprehensive questionnaire "Top 20"
- · MTS scored 18 out of 20

SDTI



U.S. Department of Homeland Security Transit Security Grant Program

- · Enhancement of security against threats caused by terrorism
 - For rail transit, intra-city bus transit and ferry systems
 - -\$2.1M available for NCTD and SDTI rail
 - -\$550K available for SDTC bus

Som 🗐



U.S. Department of Homeland Security Transit Security Grant Program

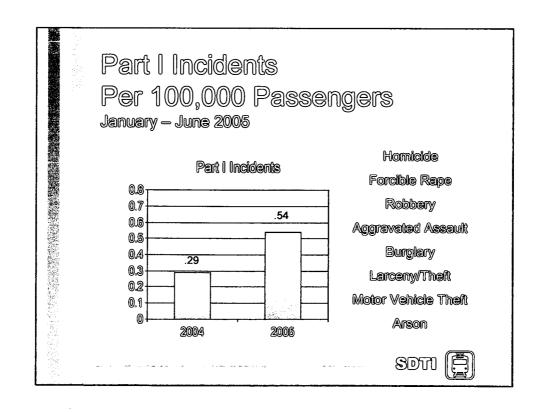
- Regional Transit Security Working Group (RTSWG) formed
- Members include representatives from NCTD, SDTI, SDTC and OHS
- San Diego Regional Transit Security
 Strategy Developed
- · Grant Application Submitted

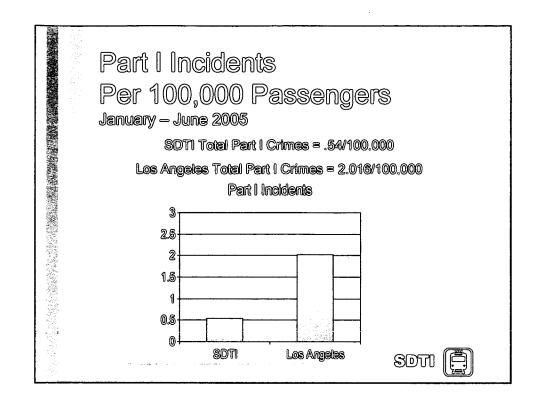
SDTI

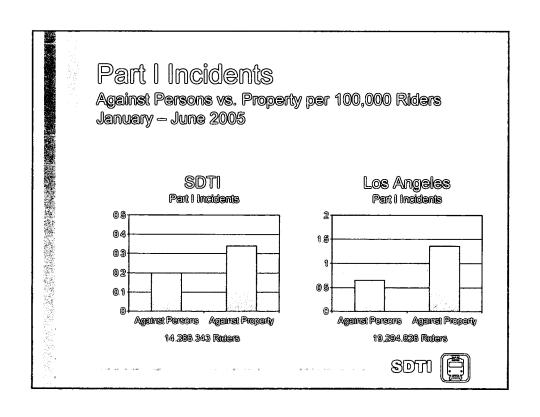


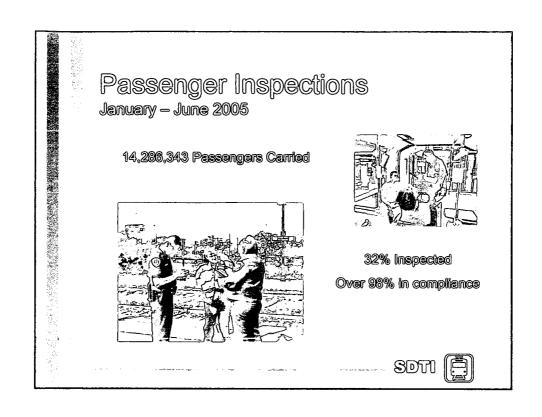
Part I Incidents January - June 2004 2006 Robberry 11 20 Theft 33 Aggravated Assault 07 Motor Vehicle Theft 06 14 Burglary 00 01 Forcible Rape 00 01 Arson 00 01 SDM

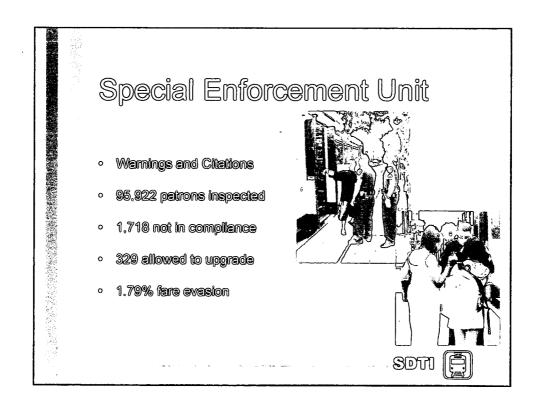
Part II Arrests January – June 2005		
	2004	2005
Other Assaults	17	31
Vandalism	19	18
Sex Offenses	02	01
Drug Abuse Violations	125	193
DUI	01	00
Drunkenness	65	61
Disorderly Conduct	330	428
Trespassing	90	120
Curiew and Leitering	46	70
		son 🗐

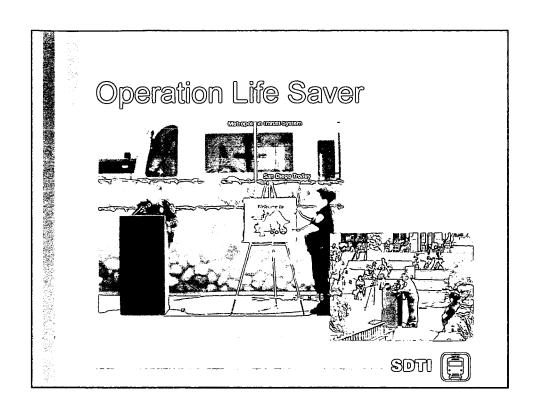












Operation Lifesaver

- Created by AMTRAK
- Public information safety and security
- Six Code Compliance Inspectors certified
- Visit local schools
- Provide education safety and security
- First public school outreach program by our department

SDM (E)



Community Outreach - Gangs

- · Councilman Anthony Young
 - · School meetings
 - · Community meetings
 - · Overcoming Gangs Organization
 - · Trained Code Compliance and Security
 - · Ongoing outreach at Euclid Station

- SDM



Closed Circuit Television Top Ten Stations - Criteria

- Potential for Terrorism
- Reported Crimes
- Arrests
- Serious Incidents

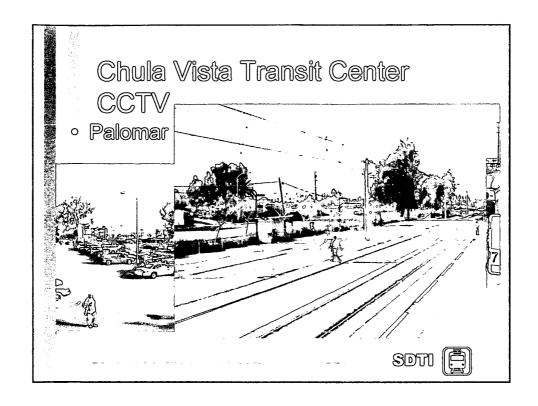
- Passenger Activity
- Input from Law Enforcement
- Cost Sharing
- Isolation of Location
- Trespassing and Loitering

- Son (Ē







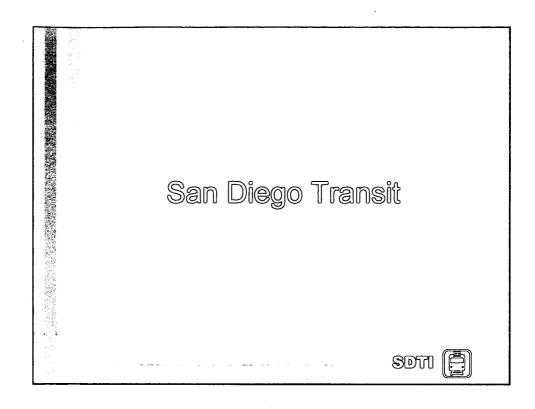


CCTV

- Equip each station with cameras to monitor bus bays, stations \prime platforms and parking lots
- Each field site has a DVR (Digital Video Recorder) that stores 15 days of digital recordings from all cameras
- Cameras send image to Trolley CCTV control center for "real time" monitoring via phone lines 7/24
- Unprecedented sharing of video signal with CVPD







Part I Incidents (s January – June	IDTC)	
	2004	2006
Robbery	03	00
Theft	00	00
Aggravated Assault	00	02
Motor Vehicle Thefit	00	00
Burglary	00	00
Forcible Rape	00	00
Arson	00	00
the the control of th		sdu (5)

	Part II Arrests (SDTC) January – June		
		2004	2005
	Other Assaults	06	04
	Vandalism	14	04
	Sex Offenses	00	00
	Drug Abuse Violations	32	18
21 122	DUI	00	00
	Drunkenness	07	01
	Disorderly Conduct	22	19
	Trespassing	02	05
	Curfew and Loitering	29	10
		S	SDTI 🚊



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

Agenda

Item No. <u>48</u>

Joint Meeting of the Board of Directors for Metropolitan Transit System, San Diego Transit Corporation, and San Diego Trolley, Inc. FIN 310 (PC 50601)

September 22, 2005

SUBJECT:

MTS: PRELIMINARY OPERATIONS BUDGET STATUS REPORT FOR FISCAL YEAR 2005

RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operations Budget Status Report for June FY 05 and provide guidance on fiscal year 2005 budget closure.

Budget Impact

None at this time.

DISCUSSION:

This unaudited preliminary report summarizes the operating results for fiscal year 2005. Attachment A-1 summarizes the high-level net operating subsidy results, which include several issues that require Board direction. Attachment A-2 summarizes top-level operating expenditures and includes other expenditures compared to budget through June 2005 year-to-date. Attachments A-3 and A-4 detail the year-to-date combined operations results, and Attachments A-5 to A-18 present budget comparisons for each MTS operation.



MTS NET OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, the favorable June 2005 net operating subsidy variance totals \$3,088,000. This positive variance includes an unfavorable net operating subsidy variance of \$1,011,000 (-0.8%) (detailed below), a favorable variance of \$5,442,000 regarding the pension obligation of MTS for the fiscal year, an unfavorable variance of \$804,000 regarding the uncollectible accounts receivable balance owed by Air Pollution Control District, and the deferment of Congestion Mitigation & Air Quality (CMAQ) subsidy funding of \$538,000.

MTS OPERATIONS

Summary

As indicated within Attachment A-2, the June 2005 year-to-date MTS net operating subsidy unfavorable variance totaled \$1,011,000 (-0.8%). Operations produced a \$1,979,000 unfavorable variance offset by the administrative area contributing a \$968,000 positive variance.

Revenues

<u>Fare Revenue – June 2005 Year-to-Date</u>. Attachments A-3 and A-4 provides more combined detail with regard to operations. Combined fare revenue for June 2005 year-to-date was \$67,278,000 compared to the year-to-date budget of \$68,912,000, representing a \$1,635,000 (-2.4%) unfavorable year-to-date variance. From a year-to-date perspective, internal bus operations produced a positive variance of \$219,000 (1.0%). Compared to the amended budget, rail operations had a \$1,417,000 (-5.2%) year-to-date unfavorable variance. Combined contracted bus operations (fixed-route and Paratransit) were \$284,000 (-1.7%) under budget while all other year-to-date bus-related operations were \$153,000 (-4.1%) under budget.

Total passengers for the 12 months ending the 2005 fiscal year totaled 76,986,000 for all MTS operations compared to year-to-date budgeted ridership totaling 77,291,000, representing a 305,000 unfavorable variance in ridership.

Other Revenue

Year-to-date other revenues through June 2005 were \$1,227,000 compared to the year-to-date budget of \$1,177,000 representing a \$51,000 (4.3%) favorable variance. This primarily represents higher advertising demand toward the end of the fiscal year within bus operations.

Expenses

<u>Personnel Costs.</u> Total personnel related costs for year-to-date June 2005 were \$85,733,000 compared to the budget at \$86,390,000, resulting in a \$657,000 (0.8%) favorable variance. Wages produced a positive variance of \$117,000, and the positive

variance for the fringe component was \$540,000. Bus operations' fringe expenses contributed \$677,000 to the combined positive variance and are primarily due to lower workers' compensation expenses than expected.

<u>Outside Services and Purchased Transportation</u>. Total outside services expenses totaled \$62,489,000 compared to a budgetary figure of \$63,131,000, resulting in a favorable expense variance of \$642,000 (1.0%). This favorable variance is primarily due to lower-than-anticipated demand within contracted bus operations (\$653,000).

<u>Materials and Supplies</u>. Total combined materials and supplies costs were \$9,349,000 through June 2005 compared to the budget of \$8,311,000, resulting in an unfavorable expense variance of \$1,039,000 (-12.5%). This unfavorable variance is primarily due to significant purchases with regard to Mission Valley East start-up.

Energy. Total year-to-date energy costs were \$20,871,000 compared to the budget of \$20,256,000 resulting in a year-to-date unfavorable variance of \$615,000 (-3.0%). Year-to-date diesel fuel expenses were over budget by \$94,000 (-1.5%), compressed natural gas (CNG) was over budget by \$232,000 (-3.3%), and electricity-related expenses were over budget by \$289,000 (-4.3%). Year-to-date diesel prices averaged \$1.681 per gallon compared to the annual budgetary rate of \$1.600 per gallon. Year-to-date CNG prices averaged \$1.062 per gallon compared to the annual budgetary rate of \$1.050 per gallon.

Risk Management. Risk management costs were \$5,561,000 through June 2005 compared to a \$5,432,000 budgetary figure, resulting in an unfavorable variance of \$130,000 (-2.4%). This unfavorable variance (-\$193,000 or -9.8%) is primarily due to more legal fee volume over the past quarter within rail operations.

General and Administrative. Year-to-date general and administrative costs were \$46,000 (-6.9%) over budget totaling \$718,000 through June 2005 compared to a year-to-date budget of \$671,000.

Other Expenditures. Attachment A-2 summarizes total nonoperating other expenditures. Total year-to-date expenses totaled \$6,634,000 compared to a year-to-date amended budget of \$7,602,000, resulting in a positive variance of \$968,000 (12.7%) through June 2005.

Pension Obligation

The Board of Directors adopted a contribution rate of 19.7% for San Diego Transit Corporation, which resulted in a funding requirement of \$7,233,000 for the fiscal year. In October 2004, the Board authorized the issuance of \$77.5 million of pension obligation bonds of which \$76.3 million was deposited with the San Diego Transit Corporation pension plan. The pension obligation deposit exceeds the funding requirement for fiscal year 2005 creating a fiscal year 2005 funding savings of \$7.2 million. The pension obligation bond required a \$1.8 million debt service payment within the fiscal year, resulting in a net funding savings of \$5.4 million.

This pension obligation funding combined with investment earnings has resulted in a funding ratio of 93.9% for San Diego Transit Corporation as of December 31, 2004.

APCD Funding

Staff has addressed with the Board of Directors during the development of the fiscal year 2006 budget that APCD funding for fiscal year 2006 and prior fiscal years were in jeopardy. APCD has advised that it will not pay for certain invoices due to disputes on contract provisions. These relate to fiscal years of 2001–2005. The net amount of this dispute is \$804,000 and needs to be written off within fiscal year 2005.

CMAQ Funding

When the fiscal year 2005 budget was compiled, the projected opening date of Mission Valley East was in May 2005. With the opening of the new line, MTS is eligible for federal CMAQ funding for the first three years of operations. The estimated CMAQ funding for the final two months of fiscal year 2005 was \$538,000.

Since the opening date of Mission Valley East was in July 2005, the CMAQ funding of \$538,000 for the fiscal 2005 year is not available. The actual funding levels will coincide with the full three fiscal years of 2006, 2007, and 2008.

Staff Recommendation

It is staff's recommendation that since MTS has just under a 94 percent funded pension, that MTS utilize the available funding with regard to the pension obligation to fund the net operating subsidy unfavorable variance for fiscal year 2005, fund the APCD disputed accounts receivable, and fund the loss of fiscal year's CMAQ funding due to the July 2005 Mission Valley East opening date. The recommendation includes contributing the remaining favorable variance of \$3,088,000 to establish a pension contingency reserve.

Paul & Jablonski Chief Executive Officer

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

SEPT22-05.48.FY05BUDGET.LMARINESI

Attachment: A. FY 05 Comparison to Budget

SUMMARY OF COMBINED NET OPERATING SUBSIDY RESULTS

FISCAL YEAR 2005 (in \$000's)

	YEAR TO DATE
	ACTUAL
Net Operating Subsidy from Operations Pension Obligation APCD CMAQ	(1,011) 5,442 (804) (539)
Adjusted Net Operating Subsidy Variance	3,088

COMBINED OPERATIONS TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES

		YEAR TO	DATE	2
		AMENDED		%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
MTS Net Operating Subsidy			•	
Internal Bus Operations	52,690	53,431	741	1.4%
Rail Operations	22,053	18,702	(3,351)	-17.9%
Contracted Bus Operations - Fixed Route	26,347	26,342	(5)	0.0%
Contracted Bus Operations - Para Transit	9,295	9,791	496	5.1%
Other Operators	5,889_	6,029	140	2.3%
Total MTS Net Operating Subsidy	116,273	114,295	(1,979)	-1.7%
Other Expenditures				
Administrative Pass Thru	344	344	0	0.0%
Taxicab Administration	(37)	(50)	(13)	26.2%
San Diego and Arizona Eastern	83	80	(3)	-3.4%
General Fund	6,244	7,228	984	13.6%
Grand Total Expenditures	122,907	121,897	(1,011)	-0.8%

COMBINED OPERATIONS

			E - Joles				
				MENDED			%
	•	ACTUAL	E	BUDGET	VA	RIANCE	VARIANCE
Fare Revenue	\$	67,278	\$	68,912	\$	(1,635)	-2.4%
Other Revenue		1,227		1,177		51_	4.3%
Total Operating Revenue	\$	68,505	\$	70,089	\$	(1,584)	-2.3%
Subsidy		114,295		114,295			0.0%
Total Revenue		182,800	\$	184,383	\$	(1,584)	-0.9%
Wages	\$	56,224	\$	56,341	\$	117	0.2%
Fringes	·	29,509		30,049		540	1.8%
Services		13,629		13,573		(55)	-0.4%
Purchased Transportation		48,860		49,558		6 97	1.4%
Materials		9,349		8,311		(1,039)	-12.5%
Energy		20,871		20,256		(615)	-3.0%
Risk Management		5,562		5,432		(130)	-2.4%
General and Administrative		718		671		(46)	-6.9%
Vehicle/Facility Lease		56		192		136	70.8%
Total Costs	\$	184,778	\$	184,383	\$	(395)	-0.2%
Total Revenue Less Total Costs	\$	(1,979)	\$	-	\$	(1,979)	100.0%
Net Operating Subsidy	\$	(116,273)	\$	(114,295)	\$	(1,979)	-1.7%

COMBINED OPERATIONS

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

		YEAR TO DATE COMPARISON										
FY Month:	FY Month: 12		ACTUAL		AMENDED BUDGET		/ARIANCE	% VAR				
REVENUE	Passenger Fares Advertising	\$	67,277,817 739,826	\$	68,912,400 740,000	\$	(1,634,583) (174)	-2.4% 0.0%				
	Contracted Service Revenue Other	_	487,412		25,000 411,269		(25,000) 76,143	18.5%				
	Total Operating Revenue Subsidy	\$	68,505,055 114,294,709	\$	70,088,669 114,294,731	\$	(1,583,614) (22)	-2.3% 				
	Total Revenue	\$	182,799,764	\$	184,383,400	\$	(1,583,636)	-0.9%				
EXPENSES												
	Personnel Wages	\$	56,224,393	\$	56,341,292	\$	116,899	0.2%				
	Fringes	—	29,508,643		30,048,926		540,283	1.8%				
	Total Personnel	\$	85,733,036	\$	86,390,219	\$	657,183	0.8%				
	Outside Services Security	\$	5,418,146	\$	5,322,613	\$	(95,533)	-1.8%				
	Repair/Maintenance Services Engine and Transmission Rebuild		3,571,885 1,049,792		3,335,510 1,012,003		(236,374) (37,789)	-7.1% -3.7%				
	Other Outside Services		3,589,069		3,903,110		314,041	8.0%				
	Purchased Transportation Other Contracted Bus Services		48,860,262 		49,557,717 		697,455	1.4% 				
	Total Outside Services	\$	62,489,154	\$	63,130,953	\$	641,799	1.0%				
	Materials & Supplies											
	Lubricants	\$	200,807	\$	165,772	\$	(35,035)	-21.1% 1.9%				
	Tires Other Materials and Supplies		602,557 8,545,775		614,407 7,530,373		11,850 (1,015,402)	-13.5%				
	Total Main. Parts and Supplies	\$	9,349,140	\$	8,310,552	\$	(1,038,587)	-12.5%				
	Energy	æ	6 592 447	\$	6 400 224	\$	(04.006)	-1.5%				
•	Diesel Fuel CNG	\$	6,582,417 7,322,484	Ф	6,488,321 7,090,261	Þ	(94,096) (232,223)	-3.3%				
	Fuel and Electricity for Facilities	_	6,966,467	_	6,677,389		(289,078)	-4.3%				
	Total Energy	\$	20,871,369	\$	20,255,971	\$	(615,398)	-3.0%				
	Risk Management	\$	5,561,842	\$	5,432,070	\$	(129,771)	-2.4%				
	General and Administrative	\$	717,680	\$	671,434	\$	(46,245)	-6.9%				
	Vehicle/facility Lease	\$	56,242	\$	192,200	\$	135,958	70.7%				
	TOTAL EXPENSES	_\$	184,778,462	\$	184,383,400	_\$_	(395,062)	-0.2%				
	Total Revenue Less Total Costs		(1,978,698)	\$	-		(1,978,698)	•				
	NET OPERATING SUBSIDY		(116,273,407)		(114,294,731)	\$	(1,978,676)	-1.7%				

BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

	A	CTUAL		MENDED UDGET	VAF	RIANCE	% VARIANCE
Fare Revenue	\$	21,399	\$	21,180	\$	219	1.0%
Other Revenue	Ψ	904	Ψ ———	865	Ψ	39	4.5%
Total Operating Revenue	\$	22,303	\$	22,045	\$	258	1.2%
Subsidy		53,431		53,431		-	0.0%
Total Revenue	\$	75,734	\$	75,476	\$	258	0.3%
Wages	\$	32,418	\$	32,034	\$	(384)	-1.2%
Fringes		24,500		25,177		677	2.7%
Services		2,900		3,101		201	6.5%
Purchased Transportation		-		-		•	-
Materials		4,638		4,681		43	0.9%
Energy		7,196		7,113		(83)	-1.2%
Risk Management		2,934		2,959		25	0.8%
General and Administrative Vehicle/Facility Lease		406 -		411 -		5 -	1.2%
Total Costs	\$	74,993	\$	75,476	\$	483	0.6%
Total Revenue Less Total Costs	\$	741	\$	•	\$	741	100.0%
Net Operating Subsidy	\$	(52,690)	\$	(53,431)	\$	741	1.4%

BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

		YEAR TO DATE COMPARISON									
FY Month:	12	ACTUAL		AMENDED BUDGET		v	ARIANCE	% VAR			
REVENUE				_							
	Passenger Fares Advertising Contracted Service Revenue	\$ 21,398,756 739,826		\$	21,180,000 740,000 25,000	\$	218,756 (174) (25,000)	1.0% 0.0% -			
	Other	164,692			100,000		64,692	64.7%			
	Total Operating Revenue Subsidy	\$ 22,303,275 53,430,977		\$	22,045,000 53,430,998	\$	258,275 (21)	1.2%			
	Total Revenue	\$ 75,734,252		\$	75,475,998	\$	258,254	0.3%			
EXPENSES											
	Personnel										
	Wages Fringes	\$ 32,417,938 24,500,114		\$	32,034,214 25,176,772	\$ —	(383,724) 676,658	-1.2% 2.7%			
•	Total Personnel	\$ 56,918,052		\$	57,210,986	\$	292,934	0.5%			
	Outside Services										
	Security	\$ 614,958		\$	715,892	\$	100,934	14.1%			
	Repair/Maintenance Services	601,131			554,345		(46,786)	-8.4%			
	Engine and Transmission Rebuild	490,740			513,800		23,060	4.5%			
	Other Outside Services	1,193,650			1,316,977		123,327	9.4%			
	Purchased Transportation Other Contracted Bus Services	-			÷		-	-			
	Total Outside Services	\$ 2,900,478		\$	3,101,014	\$	200,536	6.5%			
	Materials & Supplies										
	Lubricants	\$ 126,725		\$	120,530	\$	(6,195)	-5.1%			
	Tires	578,262			588,407		10,145	1.7%			
	Other Materials and Supplies	3,933,233			3,971,966		38,733	1.0%			
	Total Main. Parts and Supplies	\$ 4,638,220		\$	4,680,903	\$	42,683	0.9%			
	Energy										
	Diesel Fuel	\$ 3,008,796		\$	3,079,662	\$	70,866	2.3%			
	CNG	3,693,009			3,508,799		(184,210)	-5.2%			
	Fuel and Electricity for Facilities	494,279			524,400		30,121	5.7%			
	Total Energy	\$ 7,196,084		\$	7,112,861	\$	(83,223)	-1.2%			
	Risk Management	\$ 2,934,115		\$	2,958,798	\$	24,683	0.8%			
	General and Administrative	\$ 406,003		\$	411,436	\$	5,433	1.3%			
	Vehicle/facility Lease	\$ -		\$		\$	-	•			
	TOTAL EXPENSES	\$ 74,992,953		\$	75,475,998	\$	483,045	0.6%			
	Total Revenue Less Total Costs	\$ 741,298		\$	•	\$	741,298	•			
	NET OPERATING SUBSIDY	\$ (52,689,679)	<u> </u>	\$	(53,430,998)	\$	741,319	1.4%			

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

		2.0			
	م	CTUAL	YEAR TO MENDED UDGET	RIANCE	% VARIANCE
Fare Revenue Other Revenue	\$	25,855 283	\$ 27,272 311	\$ (1,417) (29)	-5.2% -9.3%
Total Operating Revenue Subsidy	\$	26,138 18,701	\$ 27,583 18,701	\$ (1,446)	-5.2% 0.0%
Total Revenue	\$	44,839	\$ 46,284	\$ (1,446)	-3.1%
Wages Fringes Services	\$	21,458 4,775 8,363	\$ 21,777 4,612 7,950	\$ 319 (163) (413)	1.5% -3.5% -5.2%
Purchased Transportation Materials		- 4,534	- 3,471	(1,063) (327)	-30.6% -5.2%
Energy Risk Management General and Administrative		6,644 2,170 247	6,316 1,977 182	(193) (65)	-9.8% -35.7%
Vehicle/Facility Lease Total Costs	\$	48,190	\$ 46,284	\$ (1,906)	-4.1%
Total Revenue Less Total Costs	\$	(3,351)	\$ •	\$ (3,351)	100.0%
Net Operating Subsidy	\$	(22,053)	\$ (18,701)	\$ (3,351)	17.9%

RAIL OPERATIONS CONSOLIDATED (SAN DIEGO TROLLEY INCORPORATED)

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

		YEAR TO DATE COMPARISON						
FY Month:	12	ACTUAL		AMENDED BUDGET		VARIANCE		% VAR
REVENUE	B	•	05 055 040	•	07 074 000	•	(4, 440, 050)	E 00/
	Passenger Fares Advertising	\$	25,855,242 -	\$	27,271,900	\$	(1, 4 16,658) -	-5.2% -
•	Contracted Service Revenue		- 282,409		- 311,269		- (28,860)	- -9.3%
•	Other	-	202,409		311,209		(20,000)	-9.3%
	Total Operating Revenue	\$	26,137,651 18,701,323	\$	27,583,169 18,701,324	\$	(1,445,519)	-5.2% 0.0%
	Subsidy		10,701,323		10,701,324		(1)	
	Total Revenue	\$	44,838,974	\$	46,284,493	\$	(1,445,519)	-3.1%
EXPENSES								
	Personnel							
	Wages Fringes	\$	21,458,237 4,774,819	\$	21,777,489 4,612,154	\$	319,252 (162,665)	1.5% -3.5%
	·	_	1,111,010				(102,000)	
	Total Personnel	\$	26,233,056	\$	26,389,644	\$	156,588	0.6%
	Outside Services							
	Security Repair/Maintenance Services	\$	4,752,750 2,830,243	\$	4,551,721 2,603,673	\$	(201,029) (226,569)	-4.4% -8.7%
	Engine and Transmission Rebuild		2,000,240		-		-	-
	Other Outside Services		779,555		794,319		14,764	1.9%
•	Purchased Transportation Other Contracted Bus Services		<u> </u>					
	Total Outside Services	\$	8,362,548	\$	7,949,713	\$	(412,835)	-5.2%
	Materials & Supplies							
	Lubricants	\$	67,353	\$	37,242	\$	(30,111)	-80.9%
	Tires Other Materials and Supplies		4,466,624		3,433,407		(1,033,217)	- -30.1%
	Total Main. Parts and Supplies	\$	4,533,977	\$	3,470,649	\$	(1,063,328)	-30.6%
	Enormy							
	Energy Diesel Fuel	\$	307,250	\$	311,074	\$	3,824	1.2%
	CNG Fuel and Electricity for Facilities		- 6,336,368		6,005,072		- (331,296)	- -5.5%
	Total Energy	\$	6,643,618	\$	6,316,146	\$	(327,472)	-5.2%
	Risk Management	\$	2,169,838	\$	1,976,572	\$	(193,266)	-9.8%
	General and Administrative	\$	247,236	\$	181,768	\$	(65,468)	-36.0%
	Vehicle/facility Lease	\$	-	\$	-	\$	-	-
	TOTAL EXPENSES	_\$	48,190,274	\$	46,284,493		(1,905,781)	-4.1%
	Total Revenue Less Total Costs	\$	(3,351,300)		-	\$	(3,351,300)	-
	NET OPERATING SUBSIDY	_\$	(22,052,623)		(18,701,324)	\$	(3,351,300)	-17.9%

CONTRACTED BUS OPERATIONS - FIXED ROUTE

		OTUAL		MENDED	\/A.F	NAMOE	% VARIANCE
	A	CTUAL	B	UDGET	VAF	RIANCE	VARIANCE
Fare Revenue	\$	14,992	\$	15,200	\$	(208)	-1.4%
Other Revenue				-		-	
Total Operating Revenue	\$	14,992	\$	15,200	\$	(208)	-1.4%
Subsidy	Ψ	26,342	•	26,342	Ψ	-	0.0%
·							
Total Revenue	\$	41,334	\$	41,542	\$	(208)	-0.5%
Wages	\$	311	\$	397	\$	86	21.7%
Fringes		-		-		-	-
Services		1,054		1,053		(1)	-0.1%
Purchased Transportation		35,005		35,267		262	0.7%
Materials		-		-		-	-
Energy		4,960		4,791		(169)	-3.5%
Risk Management		-		-		-	-
General and Administrative		8		14		6	42.9%
Vehicle/Facility Lease		-		20		20	
Total Costs	\$	41,338	\$	41,542	\$	203	0.5%
Total Revenue Less Total Costs	\$	(5)	\$	-	\$	(5)	100.0%
Net Operating Subsidy	\$	(26,347)	\$	(26,342)	\$	(5)	0.0%

CONTRACTED BUS OPERATIONS - FIXED ROUTE

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

	•	YEAR TO DATE COMPARISON							
FY Month:	12	Α	CTUAL		AMENDED BUDGET	۷	ARIANCE	% VAR	
REVENUE	Passenger Fares Advertising Contracted Service Revenue	\$ 1	4,991,784 - -	\$	15,200,000	\$	(208,216) - -	-1.4% - -	
	Other Total Operating Revenue	 \$ 1	 4,991,784		15,200,000	 \$	(208,216)	-1.4%	
	Subsidy	2	6,341,900		26,341,900	 \$	-	-0.5%	
EXPENSES	Total Revenue	34	1,333,684	Þ	41,541,900	Ą	(208,216)	-0.5 /6	
	Personnel	_		_	007.000		05.004	04.70/	
	Wages Fringes	\$ —	311,009	\$ —	397,000	\$ ——	85,991 	21.7% 	
	Total Personnel	\$	311,009	\$	397,000	\$	85,991	21.7%	
	Outside Services Security Repair/Maintenance Services	\$	39,776	\$	45,000	\$	5,224	11.6%	
	Engine and Transmission Rebuild Other Outside Services Purchased Transportation Other Contracted Bus Services	3	489,372 524,532 55,005,342 -		417,000 590,700 35,267,000		(72,372) 66,168 261,658 -	-17.4% 11.2% 0.7% -	
	Total Outside Services	\$ 3	6,059,022	\$	36,319,700	\$	260,678	0.7%	
	Materials & Supplies Lubricants Tires Other Materials and Supplies	\$	- - -	\$	- - -	\$	- - -	-	
	Total Main. Parts and Supplies	\$	-	\$	-	\$	-	-	
	Energy Diesel Fuel CNG Fuel and Electricity for Facilities	\$	1,842,638 3,117,830	\$	1,760,200 3,031,000	\$	(82,438) (86,830)	-4.7% -2.9% 	
	Total Energy	\$	4,960,468	\$	4,791,200	\$	(169,268)	-3.5%	
	Risk Management	\$	-	\$	-	\$	-	-	
	General and Administrative	\$	7,926	\$	14,000	\$	6,074	43.4%	
	<u>Vehicle/facility Lease</u>	\$	-	\$	20,000	\$	20,000	-	
	TOTAL EXPENSES	_	(4.741)		41,541,900	<u>\$</u>	203,475	0.5%	
	Total Revenue Less Total Costs	\$ (2	(4,741)	<u>\$</u>	(26 341 900)	<u>\$</u>	(4,741)	0.0%	
	NET OPERATING SUBSIDY	P (4	26,346,641)	<u> </u>	(26,341,900)	\$	(4,741)	0.076	

CONTRACTED BUS OPERATIONS - PARATRANSIT

		OT!!!		MENDED	\/A D	LANCE	% VADIANCE
	A	CTUAL	В	UDGET	VAR	IANCE	VARIANCE
Fare Revenue	\$	1,459	\$	1,535	\$	(76)	-5.0%
Other Revenue		<u>.</u>		-		-	
Total Operating Revenue	\$	1,459	\$	1,535	\$	(76)	-5.0%
Subsidy		9,791		9,791		-	0.0%
Total Revenue	\$	11,251	\$	11,326	\$	(76)	-0.7%
i otal Nevellac	Ψ	11,201		11,020		(. •)	
Wages	\$	200	\$	271	\$	71	26.2%
Fringes		-		-		-	-
Services		487		534		48	9.0%
Purchased Transportation		8,914		9,305		391	4.2%
Materials		· -		-		-	-
Energy		987		944		(43)	-4.6%
Risk Management		107		94		(13)	-13.8%
General and Administrative		4		6		2	33.3%
Vehicle/Facility Lease		56		172		116	67.4%
Total Costs	_\$	10,754_	\$	11,326	\$	572	5.1%
Total Revenue Less Total Costs	\$	496	\$	-	\$	496	100.0%
Net Operating Subsidy	\$	(9,295)	\$	(9,791)	\$	496	5.1%

CONTRACTED BUS OPERATIONS - PARATRANSIT

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

		YEAR TO DATE COMPARISON									
FY Month: 12	12		ACTUAL		MENDED BUDGET	VA	RIANCE	% VAR			
REVENUE	December Force	\$	1,459,433	\$	1,535,000	\$	(75,567)	-4.9%			
	Passenger Fares Advertising	Đ	1,409,400	φ	1,555,000	Ψ	(15,501)	-4 .5/0 -			
	Contracted Service Revenue Other		-		-		-	-			
	Total Operating Revenue Subsidy	\$	1,459,433 9,791,429	\$	1,535,000 9,791,429	\$	(75,567)	-4.9% 0.0%			
	Total Revenue	\$	11,250,862	\$	11,326,429	\$	(75,567)	-0.7%			
EXPENSES											
	Personnel			•	074 000	•	74.400	00.004			
	Wages Fringes	\$	199,812	\$	271,000	\$	71,188	26.3%			
	·						<u></u>				
	Total Personnel	\$	199,812	\$	271,000	\$	71,188	26.3%			
	Outside Services										
	Security	\$	-	\$	-	\$	-	-			
	Repair/Maintenance Services		-		-		-	-			
	Engine and Transmission Rebuild		11,683		-		(11,683)	- .			
	Other Outside Services		474,681		534,300		59,619	11.2%			
	Purchased Transportation		8,914,218		9,305,000		390,782	4.2%			
	Other Contracted Bus Services				-						
	Total Outside Services	\$	9,400,582	\$	9,839,300	\$	438,718	4.5%			
	Materials & Supplies										
	Lubricants	\$	-	\$	-	\$	_	-			
	Tires	•	-	•	-	•	-	_			
•	Other Materials and Supplies		-		-		-				
	Total Main. Parts and Supplies	\$	-	\$	-	\$	-	-			
	Energy										
	Diesel Fuel	\$	987,362	\$	943,929	\$	(43,433)	-4.6%			
	CNG Fuel and Electricity for Facilities		<u>-</u>		-		•	-			
	Total Energy	\$	987,362	\$	943,929	\$	(43,433)	-4.6%			
	Risk Management	\$	106,933	\$	94,000	\$	(12,933)	-13.8%			
	General and Administrative	\$	3,530	\$	6,000	\$	2,470	41.2%			
	Vehicle/facility Lease	\$	56,242	\$	172,200	\$	115,958	67.3%			
	TOTAL EXPENSES	\$	10,754,461	\$	11,326,429	\$	571,968	5.0%			
	Total Revenue Less Total Costs	\$	496,401	\$	-	\$	496,401	-			
	NET OPERATING SUBSIDY	\$	(9,295,028)	\$	(9,791,429)	\$	496,401	5.1%			
		_									

CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

				YEAR TO	DATE		
	AMENDED ACTUAL BUDGET VARIANCE					% VARIANCE	
Fare Revenue Other Revenue	\$	2,359 40	\$	2,425	\$	(66) 40	-2.7% 100.0%
Total Operating Revenue Subsidy	\$	2,399 4,377	\$	2,425 4,377	\$	(26)	-1.1% 0.0%
Total Revenue	\$	6,776	\$	6,802	\$	(26)	-0.4%
Wages Fringes	\$	639	\$	654 -	\$	15 -	2.3%
Services		330		377		47	12.5%
Purchased Transportation Materials		4,810 -		4,855 -		45 -	0.9% -
Energy		788		816		28	3.4%
Risk Management		41		63		22	34.9%
General and Administrative Vehicle/Facility Lease		34 		38 		4 	10.5%
Total Costs	\$	6,642	\$	6,802	\$	160	2.4%
Total Revenue Less Total Costs	\$	134	\$	-	\$	134	100.0%
Net Operating Subsidy	\$	(4,243)	\$	(4,377)	\$	134	3.1%

CHULA VISTA TRANSIT - CONSOLIDATED TRANSIT

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

			YE	AR	TO DATE	COM	PARISON	
FY Month:	12		ACTUAL		MENDED BUDGET	VA	ARIANCE	% VAR
REVENUE	B	•		•	0.405.000		(00.455)	0.70/
	Passenger Fares Advertising	\$	2,358,845	\$	2,425,000	\$	(66,155) -	-2.7% -
	Contracted Service Revenue		_		-		-	-
	Other		40,311		-		40,311	<u> </u>
	Total Operating Revenue	¢	2,399,156	\$	2,425,000	\$	(25,844)	-1.1%
	Subsidy		4,377,218		4,377,218	—	(25,044)	0.0%
	Total Revenue	\$	6,776,374	\$	6,802,218	\$	(25,844)	-0.4%
EXPENSES								
	Personnel							
	Wages	\$	639,027	\$	653,589	\$	14,562	2.2%
	Fringes		-		-		-	
	Total Personnel	\$	639,027	\$	653,589	\$	14,562	2.2%
	Outside Services							
	Security	\$	-	\$	-	\$	-	-
	Repair/Maintenance Services		92,483		107,492		15,009	14.0%
	Engine and Transmission Rebuild		57,997		81,203		23,206	28.6%
	Other Outside Services		180,188		188,814		8,626	4.6%
	Purchased Transportation Other Contracted Bus Services		4,809,578 -		4,854,593 -		45,015 -	0.9% -
	Other Contracted Bus Services							
	Total Outside Services	\$	5,140,246	\$	5,232,102	\$	91,856	1.8%
	Materials & Supplies							
	Lubricants	\$	-	\$	-	\$	-	-
	Tires		-		-		-	-
	Other Materials and Supplies		-		<u>-</u>			
	Total Main. Parts and Supplies	\$	-	\$	-	\$	-	-
	Energy							
	Diesel Fuel	\$	163,695	\$	142,618	\$	(21,077)	-14.8%
	CNG		511,645		550,462		38,817	7.1%
	Fuel and Electricity for Facilities	-	112,307		122,517		10,210	8.3%
,	Total Energy	\$	787,647	\$	815,597	\$	27,950	3.4%
	Risk Management	\$	41,178	\$	62,700	\$	21,522	34.3%
	General and Administrative	\$	34,160	\$	38,230	\$	4,070	10.6%
	Vehicle/facility Lease	\$	-	\$	-	\$	•	-
	TOTAL EXPENSES	_\$	6,642,258	\$	6,802,218	\$	159,960	2.4%
	Total Revenue Less Total Costs	\$	134,116	\$	•	\$	134,116	
	NET OPERATING SUBSIDY		(4,243,102)	\$	(4,377,218)	\$	134,116	3.1%

NATIONAL CITY TRANSIT

			YEAR TO	DATE		
	A	CTUAL	IENDED JDGET	VAR	IANCE	% VARIANCE
Fare Revenue Other Revenue	\$	1,214	\$ 1,301	\$	(87)	-6.7%
Total Operating Revenue Subsidy	\$	1,214 1,521	\$ 1,301 1,521	\$	(87)	-6.7% 0.0%
Total Revenue	\$	2,734	\$ 2,821	\$	(87)	-3.1%
Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Vehicle/Facility Lease	\$	1,198 234 495 - 177 296 310 19	\$ 1,208 260 558 - 159 276 340 20	\$	10 26 63 - (18) (20) 30 1	0.8% 10.0% 11.3% -11.3% -7.2% 8.8% 5.0%
Total Costs	\$	2,729	\$ 2,821	\$	92	3.3%
Total Revenue Less Total Costs	\$	6	\$ -	\$	6	100.0%
Net Operating Subsidy	\$	(1,515)	\$ (1,521)	\$	6_	0.4%

NATIONAL CITY TRANSIT

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

			YE	AR	TO DATE (COMI	PARISON	
FY Month:	_12		ACTUAL		MENDED BUDGET	VA	ARIANCE	% VAR
REVENUE	Passenger Fares	\$	1,213,757	\$	1,300,500	\$	(86,743)	-6.7%
	Advertising Contracted Service Revenue Other		- - -		-		-	-
	Total Operating Revenue Subsidy	\$	1,213,757 1,520,738	\$	1,300,500 1,520,738	\$	(86,743)	-6.7% 0.0%
	Total Revenue	\$	2,734,495	\$	2,821,238	\$	(86,743)	-3.1%
EXPENSES								
	Personnel Wages Fringes	\$	1,198,369 233,711	\$	1,208,000 260,000	\$	9,631 26,289	0.8% 10.1%
	Total Personnel	\$	1,432,080	\$	1,468,000	\$	35,920	2.4%
•	Outside Services Security	\$	10,662	\$	10,000	\$	(662)	-6.6%
	Repair/Maintenance Services Engine and Transmission Rebuild Other Outside Services		48,029 - 436,463		70,000 - 478,000		21,971 - 41,537	31.4% - 8.7%
	Purchased Transportation Other Contracted Bus Services	_	-		-		<u> </u>	
	Total Outside Services	\$	495,154	\$	558,000	\$	62,846	11.3%
	Materials & Supplies Lubricants Tires Other Materials and Supplies	\$	6,729 24,296 145,918	\$	8,000 26,000 125,000	\$	1,271 1,704 (20,918)	15.9% 6.6% -16.7%
	Total Main. Parts and Supplies	\$	176,942	\$	159,000	\$	(17,942)	-11.3%
	Energy Diesel Fuel CNG	\$	272,676 -	\$	250,838 -	\$	(21,838)	-8.7% -
	Fuel and Electricity for Facilities	_	23,513	_	25,400	_	1,887	7.4%
	Total Energy	\$	296,190	\$	276,238	\$	(19,952)	-7.2%
	Risk Management	\$	309,777	\$	340,000	\$	30,223	8.9%
	General and Administrative	\$	18,825	\$	20,000	\$	1,175	5.9%
	Vehicle/facility Lease	\$	-	\$	-	\$	-	-
	TOTAL EXPENSES	_\$_	2,728,967	\$	2,821,238	\$	92,271	3.3%
	Total Revenue Less Total Costs		5,529	<u>\$</u>	-	\$	5,529	-
	NET OPERATING SUBSIDY	\$	(1,515,210)	\$	(1,520,738)	\$	5,529	0.4%

CORONADO FERRY

			YEAR TO	DATE		
	AC	TUAL	ENDED DGET	VAR	IANCE	% VARIANCE
Fare Revenue Other Revenue	\$	-	\$ -	\$	-	- -
Total Operating Revenue Subsidy	\$	- 131	\$ - 131	\$	<u>-</u>	0.0%
Total Revenue	\$	131	\$ 131_	\$	-	0.0%
Wages Fringes Services	\$	- - -	\$ - - -	\$	- -	- - -
Purchased Transportation Materials Energy Risk Management General and Administrative		131 - - - -	131 - - - -		- - - -	0.0%
Vehicle/Facility Lease Total Costs	\$	131	\$ 131	\$	-	0.0%
Total Revenue Less Total Costs	\$	-	\$ -	\$	-	-
Net Operating Subsidy	\$	(131)	\$ (131)	\$	-	0.0%

CORONADO FERRY

FINANCIAL COMPARISON TO BUDGET TWELVE MONTHS ENDING JUNE 30, 2005

			YE	AR T	O DATE O	OMP	ARISON	
FY Month:	12	Þ	ACTUAL		MENDED BUDGET	VAR	IANCE	% VAR
REVENUE								
	Passenger Fares Advertising Contracted Service Revenue Other	\$	- - -	\$	- - -	\$	- - -	- - -
	Total Operating Revenue Subsidy	\$	- 131,124	\$	- 131,124	\$	-	0.0%
	Total Revenue	\$	131,124	\$	131,124	\$	•	0.0%
EXPENSES								
	Personnel							
	Wages Fringes	\$	<u>-</u>	\$	-	\$	-	-
	_							
	Total Personnel	\$		\$	-	\$	-	-
	Outside Services Security	\$	-	\$	-	\$	-	-
	Repair/Maintenance Services Engine and Transmission Rebuild		-		-		-	-
	Other Outside Services Purchased Transportation		- 131,124		- 131,124		=	- 0.0%
	Other Contracted Bus Services						-	
	Total Outside Services	\$	131,124	\$	131,124	\$	-	0.0%
	Materials & Supplies Lubricants	\$	-	\$	-	\$	-	-
	Tires Other Materials and Supplies				<u>-</u>		-	
	Total Main. Parts and Supplies	\$	-	\$	-	\$	-	-
	Energy Diesel Fuel	\$	-	\$	-	\$		-
	CNG Fuel and Electricity for Facilities		-		<u> </u>		-	<u>-</u>
	Total Energy	\$	-	\$	-	\$	-	-
	Risk Management	\$	-	\$	-	\$	-	-
	General and Administrative	\$	-	\$	-	\$	-	•
	Vehicle/facility Lease	\$	-	\$	-	\$	-	-
	TOTAL EXPENSES	\$	131,124	\$	131,124	\$	<u>.</u>	0.0%
	Total Revenue Less Total Costs	\$	-	\$	-	\$		
	NET OPERATING SUBSIDY	\$	(131,124)	\$	(131,124)	\$	-	



SAN DIEGO METROPOLITAN TRANSIT SYSTEM **COMBINED OPERATIONS** YEAR TO DATE HIGHLIGHTS (in 000's) FY05 Combined Net Operating Subsidy Variance **Operations** (1,979)General Fund 968 **Total Combined Net Operating Subsidy Variance** (1,011)Pension Obligation 5,442 **APCD** (804)CMAQ (539)Adjusted Net Operating Subsidy Variance 3,088

Net MTS Subsidy Variance S YTD June 2005	umm	ary	
		ar to Date ariance	% of Total
Combined Revenue Unfavorable Variance	\$	(1,635)	
Combined Personnel Expenses		657	
Combined Other Outside Services		642	
All Other Net Operations		(60)	
Total Non-Energy Variances		(396)	-39.2%
Combined Energy Expenses		(615)	-60.8%
Overall net operating subsidy unfavorable variance	\$	(1,011)	





SAN DIEGO METROPOLITAN TRANSIT CORPOATION BUDGET CLOSURE

• Pension Obligation

October 2004 - Board authorized issuance of POB's (\$77.5M)
Pension obligation deposit exceeds FY05 funding requirement
Creation of FY05 funding savings of \$7.2M
Pension obligation debt service payment of \$1.8M
Net funding savings of \$5.4M
Pension funding ratio of 93.9%

APCD

FY06 Budget Compilation addressed APCD funding in jeopardy APCD will not pay certain invoices due to contractual disputes Invoices relate to fiscal years 2001 - 2005

Net amount of dispute is \$804K and requires write off in FY05





SAN DIEGO METROPOLITAN TRANSIT CORPOATION BUDGET CLOSURE (continued)

CMAQ

Federal funding for start-up operations
FY05 budget incorporated CMAQ funding due to May 2005 opening
Mission Valley East opened July 2005
CMAQ funding of \$539K not available until FY06





SAN DIEGO METROPOLITAN TRANSIT CORPOATION BUDGET CLOSURE (continued)

FY05 Year End Recap

Net Operating Subsidy from Operations (1,011)
Pension Obligation 5,442
APCD (804)
CMAQ (539)

• Option #1

Apply Pension Obligation Savings of \$5.4M to the Pension Plan Fund Net Ops, APCD, CMAQ from Contingency Reserve \$2.4M

Option #2

Utilize Pension Obligation Savings of \$5.4M to fund Net Ops

APCD and CMAQ and apply remaining savings to the Pension Plan (\$3.1M)

Option #3 (Staff Recommendation)

MTS has a 93.9% funded pension

Utilize Pension Obligation Savings of \$5.4M to fund Net Ops, APCD, CMAQ Apply the remaining savings of \$3.1M to a Pension Contingency Account to be used for future bond payments, consolidation of pension plans, etc





Metropolitan Transit System FY 2005 - June 2005 Financial Review

MTS Board of Directors Meeting September 22, 2005





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

Agenda

Item No. <u>49</u>

Joint Meeting of the Board of Directors for Metropolitan Transit System, San Diego Transit Corporation, and San Diego Trolley, Inc. FIN 310 (PC 50601)

September 22, 2005

SUBJECT:

MTS: OPERATIONS BUDGET STATUS REPORT FOR JULY 2006

RECOMMENDATION:

That the Board of Directors receive the Metropolitan Transit System (MTS) Operations Budget Status Report for July FY 06.

Budget Impact

None at this time.

DISCUSSION:

This report summarizes MTS's operating results for July 2006. Attachment A-1 summarizes top-level operating expenditures and includes other expenditures compared to budget for July 2005. Attachment A-2 details the July 2005 combined operations results and Attachments A-3 to A-10 present budget comparisons for each MTS operation. Attachment A-11 details budget comparisons for MTS administration and A-12 provides July 2005 results for MTS other activities (Taxicab/San Diego and Arizona Eastern Railway Company, debt service, etc.).

MTS NET OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, July 2005 produced a favorable net operating subsidy of \$660,000 (5.2%). MTS operating divisions produced a \$626,000 positive net operating subsidy variance while the administrative area had a \$34,000 positive net operating subsidy variance.



MTS OPERATIONS

Revenues

<u>Fare Revenue</u>. Attachment A-2 provides a summary of combined operating results. Combined fare revenue for July 2005 was \$6,580,000 compared to the budget of \$6,165,000, representing a \$416,000 (6.7%) favorable variance. Internal bus operations produced a positive variance of \$266,000 (15.3%). Compared to the budget, rail operations had a \$105,000 (3.9%) favorable variance. All other year-to-date bus-related operations were \$45,000 over budget (2.6%).

Total passengers for the month ending July 2005 totaled 7,048,778 for all MTS operations compared to budgeted ridership total of 6,927,048, representing a 121,730 favorable variance in ridership.

Other Revenues. Other revenues for July 2005 were \$157,000 compared to the budget of \$103,000 representing a \$53,000 (51.5%) favorable variance. This primarily represents higher advertising demand in bus operations.

Expenses

<u>Personnel Costs</u>. Total personnel-related costs for July 2005 were \$7,367,000 compared to the budget of \$7,413,000 resulting in a \$46,000 (0.6%) favorable variance. Wages produced a positive variance of \$208,000, while the fringe component was \$162,000 over budget.

Outside Services and Purchased Transportation. Total outside services expenses totaled \$5,339,000 compared to a budgetary figure of \$5,376,000 resulting in a favorable expense variance of \$37,000 (0.7%). Repair/maintenance services (\$86,000; 32.2%), engine/transmission rebuild (\$12.000; 15.8%), other outside services (\$77,000; 21.4%), and purchased transportation (\$61,000; 1.5%) all contributed positive variances. Security offset these favorable variances with an unfavorable variance of \$200,000 (-39.8%) for the month of July 2005.

<u>Materials and Supplies</u>. Total combined materials and supplies costs were \$550,000 for July 2005 compared to the budget of \$596,000, resulting in a favorable expense variance of \$46,000 (7.7%).

Energy. Total July 2005 costs were \$1,896,000 compared to the budget of \$1,898,000, resulting in a favorable variance of \$2,000 (0.1%). July 2005 diesel prices averaged \$1.945 per gallon compared to the annual budgetary rate of \$1.800 per gallon. July 2005 CNG prices averaged \$1.099 per gallon compared to the annual budgetary rate of \$1.060 per gallon.

Risk Management. Risk management costs were \$307,000 for July 2005 compared to a \$317,000 budgetary figure, resulting in a favorable variance of \$10,000 (3.1%).

General and Administrative. General and administrative costs were \$6,000 (11.0%) under budget totaling \$45,000 for July 2005 compared to a budget of \$51,000.

<u>Month-End Summary</u>. The total favorable net operating subsidy variance of \$626,000 for the month of July 2005 was produced by various factors. Passenger fare revenue contributed most of the favorable variance by producing a \$416,000 positive variance while total operating expenses contributed a positive variance of \$157,000 (1.0%).

Other Expenditures

Attachments A-11 and A-12 summarize total nonoperating other expenditures. Total July 2005 expenses totaled \$3,204,000 compared to a budget of \$3,237,000, resulting in a positive variance of \$34,000 (1.0%).

Paul C Jablonski Chief Executive Officer

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

SEPT22-05.49.BUDGETJULY06.LMARINESI

Attachment: A. July 2005 Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM Att. A, Al 49, 9/22/05, FIN 310

COMBINED OPERATIONS TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES

		MON	TH	1.4
,		AMENDED		0/0
	ACTUAL	BUDGET	VARIANCE	VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	3,593	3,925	332	8.5%
Rail Operations	1,525	1,586	61	3.8%
Contracted Bus Operations - Fixed Route	2,202	2,273	71	3.1%
Contracted Bus Operations - Para Transit	734	790	56	7.1%
Other Operators	<u>717</u>	823	106	12.9%
Total MTS Net Operating Subsidy	8,771	9,397	626	6.7%
Other Expenditures				
MTS Administration	1,419	1,439	20	1.4%
Other Activities	1,785	1,798	14	0.8%
Grand Total Expenditures	11,975	12,634	660	5.2%

		YEAR TO	DATE	
		AMENDED		%
	ACTUAL	BUDGET	VARIANCE	VARIANCE
MTS Net Operating Subsidy				
Internal Bus Operations	3,593	3,925	332	8.5%
Rail Operations	1,525	1,586	61	3.8%
Contracted Bus Operations - Fixed Route	2,202	2,273	71	3.1%
Contracted Bus Operations - Para Transit	734	790	56	7.1%
Other Operators	717	823	106	12.9%
Total MTS Net Operating Subsidy	8,771	9,397	626	6.7%
Other Expenditures				
MTS Administration	1,419	1,439	20	1.4%
Other Activities	1,785	1,798	14	0.8%
Grand Total Expenditures	11,975	12,634	660	5.2%

CONSOLIDATED OPERATIONS

COMPARISON TO BUDGET - FISCAL YEAR 2006 JULY 31, 2005

				MOŅ	TH		0/
	A	CTUAL	В	UDGET	VAR	RIANCE	% VARIANCE
Fare Revenue	\$	6,580	\$	6,165	\$	416	6.7%
Other Revenue		157		103	***	53	51.5%
Total Operating Revenue	\$	6,737	\$	6,268	\$	469	7.5%
Subsidy Other Non Operating Income	\$	16,094	\$	16,094	\$	- -	0.0%
Total Non Operating Revenue	\$	16,094	\$	16,094	\$	•	0.0%
Total Revenue	_\$	22,831	\$	22,362		469	2.1%
Wages		4,432	\$	4,640	\$	208	4.5%
	Ψ	2,935	Ψ	2,773	Ψ	(162)	-5.8%
Fringes							-2.0%
Services		1,235		1,210		(24)	
Purchased Transportation		4,104		4,166		61	1.5%
Materials and Supplies		550		596		46	7.7%
Energy		1,896		1,898		2	0.1%
Risk Management		307		317		10	3.2%
General and Administrative Debt Service		46 -		51 -		- 6	11.8%
Vehicle/Facility Lease		5		16	***************************************	11	68.8%
Total Costs	\$	15,509	\$	15,666	\$	157	1.0%
Total Revenue Less Total Costs	\$	7,323	\$	6,696	\$	626	9.3%
Net Operating Subsidy	<u>\$</u>	(8,771)	\$	(9,398)	\$	626	6.7%
				YEAR TO	DATE		
			AN	YEAR TO	DATE		0/0
	A	CTUAL		YEAR TO IENDED UDGET		RIANCE	% VARIANCE
Fars Davisaria		CTUAL	В	IENDED UDGET	. VAF	RIANCE	VARIANCE
Fare Revenue	• A	CTUAL 6,580		1ENDED UDGET 6,165		RIANCE 416	VARIANCE 6.7%
Fare Revenue Other Revenue		CTUAL	В	IENDED UDGET	. VAF	RIANCE	VARIANCE
		CTUAL 6,580	В	1ENDED UDGET 6,165	. VAF	RIANCE 416	VARIANCE 6.7%
Other Revenue Total Operating Revenue Subsidy	\$	CTUAL 6,580 157	\$	6,165 103	, VAF	416 53	6.7% 51.5%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	6,580 157 6,737 16,094	\$ \$ \$	6,165 103 6,268 16,094	\$ \$ \$	416 53	6.7% 51.5% 7.5% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094	\$ \$ \$	416 53 469	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	6,580 157 6,737 16,094	\$ \$ \$	6,165 103 6,268 16,094	\$ \$ \$	416 53	6.7% 51.5% 7.5% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094	\$ \$ \$	416 53 469	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094 22,362	\$ \$ \$ \$ \$	416 53 469 - - - 469	0.0% 0.0% 2.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094 22,362 4,640	\$ \$ \$ \$ \$	416 53 469 - - - 469 208	0.0% 0.0% 2.1% 4.5%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094 22,362 4,640 2,773	\$ \$ \$ \$ \$	416 53 469 - - - - 469 208 (162)	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094 22,362 4,640 2,773 1,210	\$ \$ \$ \$ \$	416 53 469 - - - - 469 208 (162) (24)	0.0% 0.0% 2.1% 4.5% -5.8% -2.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235 4,104 550	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094 22,362 4,640 2,773 1,210 4,166 596	\$ \$ \$ \$ \$	416 53 469 - - - - 469 208 (162) (24) 61	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235 4,104 550 1,896	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094 22,362 4,640 2,773 1,210 4,166 596 1,898	\$ \$ \$ \$ \$	416 53 469 - - - - 469 208 (162) (24) 61 46 2	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235 4,104 550	\$ \$ \$ \$	6,165 103 6,268 16,094 - 16,094 22,362 4,640 2,773 1,210 4,166 596	\$ \$ \$ \$ \$	416 53 469 - - - - 469 208 (162) (24) 61 46	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235 4,104 550 1,896 307 46	\$ \$ \$ \$	16,094 22,362 4,640 2,773 1,210 4,166 596 1,898 317 51	\$ \$ \$ \$ \$	416 53 469 - - - - 469 208 (162) (24) 61 46 2 10 6	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235 4,104 550 1,896 307 46 - 5	\$ \$ \$ \$ \$	16,094 22,362 4,640 2,773 1,210 4,166 596 1,898 317 51 - 16	\$ \$ \$ \$ \$ \$	416 53 469 	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235 4,104 550 1,896 307 46	\$ \$ \$ \$	16,094 22,362 4,640 2,773 1,210 4,166 596 1,898 317 51	\$ \$ \$ \$ \$	416 53 469 - - - - 469 208 (162) (24) 61 46 2 10 6	0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$ \$ \$	6,580 157 6,737 16,094 - 16,094 22,831 4,432 2,935 1,235 4,104 550 1,896 307 46 - 5	\$ \$ \$ \$ \$	16,094 22,362 4,640 2,773 1,210 4,166 596 1,898 317 51 - 16	\$ \$ \$ \$ \$ \$	416 53 469 	0.0%

INTERNAL BUS OPERATIONS (SAN DIEGO TRANSIT CORPORATION)

COMPARISON TO BUDGET - FISCAL YEAR 2006 JULY 31, 2005

				MON	TH		
	AC	TUAL	ВЦ	DGET	VAR	IANCE	% VARIANCE
Fare Revenue	\$	2,000	\$	1,735	\$	266	15.3%
Other Revenue Total Operating Revenue	<u> </u>	2,141	\$	79 1,814	\$	328	78.5% 18.1%
Total Operating Revenue						320	
Subsidy Other Non Operating Income	\$	6,492	\$	6,492	\$	<u>-</u>	0.0%
Total Non Operating Revenue	\$	6,492	\$	6,492	\$	-	0.0%
Total Revenue	\$	8,633	\$	8,305	\$	328	3.9%
Wages	\$	2,505	\$	2,504	\$	-	0.0%
Fringes		2,117		2,062		(55)	-2.7%
Services		86		131		44	33.6%
Purchased Transportation		-		-		-	-
Materials and Supplies		304		323		18	5.6%
Energy		572		561		(12)	-2.1%
Risk Management General and Administrative		137 10		137 14		- 4	0.0% 28.6%
Debt Service		-		-		-	20.070
Vehicle/Facility Lease		3		8		5	62.5%
Total Costs	\$	5,735	\$	5,739	\$	4	0.1%
Total Revenue Less Total Costs	\$	2,898	\$	2,566	\$	332	12.9%
Net Operating Subsidy	\$	(3,593)	\$	(3,925)	\$	332	8.5%
				YEAR TO	DATE		
	Š.		AM	YEAR TO	DATE		u/ ₀
	A	CTUAL				RIANCE	% VARIANCE
Fare Revenue	A(2,000		ENDED			
Fare Revenue Other Revenue			в	IENDED JDGET	VAR	RIANCE	VARIANCE
		2,000	в	IENDED JDGET 1,735	VAR	RIANCE 266	VARIANCE 15.3%
Other Revenue Total Operating Revenue Subsidy	\$	2,000 141	\$ 	1,735 79	VAR \$	266 62	15.3% 78.5%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	2,000 141 2,141 6,492	\$ \$ \$	1,735 79 1,814 6,492	VAR \$ \$ \$	266 62 328	15.3% 78.5% 18.1% 0.0%
Other Revenue Total Operating Revenue Subsidy	\$ 	2,000 141 2,141	\$ 	1,735 79 1,814	\$ \$ \$ \$	266 62 328	15.3% 78.5% 18.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	2,000 141 2,141 6,492	\$ \$ \$	1,735 79 1,814 6,492	VAR \$ \$ \$	266 62 328	15.3% 78.5% 18.1% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492	\$ \$ \$ \$	266 62 328	15.3% 78.5% 18.1% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305	\$ \$ \$ \$ \$	266 62 328 - - - - 328	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305	\$ \$ \$ \$ \$	266 62 328 - - - - 328	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062	\$ \$ \$ \$ \$	266 62 328 - - - - 328 - (55)	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9% 0.0% -2.7%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131	\$ \$ \$ \$ \$	266 62 328 - - - - 328 - (55) 44 - 18	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9% 0.0% -2.7% 33.6% - 5.6%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86 - 304 572	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131 - 323 561	\$ \$ \$ \$ \$	266 62 328 - - - - 328 - (55) 44	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9% 0.0% -2.7% 33.6% -5.6% -2.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86 - 304 572 137	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131 - 323 561 137	\$ \$ \$ \$ \$	266 62 328 - - - - 328 - (55) 44 - 18 (12)	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9% 0.0% -2.7% 33.6% -2.1% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86 - 304 572	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131 - 323 561	\$ \$ \$ \$ \$	266 62 328 - - - - 328 - (55) 44 - 18	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9% 0.0% -2.7% 33.6% -5.6% -2.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86 - 304 572 137	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131 - 323 561 137	\$ \$ \$ \$ \$	266 62 328 - - - - 328 - (55) 44 - 18 (12)	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9% 0.0% -2.7% 33.6% -2.1% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86 - 304 572 137 10	\$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131 - 323 561 137 14	\$ \$ \$ \$ \$	266 62 328 - - - 328 - (55) 44 - 18 (12) - 4	15.3% 78.5% 18.1% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86 - 304 572 137 10 - 3	\$ \$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131 - 323 561 137 14 - 8	\$ \$ \$ \$ \$ \$	266 62 328 - - - 328 - (55) 44 - 18 (12) - 4 - 5	15.3% 78.5% 18.1% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease Total Costs	\$ \$ \$ \$ \$	2,000 141 2,141 6,492 - 6,492 8,633 2,505 2,117 86 - 304 572 137 10 - 3	\$ \$ \$ \$ \$	1,735 79 1,814 6,492 - 6,492 8,305 2,504 2,062 131 - 323 561 137 14 - 8	\$ \$ \$ \$ \$ \$	266 62 328 - - - 328 - (55) 44 - 18 (12) - 4 - 5	15.3% 78.5% 18.1% 0.0% - 0.0% 3.9% 0.0% -2.7% 33.6% -2.1% 0.0% 28.6% -62.5%

RAIL OPERATIONS (SAN DIEGO TROLLEY, INC.)

COMPARISON TO BUDGET - FISCAL YEAR 2006 JULY 31, 2005

				MON	TH		0/
	A	CTUAL	в	JDGET	VAR	RIANCE	% VARIANCE
Fare Revenue	\$	2,819	\$	2,714	\$	105	3.9%
Other Revenue		16		25		(9)	-36.0%
Total Operating Revenue	\$	2,835	\$	2,739	\$	96	3.5%
Subsidy Other Non Operating Income	\$	2,251 -	\$	2,251 -	\$	-	0.0%
Total Non Operating Revenue	\$	2,251	\$	2,251	\$	-	0.0%
Total Revenue	\$	5,086	\$	4,990	\$	96	1.9%
Magas	\$	1,784	\$	1,942	\$	158	8.1%
Wages	Ф	604	Þ	497	.p		-21.3%
Fringes						(106)	
Services		850		750		(100)	-13.3%
Purchased Transportation		-		-			-
Materials and Supplies		241		257		16	6.2%
Energy		702		699		(3)	-0.4%
Risk Management		145		144		-	0.0%
General and Administrative Debt Service		33		28 -		(5) -	-17.9% -
Vehicle/Facility Lease		2		7		5	71.4%
Total Costs	\$	4,360	\$	4,325	\$	(35)	-0.8%
Total Revenue Less Total Costs	\$	726	\$	665	\$	61	9.2%
Net Operating Subsidy	\$	(1,525)	\$	(1,586)	\$	61	3.8%
				YEAR TO) DATE		
				YEAR TO	DATE	ll de la company	⁰ / ₀
		CTUAL	AM	YEAR TO IENDED JDGET		RIANCE	% VARIANCE
Fara Rovenija	A		AM BU	IENDED JDGET	VAF	RIANCE	% VARIANCE
Fare Revenue		2,819	AM	IENDED JDGET 2,714		RIANCE 105	% VARIANCE 3.9%
Other Revenue	A (2,819 16	AM BU \$	IENDED JDGET 2,714 25	VAF	105 (9)	% VARIANCE 3.9% -36.0%
	A	2,819	AM BU	IENDED JDGET 2,714	VAF	RIANCE 105	% VARIANCE 3.9%
Other Revenue	A (2,819 16	AM BU \$	IENDED JDGET 2,714 25	VAF	105 (9)	% VARIANCE 3.9% -36.0%
Other Revenue Total Operating Revenue	\$ \$	2,819 16 2,835	\$	2,714 25 2,739	\$. \$	105 (9)	% VARIANCE 3.9% -36.0% 3.5%
Other Revenue Total Operating Revenue Subsidy	\$ \$	2,819 16 2,835	\$	2,714 25 2,739	\$. \$	105 (9)	% VARIANCE 3.9% -36.0% 3.5%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	2,819 16 2,835 2,251	**************************************	2,714 25 2,739 2,251	\$	105 (9) 96	% VARIANCE 3.9% -36.0% 3.5% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990	\$	105 (9) 96 - - - - 96	% VARIANCE 3.9% -36.0% 3.5% 0.0% - 0.0% 1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086	\$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942	\$ \$ \$	105 (9) 96 - - - - 96 158	% VARIANCE 3.9% -36.0% 3.5% 0.0% - 0.0% 1.9% 8.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497	\$	105 (9) 96 - - - - 96 158 (106)	% VARIANCE 3.9% -36.0% 3.5% 0.0% - 0.0% 1.9% 8.1% -21.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942	\$	105 (9) 96 - - - - 96 158	% VARIANCE 3.9% -36.0% 3.5% 0.0% - 0.0% 1.9% 8.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 -	\$	105 (9) 96 - - - - 96 158 (106)	% VARIANCE 3.9% -36.0% 3.5% 0.0% 0.0% 1.9% 8.1% -21.3% -13.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750	\$	105 (9) 96 - - - - 96 158 (106) (100)	% VARIANCE 3.9% -36.0% 3.5% 0.0% - 0.0% 1.9% 8.1% -21.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 -	\$	105 (9) 96 - - - - 96 158 (106) (100) - 16	% VARIANCE 3.9% -36.0% 3.5% 0.0% 0.0% 1.9% 8.1% -21.3% -13.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850 - 241	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 - 257 699	\$	105 (9) 96 - - - - - 96 158 (106) (100)	% VARIANCE 3,9% -36.0% 3,5% 0.0% 0.0% 1,9% 8.1% -21.3% -13.3% -6.2% -0.4%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850 - 241 702 145	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 - 257	\$	105 (9) 96 - - - - 96 158 (106) (100) - 16 (3)	% VARIANCE 3.9% -36.0% 3.5% 0.0% 0.0% 1.9% 8.1% -21.3% -13.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850 - 241 702	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 - 257 699 144	\$	105 (9) 96 - - - - 96 158 (106) (100) - 16 (3)	% VARIANCE 3,9% -36.0% 3,5% 0.0% 0.0% 1,9% 8.1% -21.3% -13.3% -0.4% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850 - 241 702 145 33	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 - 257 699 144 28	\$	105 (9) 96 - - - - 96 158 (106) (100) - 16 (3)	% VARIANCE 3,9% -36.0% 3,5% 0.0% 0.0% 1,9% 8.1% -21.3% -13.3% -0.4% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850 - 241 702 145 33	\$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 - 257 699 144 28	\$	105 (9) 96 - - - - 96 158 (106) (100) - 16 (3) - (5)	% VARIANCE 3.9% -36.0% 3.5% 0.0% - 0.0% 1.9% 8.1% -21.3% -13.3% -0.4% 0.0% -17.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$ \$ \$	2,819 16 2,835 2,251 - 2,251 5,086 1,784 604 850 - 241 702 145 33 - 2	\$ \$ \$ \$ \$ \$	2,714 25 2,739 2,251 - 2,251 4,990 1,942 497 750 - 257 699 144 28 - 7	\$ \$ \$ \$ \$ \$	105 (9) 96 - - - - 96 158 (106) (100) - 16 (3) - (5) - 5	% VARIANCE 3.9% -36.0% 3.5% 0.0% - 0.0% 1.9% 8.1% -21.3% -13.3% -0.4% 0.0% -17.9% -71.4%

CONTRACT SERVICES FIXED ROUTE

COMPARISON TO BUDGET - FISCAL YEAR 2006 JULY 31, 2005 (in \$000's)

				MON	TH		
	AC	CTUAL	В	JDGET	VAR	IANCE	% VARIANCE
Fare Revenue Other Revenue	\$	1,328	\$	1,289	\$	39	3.0%
Total Operating Revenue	\$	1,328	\$	1,289	\$	39	3.0%
Subsidy Other Non Operating Income	\$	4,401	\$	4,401	\$	· -	0.0%
Total Non Operating Revenue	\$	4,401	\$	4,401	\$	-	0.0%
Total Revenue	\$	5,729	\$	5,690	\$	39	0.7%
Wages Fringes	\$	22	\$	32	\$	11	34.4%
Services		74		80		5	6.3%
Purchased Transportation		2,980		2,998		18	0.6%
Materials and Supplies Energy		- 453		2 448		2 (5)	- -1.1%
Risk Management		-		-		- ` ′	-
General and Administrative		-		1		1	-
Debt Service Vehicle/Facility Lease		-		<u>-</u>			
Total Costs		3,530	\$	3,561	\$	32	0.9%
Total Revenue Less Total Costs	\$	2,200	\$	2,129	\$	71	3.3%
Net Operating Subsidy	\$	(2,202)	\$	(2,273)	\$	71	3.1%
				YEAR TO	DATE		
			AM	IENDED			%
	A	CTUAL	AM			IANCE	
Fare Revenue Other Revenue	A(AM	IENDED			%
		CTUAL	AM BU	IENDED JDGET	VAR	IANCE 39	% VARIANCE
Other Revenue Total Operating Revenue Subsidy	\$	1,328	AM BU \$	IENDED JDGET 1,289	VAR :	39 -	% VARIANCE 3.0%
Other Revenue Total Operating Revenue	\$ 	1,328 - 1,328	**************************************	1,289 - 1,289	\$ *	39 -	% VARIANCE 3.0% - 3.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	1,328 - 1,328 4,401	\$ \$ \$	1,289 - 1,289 - 1,289 4,401	\$ \$ \$	39 -	% VARIANCE 3.0% - 3.0% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729	\$ \$ \$ \$	1,289 - 1,289 - 1,289 4,401 - 4,401	\$ \$ \$	39 - 39 - 39 -	% VARIANCE 3.0% - 3.0% 0.0% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729	\$ \$ \$ \$ \$	1,289 - 1,289 - 1,289 4,401 - 4,401 5,690	\$ \$ \$ \$ \$	39 - 39 - - - - 39	% VARIANCE 3.0% 3.0% 0.0% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729 22 - 74 2,980	\$ \$ \$ \$ \$	1,289 - 1,289 4,401 - 4,401 5,690 32 - 80 2,998	\$ \$ \$ \$ \$	39 - 39 - - - - - 39 11 - 5 18	% VARIANCE 3.0% 3.0% 0.0% 0.0% 0.7% 34.4%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729 22 - 74 2,980	\$ \$ \$ \$ \$	1,289 - 1,289 4,401 - 4,401 5,690 32 - 80	\$ \$ \$ \$ \$	39 	% VARIANCE 3.0% 3.0% 0.0% 0.0% 0.7% 34.4% 6.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729 22 - 74 2,980	\$ \$ \$ \$ \$	1,289 - 1,289 4,401 - 4,401 5,690 32 - 80 2,998 2	\$ \$ \$ \$ \$	39 - 39 - - - - - 39 11 - 5 18	% VARIANCE 3.0% 3.0% 0.0% 0.0% 0.7% 34.4% 6.3% 0.6%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729 22 - 74 2,980	\$ \$ \$ \$ \$	1,289 - 1,289 4,401 - 4,401 5,690 32 - 80 2,998 2	\$ \$ \$ \$ \$	39 	% VARIANCE 3.0% 3.0% 0.0% 0.0% 0.7% 34.4% 6.3% 0.6%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729 22 - 74 2,980	\$ \$ \$ \$ \$	1,289 - 1,289 4,401 - 4,401 5,690 32 - 80 2,998 2 448 -	\$ \$ \$ \$ \$	39 	% VARIANCE 3.0% 3.0% 0.0% 0.0% 0.7% 34.4% 6.3% 0.6%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729 22 - 74 2,980	\$ \$ \$ \$ \$	1,289 - 1,289 - 1,289 4,401 - 4,401 5,690 32 - 80 2,998 2 448 - 1	\$ \$ \$ \$ \$	39 	% VARIANCE 3.0% 3.0% 0.0% 0.0% 0.7% 34.4% 6.3% 0.6%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$	1,328 - 1,328 4,401 - 4,401 5,729 22 - 74 2,980 - 453 - -	\$ \$ \$ \$	1,289 - 1,289 4,401 - 4,401 5,690 32 - 80 2,998 2 448 - 1	\$ \$ \$ \$ \$ \$	39 	% VARIANCE 3.0%

CONTRACT SERVICES PARA TRANSIT

COMPARISON TO BUDGET - FISCAL YEAR 2006

				MON	ТН		0/
	AC	CTUAL	BU	DGET	VARI	ANCE	% VARIANCE
Fare Revenue Other Revenue	\$	128	\$	122	\$	6	4.9%
Total Operating Revenue	\$	128	\$	122	\$	6	4.9%
Subsidy Other Non Operating Income	\$	1,476 -	\$	1,476	\$		0.0%
Total Non Operating Revenue	\$	1,476	\$	1,476	\$	-	0.0%
Total Revenue	\$	1,604	\$	1,598	\$	6	0.4%
Wages Fringes	\$	14	\$	23	\$	9	39.1%
Services		38		41		3 36	7.3% 4.8%
Purchased Transportation Materials and Supplies		718 -		75 3		- -	4.0%
Energy		93		86		(7)	-8.1%
Risk Management		-		8		8	-
General and Administrative Debt Service		-		- -		-	-
Vehicle/Facility Lease				1		1_	
Total Costs	\$	862	\$	913	\$	51	5.6%
Total Revenue Less Total Costs	\$	742	\$	686	\$	56	8.2%
Net Operating Subsidy	\$	(734)	\$	(790)	\$	56	7.1%
	-		ar.	YEAR TO	DATE		
			o	YEAR TO	DATE		%
	A	CTUAL	AM			IANCE	
Fare Revenue Other Revenue	A(AM	ENDED			%
		CTUAL 128	AM BU	ENDED JDGET 122	VAR	IANCE 6	% VARIANCE
Other Revenue	\$	128	**************************************	ENDED JDGET 122	VAR \$	6 -	% VARIANCE 4.9%
Other Revenue Total Operating Revenue Subsidy	\$ 	128 - 128	**************************************	ENDED JDGET 122 - 122	VAR \$	6 -	% VARIANCE 4.9% - 4.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	128 - 128 - 128	**************************************	122 - 122 - 122 1,476	**************************************	6 -	% VARIANCE 4.9% - 4.9% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$	128 - 128 - 128 1,476 - 1,476	\$ \$ \$ \$	122 - 122 - 122 1,476 - 1,476	VAR \$ \$ \$	6 - 6 - 	% VARIANCE 4.9% 4.9% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$ \$	128 - 128 1,476 - 1,476 1,604 14 - 38	**************************************	122 - 122 - 122 1,476 - 1,476 1,598 23 - 41	**************************************	6 - 6 - 6 - 9 - 3	% VARIANCE 4.9% 4.9% 0.0% 0.0% 0.4% 39.1% 7.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation	\$ \$ \$ \$	128 - 128 1,476 - 1,476 1,604 14 - 38 718	**************************************	122 - 122 1,476 - 1,476 1,598 23 - 41 753	**************************************	6 - 6 - 6 - 9 -	% VARIANCE 4.9% - 4.9% 0.0% 0.0% 0.4% 39.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials	\$ \$ \$ \$	128	**************************************	122 - 122 - 122 1,476 - 1,476 1,598 23 - 41	**************************************	6 - 6 - 6 - 6 - 3 36	% VARIANCE 4.9% 4.9% 0.0% 0.0% 0.4% 39.1% 7.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	128 - 128 1,476 - 1,476 1,604 14 - 38 718	**************************************	122 - 122 1,476 - 1,476 1,598 23 - 41 753 -	**************************************	6 - 6 - 6 - 9 - 3	% VARIANCE 4.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	128	**************************************	122 - 122 - 122 1,476 - 1,476 1,598 23 - 41 753 - 86 8	**************************************	6 - 6 - 6 9 - 3 36 - (7)	% VARIANCE 4.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	128	**************************************	122 - 122 - 122 1,476 - 1,476 1,598 23 - 41 753 - 86	**************************************	6 - 6 - 6 9 - 3 36 - (7)	% VARIANCE 4.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	128	**************************************	122 - 122 - 122 1,476 - 1,476 1,598 23 - 41 753 - 86 8	**************************************	6 - 6 - 6 - 3 36 - (7) 8	% VARIANCE 4.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$	128 128 1,476 1,476 1,604 38 718 93	\$ \$ \$ \$	122 - 122 - 122 1,476 - 1,476 1,598 23 - 41 753 - 86 8	\$ \$ \$ \$ \$ \$	6 - 6 - 6 - 6 - 7 - 6 - 7 - 7 - 7 - 7 -	% VARIANCE 4.9%

CHULA VISTA TRANSIT - CONSOLIDATED COMPARISON TO BUDGET - FISCAL YEAR 2006

				MON	ТН		
	AC	CTUAL	ВЦ	JDGET	VAR	IANCE	% VARIANCE
Fare Revenue Other Revenue	\$	195 -	\$	196 -	\$	(2)	-1.0%
Total Operating Revenue	\$	195	\$	196	\$	(2)	-1.0%
Subsidy Other Non Operating Income	\$	808	\$	808	\$	- -	0.0%
Total Non Operating Revenue	. \$	808	\$	808	\$	-	0.0%
Total Revenue	\$	1,003	\$	1,004	\$	(2)	-0.2%
Wages Fringes	\$	33	\$	59 -	\$	26 -	44.1%
Services		6		18		11	61.1%
Purchased Transportation Materials and Supplies		396 -		403		- 8	2.0%
Energy Risk Management		60		85		25	29.4%
General and Administrative		-		3		2	-
Debt Service Vehicle/Facility Lease		-		-		-	-
•	•	405		. 508		=	40.50/
Total Costs	\$	495	\$	567	\$	72	12.7%
Total Revenue Less Total Costs	\$	508	\$	438	\$	70	16.0%
Net Operating Subsidy	\$	(300)	\$	(370)	\$	70	18.9%
			AM	YEAR TO	DATE		0/.
		CTUAL		YEAR TO ENDED JDGET		IANCE	% VARIANCE
Fare Revenue Other Revenue				ENDED			%
	AC	CTUAL	BL	ENDED JDGET 196	VAR	IANCE	% VARIANCE
Other Revenue	A(2TUAL 195 -	ви \$ ———	ENDED JDGET 196 -	VAR	(2)	% VARIANCE -1.0%
Other Revenue Total Operating Revenue Subsidy	\$ \$	195 - 195 808	\$ \$	196 - 196 - 196 808	\$ \$	(2) - (2)	% VARIANCE -1.0%1.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	195 - 195 808	\$ 	196 - 196 - 196 - 808	VAR \$ \$ \$	(2) - (2)	% VARIANCE -1.0%1.0% 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$ \$	195 - 195 808 - 808	\$ \$ \$	196 - 196 - 196 - 808 -	\$ \$ \$	(2) - (2) - (2)	% VARIANCE -1.0% -1.0% 0.0% -0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$ \$	195 - 195 808 - 808 1,003	\$ \$ \$ \$	196 - 196 - 196 808 - 808 1,004	\$ \$ \$ \$ \$	(2) - (2) - (2) - - - (2)	% VARIANCE -1.0% -1.0% 0.0% -0.2% 44.1% -61.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation	\$ \$ \$ \$	195 - 195 808 - 808 1,003 33 - 6 396	\$ \$ \$ \$	196 - 196 - 196 808 - 808 1,004	\$ \$ \$ \$ \$	(2) - (2) - (2) - (2) - (2) 26	% VARIANCE -1.0% -1.0% 0.0% -0.2% 44.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	195 - 195 808 - 808 1,003 33	\$ \$ \$ \$	196 - 196 - 196 808 - 808 1,004 59 - 18	\$ \$ \$ \$ \$	(2) - (2) - (2) - (2) 26 - 11	% VARIANCE -1.0% -1.0% 0.0% -0.2% 44.1% -61.1%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	195 195 808 - 808 1,003 33 - 6 396	\$ \$ \$ \$	196 	\$ \$ \$ \$ \$	(2) - (2) - (2) - (2) 26 - 11 8 - 25	% VARIANCE -1.0% -1.0% 0.0% 0.0% -0.2% 44.1% 61.1% 2.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	195 195 808 - 808 1,003 33 - 6 396	\$ \$ \$ \$	196 - 196 - 808 - 808 - 808 - 1,004 - 18 403 -	\$ \$ \$ \$ \$	(2) - (2) - (2) - (2) 26 - 11 8	% VARIANCE -1.0% -1.0% 0.0% 0.0% -0.2% 44.1% 61.1% 2.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	195 195 808 - 808 1,003 33 - 6 396	\$ \$ \$ \$	196 	\$ \$ \$ \$ \$	(2) - (2) - (2) - (2) 26 - 11 8 - 25	% VARIANCE -1.0% -1.0% 0.0% 0.0% -0.2% 44.1% 61.1% 2.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	195 195 808 - 808 1,003 33 - 6 396	\$ \$ \$ \$	196 	\$ \$ \$ \$ \$	(2) - (2) - (2) - (2) 26 - 11 8 - 25	% VARIANCE -1.0% -1.0% 0.0% 0.0% -0.2% 44.1% 61.1% 2.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$ \$ \$	195 195 808 808 1,003 33 6 396	\$ \$ \$ \$ \$	196 	\$ \$ \$ \$ \$	(2) - (2) - (2) - (2) - (2) 26 - 11 8 - 25 - 2	% VARIANCE -1.0% -1.0% 0.0% - 0.0% -0.2% 44.1% - 61.1% - 29.4%

NATIONAL CITY TRANSIT

COMPARISON TO BUDGET - FISCAL YEAR 2006

				MON	TH		
	AC	TUAL	ВU	DGET	VAR	IANCE	% VARIANCE
Fare Revenue Other Revenue	\$	110	\$	108	\$	2	1.9%
Total Operating Revenue	\$	110	\$	108	\$	2	1.9%
Subsidy Other Non Operating Income	\$	299 -	\$	299 -	\$	-	0.0%
Total Non Operating Revenue	\$	299	\$	299	\$	•	0.0%
Total Revenue	\$	409	\$	407	\$	2	0.5%
Wages	\$	<i>7</i> 5	\$	80	\$	5	6.3%
Fringes		25		25		-	0.0%
Services		23		35		12	34.3%
Purchased Transportation		-		-		-	-
Materials and Supplies		4		14		10	71.4%
Energy		17		19		3	15.8%
Risk Management		25		28		2 ·	7.1%
General and Administrative		2		5		3	60.0%
Debt Service Vehicle/Facility Lease		-		-		-	-
Total Costs	\$	172	\$	206	\$	34	16.5%
	 						
Total Revenue Less Total Costs	\$	237		201	\$	36	17.9%
Net Operating Subsidy	\$	(62)	\$	(98)	\$	36	36.7%
			***************************************	YEAR TO	DATE		
	AC	TUAL	AMI	YEAR TO ENDED DGET		IANCE	% VARIANCE
		TUAL	AMI BU	ENDED DGET	VAR	IANCE	VARIANCE
Fare Revenue Other Revenue	A C		AMI	ENDED			
		TUAL	AMI BU	ENDED DGET	VAR	IANCE 2	VARIANCE
Other Revenue Total Operating Revenue Subsidy	\$	TUAL 110	AMI BU \$	ENDED DGET 108 -	VAR	IANCE 2 -	VARIANCE 1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$	110 - 110 299 -	S S	108 - 108 - 108 - 299 -	**************************************	IANCE 2 -	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue	\$ \$ \$	110 - 110 299 - 299	S S S	108 - 108 - 108 - 299 - 299	\$ \$ \$ \$	2 - 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407	\$ \$ \$ \$ \$	2 - 2 - 2 - 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$	TUAL 110 - 110 299 - 299 409 75	S S S	108 - 108 - 108 299 - 299 407	\$ \$ \$ \$	2 - 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 5	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407	\$ \$ \$ \$ \$	2 - 2 - 2 - 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 -	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 12	1.9% 1.9% 0.0% 0.0% 0.5% 6.3% 0.0% 34.3%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4	\$ \$ \$ \$ \$	108 - 108 299 - 299 407 80 25 35 - 14	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4 17	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35 - 14	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10 3	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4 17 25	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35 - 14 19 28	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10 3 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4 17	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35 - 14	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10 3	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4 17 25	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35 - 14 19 28	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10 3 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4 17 25	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35 - 14 19 28	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10 3 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4 17 25	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35 - 14 19 28	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10 3 2	1.9%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$	TUAL 110 - 110 299 - 299 409 75 25 23 - 4 17 25 2	\$ \$ \$ \$ \$	108 - 108 - 108 299 - 299 407 80 25 35 - 14 19 28 5	\$ \$ \$ \$ \$	2 - 2 - 2 - 5 - 12 - 10 3 2 3	1.9%

CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2006

				MON	ТН		
	AC	ΓUAL	BUI	DGET	VAR	IANCE	% VARIANCE
Fare Revenue Other Revenue	\$	-	\$	-	\$	<u>.</u>	<u> </u>
Total Operating Revenue	\$	-	\$	-	\$	-	-
Subsidy Other Non Operating Income	\$	23	\$	23	\$	-	0.0%
Total Non Operating Revenue	\$	23	\$	23	\$	-	0.0%
Total Revenue	\$	23	\$	23	\$		0.0%
Wages Fringes Services	\$	- - -	\$	- - -	\$	- - -	-
Purchased Transportation Materials and Supplies Energy Risk Management		11 - - -		11 - -		- - -	0.0% - - -
General and Administrative Debt Service Vehicle/Facility Lease		- - -		- - -		- - -	- -
Total Costs	\$	11	\$	11	\$		0.0%
Total Revenue Less Total Costs	\$	12	\$	12	\$	-	0.0%
Net Operating Subsidy	\$	(11)	\$	(11)	\$	-	0.0%
	AC	TUAL	AMI	YEAR TO ENDED DGET		IANCE	% VARIANCE
Fare Revenue Other Revenue	AC	TUAL -	AMI	NDED			%
			AME BU	NDED DGET	VAR		%
Other Revenue	\$	-	AME BU	ENDED DGET - -	VAR		%
Other Revenue Total Operating Revenue Subsidy	\$ \$	- - -	**************************************	ENDED DGET 23	\$ \$		% VARIANCE
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	- 23	**************************************	ENDED DGET 23	**************************************		% VARIANCE 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$	23 23	\$ \$ \$	23	\$ \$ \$ \$		% VARIANCE 0.0% - 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	23	\$ \$ \$ \$	ENDED DGET - - - 23 - 23	\$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials	\$ \$ \$ \$	23 23	\$ \$ \$ \$	23	\$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	23 23	\$ \$ \$ \$	23	\$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0%
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$	23 23 11	\$ \$ \$ \$ \$	23 - 23 - 11	\$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0% 0.0%

ADMINISTRATION PASS THRU

COMPARISON TO BUDGET - FISCAL YEAR 2006

		_		MON	TH		177		
	AC	TUAL	BU	DGET	VAR	IANCE	% VARIANCE		
Fare Revenue Other Revenue	\$	-	\$	-	\$	-	- -		
Total Operating Revenue	\$	-	\$	-	\$	-	-		
Subsidy Other Non Operating Income	\$	344	\$	344	\$	-	0.0%		
Total Non Operating Revenue	\$	344	\$	344	\$	-	0.0%		
Total Revenue	\$	344	\$	344	_\$		0.0%		
Wages Fringes Services	\$	- 189 156	\$	- 189 156	\$	- - -	- 0.0% 0.0%		
Purchased Transportation Materials and Supplies Energy		- - -		- -		- - -	-		
Risk Management General and Administrative Debt Service		- - -		- -		- - -	-		
Vehicle/Facility Lease		<u> </u>		<u> </u>					
Total Costs		344	\$	344	\$		0.0%		
Total Revenue Less Total Costs			<u> </u>		\$	-			
Net Operating Subsidy	\$	(344)	\$	(344)	\$	-	0.0%		
ver operating outstay	YEAR TO DATE								
					DATE				
	9501200000000000	TUAL	AM	YEAR TO ENDED DGET		IANCE	% VARIANCE		
Fare Revenue Other Revenue	9501200000000000	TUAL - -	AM	ENDED			%		
	AC	-	AM BU	ENDED DGET -	VAR	IANCE -	%		
Other Revenue	AC \$.	<u>-</u>	AMI BU \$	ENDED DGET - -	VAR	IANCE -	%		
Other Revenue Total Operating Revenue Subsidy	*		AMI BU \$	ENDED DGET - - -	\$ 	IANCE - - -	% VARIANCE		
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$	344	\$ \$ \$	ENDED DGET 344 -	\$ \$ \$	IANCE - - -	% VARIANCE 0.0%		
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue	\$ \$ \$	344	S S S	344 - 344	\$ \$ \$ \$		% VARIANCE 0.0% 0.0%		
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes	\$	344 - 344 344 - 189	\$ \$ \$ \$	- 344 - 344 - 344 - 349	\$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0% 0.0%		
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$	344 - 344 344 - 189	\$ \$ \$ \$	344 - 344 - 344 - 189 156	\$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0% 0.0%		
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$	344 - 344 344 - 189	\$ \$ \$ \$	344 - 344 - 344 - 189 156	\$ \$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0% 0.0%		
Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$	344 - 344 344 - 189 156 - - -	\$ \$ \$ \$ \$ \$	SENDED DGET	\$ \$ \$ \$ \$		% VARIANCE 0.0% - 0.0% 0.0% 0.0%		

ADMINISTRATION CONSOLIDATED

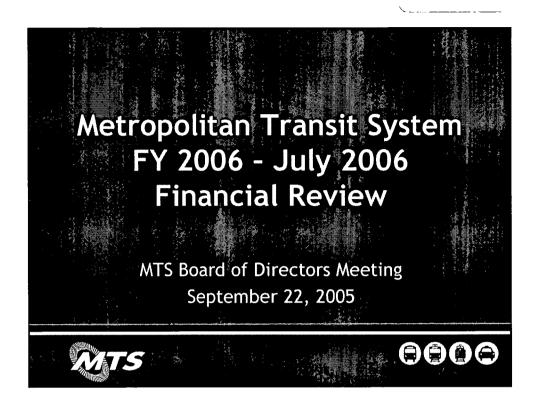
COMPARISON TO BUDGET - FISCAL YEAR 2006 JULY 31, 2005 (in \$000's)

ACTUAL BUDGET VARIANCE VARIANCE Cher Revenue 5 - 2.4 (24) - Cher Revenue - 2.4 (24) - Total Operating Revenue \$ 2.8 \$ 2.2 0.0% Subsidy \$ 8.28 \$ 2.2 0.0% Total Non Operating Revenue \$ 8.28 \$ 8.25 \$ 0.0% Total Revenue \$ 8.28 \$ 8.25 \$ 0.0% Wages \$ 4.74 \$ 4.86 \$ 1.3 2.7% Fringes 5 5.2 \$ 0.24 0.28% \$ 6.6 7.9% Wages \$ 4.74 \$ 4.8 \$ 1.3 2.7% Fringes 5 5 (24) 0.24 0.26 7.9% 1.2 0.0% 0.0% 1.2 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0					MON	TH		
Chiter Revenue - 24 (24) - Total Operating Revenue \$		AC	TUAL	BU	DGET	VAR	IANCE	% VARIANCE
Subsidy		\$	-	\$	- 24	\$		-
Total Non Operating Income		\$		\$		\$		-
Total Revenue \$ 828 \$ 852 \$ (24) -2.8% Wages \$ 474 \$ 486 \$ 13 2.7% Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation -		\$	828	\$		\$	- -	0.0%
Wages \$ 474 \$ 486 \$ 13 2.7% Fringes 65 90 24 26.7% Services 82 76 (6) 7-9% Purchased Transportation - - - - Materials and Supplies - 4 4 4 - Energy 3 5 2 40.0% -	Total Non Operating Revenue	\$	828	\$	828	\$	-	0.0%
Fringes	Total Revenue	\$	828	\$	852	\$	(24)	-2.8%
Fringes	Wages	\$	474	\$	486	\$	13	2.7%
Services		•		•				
Purchased Transportation Materials and Supplies -								
Materials and Supplies -			02		70		(0)	-7.570
Risk Management			-		- ,		- 4	-
Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - Vehicle/Facility Lease - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Net Operating Subsidy \$ (591) \$ (611) \$ 20 3.3% Net Operating Subsidy \$ (1,419) \$ (1,439) \$ 20 1.4% ACTUAL BUDGET VARIANCE VARIANCE Fare Revenue \$ - \$ - \$ - - - Other Revenue \$ - \$ - \$ - -<								40.00/
Ceneral and Administrative 757 767 10 1.3%								
Debt Service -	· ·							
Total Costs	General and Administrative		<i>7</i> 57		767		10	1.3%
Total Costs					-		-	
Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	•							
Net Operating Subsidy	Total Costs	-\$	1,419		1,463	\$	44	3.0%
Name Name	Total Revenue Less Total Costs	\$	(591)	\$	(611)	\$	20	3.3%
ACTUAL AMENDED BUDGET VARIANCE % VARIANCE Fare Revenue \$ - \$ - \$ - -	Net Operating Subsidy		(1,419)	\$	(1,439)	\$	20	1.4%
ACTUAL AMENDED BUDGET VARIANCE % VARIANCE Fare Revenue \$ - \$ - \$ - -					NEAD TO	TATE		
Fare Revenue \$ - \$ - \$ - Character Other Revenue - 24 (24) - Total Operating Revenue \$ - \$ 24 \$ (24) - Subsidy \$ 828 \$ 828 \$ - 0.0% Other Non Operating Income - - - - Total Non Operating Revenue \$ 828 \$ 828 \$ - 0.0% Total Revenue \$ 828 \$ 852 \$ (24) -2.8% Wages \$ 474 \$ 486 \$ 13 2.7% Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation - - - - Materials - 4 4 - Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% Debt Service - - - - Vehicle/F								
Other Revenue - 24 (24) - Total Operating Revenue \$ - \$ 24 \$ (24) - Subsidy \$ 828 \$ 828 \$ - 0.0% Other Non Operating Income - <				4 3 4		PDAIL		AND AND AND AND AND AND AND AND AND AND
Other Revenue - 24 (24) - Total Operating Revenue \$ - \$ 24 \$ (24) - Subsidy \$ 828 \$ 828 \$ - 0.0% Other Non Operating Income - <		Α(CTUAL		ENDED			%
Total Operating Revenue \$ - \$ 24 \$ (24) - Subsidy Other Non Operating Income -		A	CTUAL		ENDED			%
Total Operating Revenue \$ - \$ 24 \$ (24) - Subsidy Other Non Operating Income -	Fare Revenue		CTUAL -	BL	ENDED	VAR	IANCE	%
Subsidy Other Non Operating Income \$ 828 \$ 828 \$ - 0.0% Operating Income Total Non Operating Revenue \$ 828 \$ 828 \$ - 0.0% Total Revenue \$ 828 \$ 852 \$ (24) -2.8% Wages \$ 474 \$ 486 \$ 13 2.7% Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation - - - - - Materials - 4 4 - - Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%			CTUAL - -	BL	ENDED JDGET -	VAR	IANCE -	%
Other Non Operating Income - 0.0% Total Revenue \$ 828 \$ 828 \$ 852 \$ (24) -2.8% Wages \$ 474 \$ 486 \$ 13 2.7% Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation -	Other Revenue	\$	-	ВU \$ ———	ENDED UDGET - 24	VAR	IANCE - (24)	%
Total Non Operating Revenue \$ 828 \$ 828 \$ 852 \$ (24) -2.8% Wages \$ 474 \$ 486 \$ 13 2.7% Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation - - - - - Materials - 4 4 - - Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue	\$ \$	- 	\$ 	ENDED JDGET - 24 24	\$ \$	IANCE - (24)	% VARIANCE
Wages \$ 474 \$ 486 \$ 13 2.7% Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation - - - - - Materials - 4 4 - - Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy	\$ \$	- 	\$ 	ENDED UDGET - 24 24 828	\$ \$	(24) (24)	% VARIANCE
Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation - - - - - Materials - 4 4 - - Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income	\$ \$ \$	- - - 828	\$ \$ \$	ENDED JDGET - 24 24 828 -	**************************************	(24) (24)	% VARIANCE 0.0%
Fringes 65 90 24 26.7% Services 82 76 (6) -7.9% Purchased Transportation - - - - - Materials - 4 4 - - Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue	\$ \$ \$	- - 828 - 828	\$ \$ \$	ENDED JDGET - 24 24 828 - 828	\$ \$ \$ \$	(24) (24)	% VARIANCE 0.0% - 0.0%
Services 82 76 (6) -7.9% Purchased Transportation -	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue	\$ \$ \$ \$	828 - 828 828	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852	\$ \$ \$ \$ \$	(24) (24) - (24) (24)	% VARIANCE 0.0% - 0.0% 2.8%
Purchased Transportation - <td>Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages</td> <td>\$ \$ \$ \$</td> <td>828 - 828 828 474</td> <td>\$ \$ \$ \$</td> <td>ENDED JDGET - 24 24 828 - 828 - 828 486</td> <td>\$ \$ \$ \$ \$</td> <td>(24) (24) (24) (24)</td> <td>% VARIANCE 0.0% - 0.0% -2.8% 2.7%</td>	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages	\$ \$ \$ \$	828 - 828 828 474	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 - 828 486	\$ \$ \$ \$ \$	(24) (24) (24) (24)	% VARIANCE 0.0% - 0.0% -2.8% 2.7%
Materials - 4 4 - Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes	\$ \$ \$ \$	828 - 828 828 474 65	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 - 828 - 848 90	\$ \$ \$ \$ \$	(24) (24) (24) (24) 13 24	% VARIANCE 0.0% - 0.0% - 2.8% 2.7% 26.7%
Energy 3 5 2 40.0% Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services	\$ \$ \$ \$	828 - 828 828 474 65	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 - 828 - 848 90	\$ \$ \$ \$ \$	(24) (24) (24) (24) 13 24	% VARIANCE 0.0% - 0.0% - 2.8% 2.7% 26.7%
Risk Management 38 35 (3) -8.6% General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation	\$ \$ \$ \$	828 - 828 828 474 65	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76	\$ \$ \$ \$ \$	(24) (24) (24) - - - (24) 13 24 (6)	% VARIANCE 0.0% - 0.0% - 2.8% 2.7% 26.7%
General and Administrative 757 767 10 1.3% Debt Service - - - - - Vehicle/Facility Lease - - - - - Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials	\$ \$ \$ \$	828 - 828 828 474 65 82	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4	\$ \$ \$ \$ \$	(24) (24) (24) 	% VARIANCE 0.0% - 0.0% -2.8% 2.7% 26.7% -7.9% -
Debt Service - <t< td=""><td>Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy</td><td>\$ \$ \$ \$</td><td>828 - 828 - 828 474 65 82 - - 3</td><td>\$ \$ \$ \$</td><td>ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5</td><td>\$ \$ \$ \$ \$</td><td>(24) (24) (24) </td><td>% VARIANCE 0.0% - 0.0% -2.8% 2.7% 26.7% -7.9% - 40.0%</td></t<>	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	828 - 828 - 828 474 65 82 - - 3	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5	\$ \$ \$ \$ \$	(24) (24) (24) 	% VARIANCE 0.0% - 0.0% -2.8% 2.7% 26.7% -7.9% - 40.0%
Vehicle/Facility Lease -	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy	\$ \$ \$ \$	828 - 828 828 474 65 82 - - 3 38	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5 35	\$ \$ \$ \$ \$	(24) (24) (24) 	% VARIANCE 0.0% - 0.0% -2.8% 2.7% 26.7% -7.9% - 40.0%
Total Costs \$ 1,419 \$ 1,463 \$ 44 3.0% Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management	\$ \$ \$ \$	828 - 828 828 474 65 82 - - 3 38	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5 35	\$ \$ \$ \$ \$	(24) (24) (24) 	% VARIANCE 0.0% 0.0% -2.8% 2.7% 26.7% -7.9% 40.0% -8.6%
Total Revenue Less Total Costs \$ (591) \$ (611) \$ 20 3.3%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative	\$ \$ \$ \$	828 - 828 - 828 474 65 82 - - 3 38 757	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5 35	\$ \$ \$ \$ \$	(24) (24) (24) 	% VARIANCE 0.0% 0.0% -2.8% 2.7% 26.7% -7.9% 40.0% -8.6%
	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service	\$ \$ \$ \$	828 - 828 - 828 474 65 82 - - 3 38 757	\$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5 35 767	\$ \$ \$ \$ \$	(24) (24) (24) 	% VARIANCE 0.0% 0.0% -2.8% 2.7% 26.7% -7.9% 40.0% -8.6%
Net Operating Subsidy \$ (1,419) \$ (1,439) \$ 20 1.4%	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease	\$ \$ \$ \$	828 828 828 828 474 65 82 - - 3 38 757	\$ \$ \$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5 35 767	\$ \$ \$ \$ \$	(24) (24) (24) (24) 	% VARIANCE 0.0% - 0.0% -2.8% 2.7% 26.7% -7.9% -7.9% -1.3% -8.6% 1.3%
	Other Revenue Total Operating Revenue Subsidy Other Non Operating Income Total Non Operating Revenue Total Revenue Wages Fringes Services Purchased Transportation Materials Energy Risk Management General and Administrative Debt Service Vehicle/Facility Lease Total Costs	\$ \$ \$ \$	828 828 828 828 474 65 82 - 3 38 757 - -	\$ \$ \$ \$ \$ \$ \$	ENDED JDGET - 24 24 828 - 828 852 486 90 76 - 4 5 35 767	\$ \$ \$ \$ \$ \$	(24) (24) (24) (24) 	% VARIANCE 0.0% - 0.0% -2.8% 2.7% 26.7% -7.9% -1.3% -1.3% -1.3%

OTHER ACTIVITIES CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2006 JULY 31, 2005 (in \$000's)

	% IANCE
Other Revenue 60 55 5 Total Operating Revenue \$ 60 \$ 55 \$ 5 Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 -	-
Total Operating Revenue \$ 60 \$ 55 \$ 5 Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - -	
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 -	9.1%
Other Non Operating Income 858 858 -	0.0%
Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ -	0.0%
	0.0%
Total Revenue \$ 1,305 \$ 1,300 \$ 5	0.4%
Wages \$ 2 \$ - \$ (2)	100.0%
Fringes (150) -	0.0%
Services 6 11 6	54.5%
Purchased Transportation	-
Energy - 1 1	_
Risk Management 7 7 -	0.0%
General and Administrative (846) (841) 5	-0.6%
Debt Service 2,825 - 2,825 -	0.0%
Vehicle/Facility Lease	
Total Costs \$ 1,844 \$ 1,853 \$ 9	0.5%
Total Revenue Less Total Costs \$ (539) \$ (553) \$ 14	2.5%
Net Operating Subsidy \$ (1,785) \$ (1,798) \$ 14	0.8%
YEAR-TO DATE	
AMENDED	º/o
	IANCE
Fare Revenue \$ - \$ -	_
Other Revenue 60 55 5	9.1%
Total Operating Revenue \$ 60 \$ 55 \$ 5	9.1%
Total operating revenue	
Subsidy \$ 387 \$ -	9.1% 0.0% 0.0%
Subsidy \$ 387 \$ -	0.0%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 -	0.0%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5	0.0% 0.0% 0.0% 0.4%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 \$ - \$ (2)	0.0% 0.0% 0.0% 0.4% 100.0%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 - \$ (2) Fringes (150) (150) -	0.0% 0.0% 0.0% 0.4% 100.0% 0.0%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 \$ - \$ (2) Fringes (150) (150) - Services 6 11 6	0.0% 0.0% 0.0% 0.4% 100.0%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 \$ - \$ (2) Fringes (150) (150) - Services 6 11 6 Purchased Transportation - - -	0.0% 0.0% 0.0% 0.4% 100.0% 0.0%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 \$ - \$ (2) Fringes (150) (150) - Services 6 11 6 Purchased Transportation - - - Materials - - -	0.0% 0.0% 0.0% 0.4% 100.0% 0.0%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 \$ - \$ (2) Fringes (150) (150) - Services 6 11 6 Purchased Transportation - - - Materials - - - Energy - 1 1	0.0% 0.0% 0.4% 100.0% 54.5%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 \$ - \$ (2) Fringes (150) (150) - Services 6 11 6 Purchased Transportation - - - Materials - - - Energy - 1 1	0.0% 0.0% 0.0% 0.4% 100.0% 0.0%
Subsidy \$ 387 \$ 387 \$	0.0% 0.0% 0.4% 100.0% 54.5%
Subsidy \$ 387 \$ 387 \$ - Other Non Operating Income 858 858 - Total Non Operating Revenue \$ 1,245 \$ 1,245 \$ - Total Revenue \$ 1,305 \$ 1,300 \$ 5 Wages \$ 2 \$ - \$ (2) Fringes (150) (150) - Services 6 11 6 Purchased Transportation - - - Materials - - - Energy - 1 1 Risk Management 7 7 - General and Administrative (846) (841) 5	0.0% 0.0% 0.4% 100.0% 54.5%
Subsidy \$ 387 \$ 387 \$	0.0% 0.0% 0.4% 100.0% 54.5%
Subsidy \$ 387 \$ 387 \$	0.0% 0.0% 0.4% 100.0% 54.5% - - 0.0% -0.6% 0.0%



COMBINED OPERATIONS
JULY 2006 HIGHLIGHTS
(in 000's)

JULY 2006

COMBINED NET OPERATING SUBSIDY VARIANCE

Operations General Fund 626

. Fund

34

Total Combined Net Operating Subsidy Variance

660





SAN DIEGO METROPOLITAN TRANSIT SYSTEM COMBINED MTS TRANSIT OPERATORS COMPARISON TO AMENDED BUDGET - FY 2006 MONTH TO DATE, JULY 31, 2005 (in \$000's)

		MONTH	TO DATE	
		AMENDED		%
	ACTUAL	BUDGET	VARIANCE	VAR
Fare Revenue	\$6,580	\$6,165	\$416	6.7%
Other Revenue	157	103	53	51.5%
Total Operating Revenue	6,737	6,268	469	7.5%
 Wages/Fringes	7,367	7,413	46	0.6%
Purchased Transportation	4,104	4,166	61	1.5%
Energy	1,896	1,898	2	0.1%
Other Expenses	2,143	2,190	49	2.2%
Total Costs	15,509	15,666	157_	1.0%
Net Operating Subsidy	(\$8,771)	(\$9,398)	\$626	6.7%





Net Operating Subsidy Variance Summary July 2005

	 to Date riance
Combined Fare Revenue	\$ 416
 Combined Outside Services less Security 	237
Combined Security	(199)
All Other Net Operations	172
Overall net operating subsidy favorable variance	\$ 626





COMBINED OPERATIONS

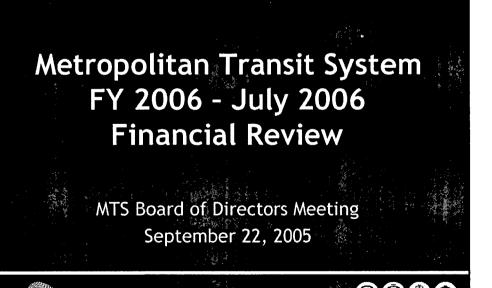
TRANSIT OPERATORS NET SUBSIDY AND OTHER EXPENDITURES

COMPARISON TO AMENDED BUDGET - FY 2006 MONTH TO DATE, JULY 31, 2005

				YEAR T	O DAT	E	
			A	MENDED			
	A	CTUAL	В	UDGET	VAF	RIANCE	% VARIANCE
MTS Net Operating Subsidy							
Internal Bus Operations	\$	3,593	\$	3,925	\$	332	8.5%
Rail Operations		1,525		1,586		61	3.8%
Contracted Bus Operations - Fixed Route		2,202		2,273		71	3.1%
Contracted Bus Operations - Para Transit		734		790		56	7.1%
Other Operators		717		823		106	12.9%
Total MTS Net Operating Subsidy		8,771		9,397		626	6.7%
Other Expenditures							
MTS Administration		1,419		1,439		20	1.4%
Other Activities		1,785		1,798		14	0.8%
Grand Total Expenditures	\$	11,975	\$	12,634	\$	660	5.2%









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Agenda

Item No. $\underline{61}$

Chief Executive Officer's Report

ADM 121.7 (PC 30100)

September 22, 2005

Minor Contract Actions

- MacConnection to replace existing work stations in Telephone Information Department.
- Di Zinno Thompson for media services for the Green Line.
- Parsons Brinckerhoff for construction management services for the San Ysidro Intermodal Transportation Center (SYITC).
- Berryman and Henigar for engineering services (right-of-entry permit coordination) for proposed condominium project at the northwest corner of Ash and Pacific Highway.
- Orion Construction Corp/Balboa Construction, Inc. for construction services for the Mission Valley East Light Rail Transit Extension – SDSU Segment Utilities.

Contract Matters

There are no Contract Matters to report.

gail.williams/agenda item 61

